MINUTES

COUNCIL MEETING

Tuesday 28 May 2024
6:30 pm

City Hall
57 Little Malop Street, Geelong 3220

LIVE STREAMED ON THE CITY'S WEBSITE:

www.geelongaustralia.com.au/meetings

COUNCIL:

Cr T Sullivan (Bellarine Ward) - Mayor
Cr A Aitken (Windermere Ward) - Deputy Mayor
Cr J Mason (Bellarine Ward)
Cr E Wilkinson (Bellarine Ward)
Cr M Cadwell (Brownbill Ward)
Cr E Kontelj (Brownbill Ward)
Cr P Murrihy (Brownbill Ward)
Cr B Harwood (Kardinia Ward)
Cr B Moloney (Kardinia Ward)
Cr R Nelson (Kardinia Ward)
Cr S Hathway (Windermere Ward)

CITY OF GREATER GEELONG

2. REPORTS

2.1. Pakington North Urban Design Framework

Source: **Placemaking**
Executive Director: **Tennille Bradley**

Purpose

1. To adopt the Pakington North Urban Design Framework (UDF) following completion of the Pakington North Community Panel (Panel) Deliberative Engagement.

2. To forward a request to the Minister for Planning to authorise the preparation and exhibition of a planning scheme amendment to introduce policy, rezone land and apply development controls into the Greater Geelong Planning Scheme for the final Pakington North Urban Design Framework **(Attachment 1).**

Background

3. On 14 December 2021 Council adopted two of the three precincts in the Final Pakington Street and Gordon Avenue Urban Design Framework (UDF) namely the Gordon Avenue and Heritage Core Precincts**.**

4. Council approved further community engagement for the Pakington North Precinct in 2022, however community concern remained.

5. On 24 October 2023 Council received a report on the deliberative engagement process and endorsed the '*Pakington North Precinct - Deliberative Engagement Plan'*. The deliberative engagement process was developed to deliver further consultation with the community and a co-designed UDF.

Key Matters

6. Capire Consulting, an independent community engagement agency that specialises in place-based planning and built form projects, led the deliberative engagement process for the development of the co-designed UDF, including:

    6.1. Establishment of a community panel (the Panel) comprised of a representative sample of the broader community; and

    6.2. Facilitating six deliberative engagement sessions early in 2024.

7. Capire led the establishment and management of the Panel, including:

    7.1. Assessment of 118 applications from an expression of interest process of which 66 were invited to be panel members;
    7.2. Ensuring that the panel mix was a representative sample of the broader community;
    7.3. The number of panel members appointed allowed for an anticipated drop off in attendance, with attendance ranging from 53 attendees (at Session 2) to 32 attendees (at Session 3B). A total of 26 members attended all sessions.

8. The Panel's recommendations from each session were incorporated to the maximum extent possible into objectives, guidelines, and plans by the City's Urban Design team. The panellists were given the opportunity to indicate their 'level of comfort' with the material prepared by the City Design team and provide feedback via short surveys. This feedback, in addition to the Panel recommendations, was reflected in the draft UDF considered by the Panel at its final session on 18 April 2024. The Panel considered a draft Pakington North UDF **(Attachment 4).**

9. The Panel was given an opportunity to identify anything missing or requiring refinement at the final session.

10. The feedback received from the Panel at the final session, along with the officer's response and impact on the final UDF can be found in **Attachments 5. Attachment 6** identifies minor changes to the UDF and improvement to clarify and correct errors.

11. The last session was attended by 39 persons, and 38 panellists in attendance elected to vote regarding the UDF. The panel was surveyed on three key elements on a scale of very uncomfortable to very comfortable with the following results:

    11.1. 79% of the panel was 'Very Comfortable' or 'Comfortable' that the UDF reflects the work of the Panel.

    11.2. 61% of the Panel was very comfortable or comfortable that "the Panel recommendations will guide the future development in Pakington North to revitalise and help accommodate demand for new homes, retail, services and jobs." 29% of the Panel were very uncomfortable with this statement.

    11.3. 60% of the Panel were comfortable or very comfortable with the UDF going to Council for consideration and endorsement (40% of the Panel were very uncomfortable or uncomfortable).

12. Capire's report, 'Pakington North UDF – Community Panel Engagement Summary Report' on the outcomes is presented as **Attachment 3.**

13. With the deliberative engagement process now complete, the community consultation has been finalised for the purpose of the preparation of the UDF.

14. The community will have further opportunity to provide feedback through the public exhibition of the planning scheme amendment to implement the Pakington North UDF, and through future streetscape masterplan preparation for Pakington Street.

15. As the Pakington North UDF has been completed as a separate document, the adopted Pakington Street and Gordon Avenue Urban Design Framework, December 2021 requires minor updates to remove the Pakington Street North Precinct sections and references where relevant. This updated UDF is provided as **Attachment 2.**

RESOLUTION - Item 2.1

Cr Mason moved, Cr Cadwell seconded -

That Council:

1. **Thank the Community Panel for their work and feedback on the Pakington North Urban Design Framework;**

2. **Adopt the final Pakington North Urban Design Framework, May 2024 (Attachment 1);**

3. **Adopt the Pakington Street and Gordon Avenue Urban Design Framework, December 2021, updated May 2024 (Attachment 2), which has removed references to Pakington Street North Precinct; and**

4. **Request the Minister for Planning to authorise the preparation and exhibition of a planning scheme amendment to introduce policy, rezone land and apply development controls into the Greater Geelong Planning Scheme for the final Pakington North Urban Design Framework (Attachment 1) and for the Pakington Street and Gordon Avenue Urban Design Framework, December 2021, updated May 2024 (Attachment 2).**

Carried

Division Requested:
For: Crs Kontelj. Cadwell, Moloney, Sullivan, Mason, Murrihy, Harwood, Nelson
Against: Crs Aitken, Hathway, Wilkinson

Financial Sustainability

17. The deliberative engagement process was council initiated and funded through the Council budget.

18. The planning scheme amendment is council initiated. Cost to prepare the planning scheme amendment will be met through existing recurrent planning scheme amendment budget.

19. The implementation section of the UDF identifies further work required to deliver the UDF. All future work is subject to council funding and will be sought through the budgeting cycle. Opportunities to deliver projects (in part or in full) through state and federal government grants will be investigated as they arise.

20. The total cost to Council of delivering the deliberate panel process for the co-design of the UDF was approximately $125,000 including Panel remuneration and consultant inputs.

Community Engagement

21. The International Association of Public Participation Spectrum (IAP2) is an industry recognised tool that defines the publics role in any community engagement program and sets out the promise being made to the public at each participation level. The levels on the spectrum are inform, consult, involve, collaborate and empower. The Community Panel sits at the collaborate level on the IAP2 spectrum. A standard UDF engagement process would usually be at the consult/involve levels.

22. The goal of a deliberative engagement process is to partner with the public in each aspect of the decision, including the development of alternatives and the identification of a preferred solution. The promise made in deliberative engagement is that advice and recommendations into the decision are incorporated to the maximum extent possible.

23. The Deliberative Engagement Strategy adopted in October 2023 set out the project elements that could and could not be directly influenced through the engagement process. The non-negotiables were elements of the project that cannot be influenced due to technical, statutory or regulatory reasons (e.g. State policy, planning scheme requirements and inter-related strategies and policies).

24. Preparation of an UDF using a deliberative engagement process has previously not been undertaken by the City of Greater Geelong. Capire Consulting advised that to their knowledge it has not previously been undertaken elsewhere in Australia as a form of engagement to prepare a UDF.

25. Panel members, as outlined in more detail in **Attachment 3**, indicated that the deliberative engagement process had provided an opportunity to learn more about urban design and planning and an opportunity to connect with others in the community. They also appreciated the transparency of the process (i.e. through the transparent conversations and iterative UDF preparation process with Council), noting the outcomes may not please everybody, and the need for the panel to consider holistic community views.

Social Equity and Sustainability

26. The selection process, undertaken by Capire Consulting, has ensured the Panel was a representative demographic make-up of the broader community. Not all panel members were able to attend all panel sessions, however analysis of attendance outlined in **Attachment 3** shows that the panel mix remained consistent during the sessions, giving confidence that the recommendations developed during the sessions reflect the broader community view.

27. Aspects to support social equity and sustainability are embedded in the UDF this includes but is not limited to:

    27.1. Promoting greater housing diversity and accommodating a range of housing typologies and densities which meet the needs of existing and future residents. This includes the delivery of affordable and social housing;

    27.2. Delivering on a people focussed precinct which ensures a safe environment for the community at all hours;

    27.3. Delivering safe and attractive environments for cyclists and pedestrians and advocate for improved public transport; and

    27.4. Establishing an inclusive, inviting, and vibrant streetscape reinforcing the sense of place for all genders and age-groups.

Relevant Law/Policy/Legal Implications

28. The UDF supports Council adopted policies for settlement, retail, and urban infill and is consistent with state and local planning policies.

29. The UDF will be implemented into the Greater Geelong Planning Scheme to give effect to the land use changes and development controls. As per statutory requirements within the *Planning and Environment Act 1987*, the planning scheme amendment will be subject to further public consultation.

Alignment to Community Plan and Vision

30. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Strong local economy.
    Sustainable growth and environment.

31. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
    A destination that attracts local and international visitors.
    A prosperous economy that supports jobs and education opportunities.
    An inclusive, diverse, healthy and socially connected community.
    People feel safe wherever they are.
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

32. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

33. A risk assessment for the engagement process was undertaken at the time of the deliberative engagement plan development. Risks identified included community confidence in the process, if the panel would be representative of the community and if the diverse views of the community would be equally considered. The deliberative engagement process was designed to mitigate those risks.

34. A majority of the panel indicated at the end of the engagement that there is confidence in the process, that the panel was representative of the community and that views were equally considered. However, a small group has indicated concern with the process and outcomes in the UDF, as outlined in **Attachment 3**.

35. The Pakington North Precinct is at risk of inappropriate development due to current zoning (Commercial 2 Zone) which allows bulky goods and weak controls in relation to development and heights in the planning scheme. Implementation of the UDF into the Greater Geelong Planning Scheme will ensure an improved built form outcome including further opportunities for residential development.

Environmental Sustainability

36. The development of the UDF through the deliberative engagement process has not impacted on environmental sustainability.

37. Aspects to improve the environmental sustainability are embedded in the UDF this includes but is not limited to:

    37.1. A green street, which achieves the tree canopy targets for Geelong;

    37.2. Increased residential density in an activity centre, which will reduce the need for car travel;

    37.3. Enabling a multi modal shift and improving access for pedestrians, cyclists and by public transport;

    37.4. Responding to climate change and increase the environmental sustainability in upgrades to the public realm; and

    37.5. Ensuring that new developments will comply with the City's Environmental Sustainable Design Policy.

Attachments

1. Final Pakington North Urban Design Framework- May 2024 [**2.1.1** - 90 pages]
2. Final Pakington St (G W) & Gordon Ave UDF [**2.1.2** - 99 pages]
3. Pakington North Community Panel Engagement Summary Report [**2.1.3** - 97 pages]
4. Panel endorsed Pakington North UDF- 12 April 2024 [**2.1.4** - 90 pages]
5. Consideration of Final Panel Feedback- 18 April 2024 [**2.1.5** - 2 pages]
6. Pakington North UDF list of changes [**2.1.6** - 3 pages]



THE CITY OF
GREATER GEELONG

PAKINGTON NORTH URBAN DESIGN FRAMEWORK

MAY 2024
FINAL

CITY OF GREATER GEELONG

ACKNOWLEDGMENT OF COUNTRY

We Acknowledge the Wadawurrung People as the Traditional Owners of the Land, Waterways and Skies. We pay our respects to their Elders, past, present and emerging. We Acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

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EXECUTIVE SUMMARY

Pakington North Urban Design Framework (UDF) has been developed to set an overall direction for growth and development of the precinct. It is a long term vision document that presents mechanisms to direct investment and renewal by establishing objectives, guidelines and actions which facilitate land use, built form and public realm outcomes.

VISION

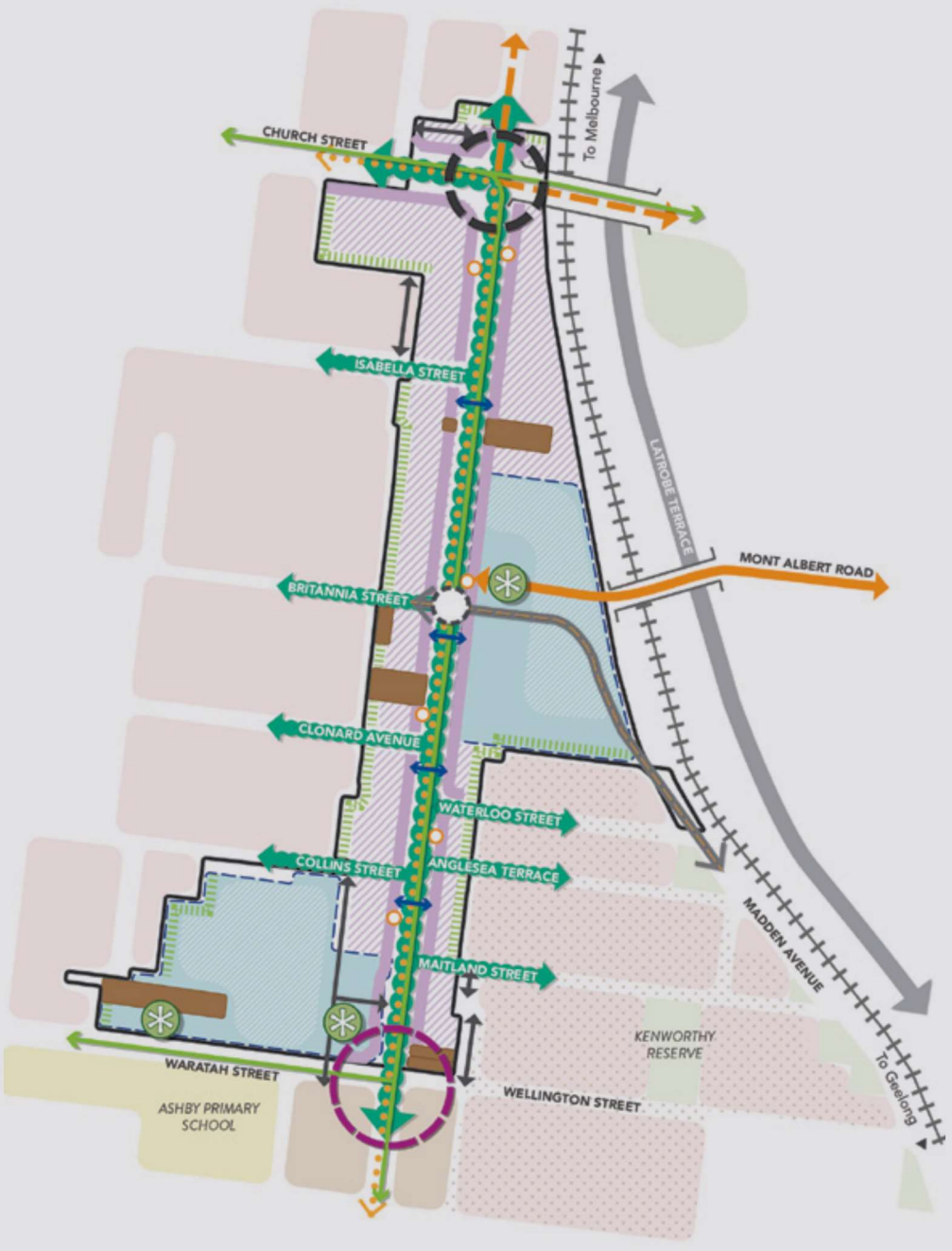
"A vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. As a people friendly and inclusive precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture.

Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong".

The UDF is informed by the Community Panel's recommendations emerging from the deliberative engagement process, the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework and several existing local and state policies and strategies.

The UDF seeks to:

- Implement the City's Settlement Strategy by identifying suitable locations for preferred increased residential density.
- Provide built form objectives and guidelines, for incorporation into the City of Greater Geelong Planning Scheme to ensure improved built form outcomes and clarity in decision making.
- Provide basis for preparation of detailed masterplans to guide infrastructure and public realm outcomes along Pakington Street.
- Identify relevant projects and establish an implementation plan to deliver on a long term vision for the precinct.
- Inform the City's capital works program and annual budget.



Urban Design Framework

EXECUTIVE SUMMARY

The UDF seeks to guide the delivery of the vision under the following four themes:



Land Use and Activity

- To support a vibrant mix of retail, entertainment, services, and residential functions along this part of Pakington Street that enhance and complement the Heritage Core Precinct.
- To promote greater housing diversity and accommodate a range of housing typologies and densities which meet the needs of existing and future residents while respecting existing amenity.
- To establish a thriving activity center that ensures a safe environment for the community at all hours.
- To seek opportunities for new public open spaces and pedestrian connections.



Access and Movement

- To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street.
- To improve public transport services and access to and through Pakington North Precinct.
- To deliver safe and attractive environments for pedestrians and bicycle connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.
- To strategically consider access, sustainability goals and local economic gains when designing car parking.



Development and Interface Management

- To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts.
- To implement a range of building heights and setbacks that reinforces the mid rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.
- To establish a high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.
- To support opportunities for urban renewal in Strategic Sites.
- To ensure equitable development potential across the precinct.
- To integrate services into building design of new developments.

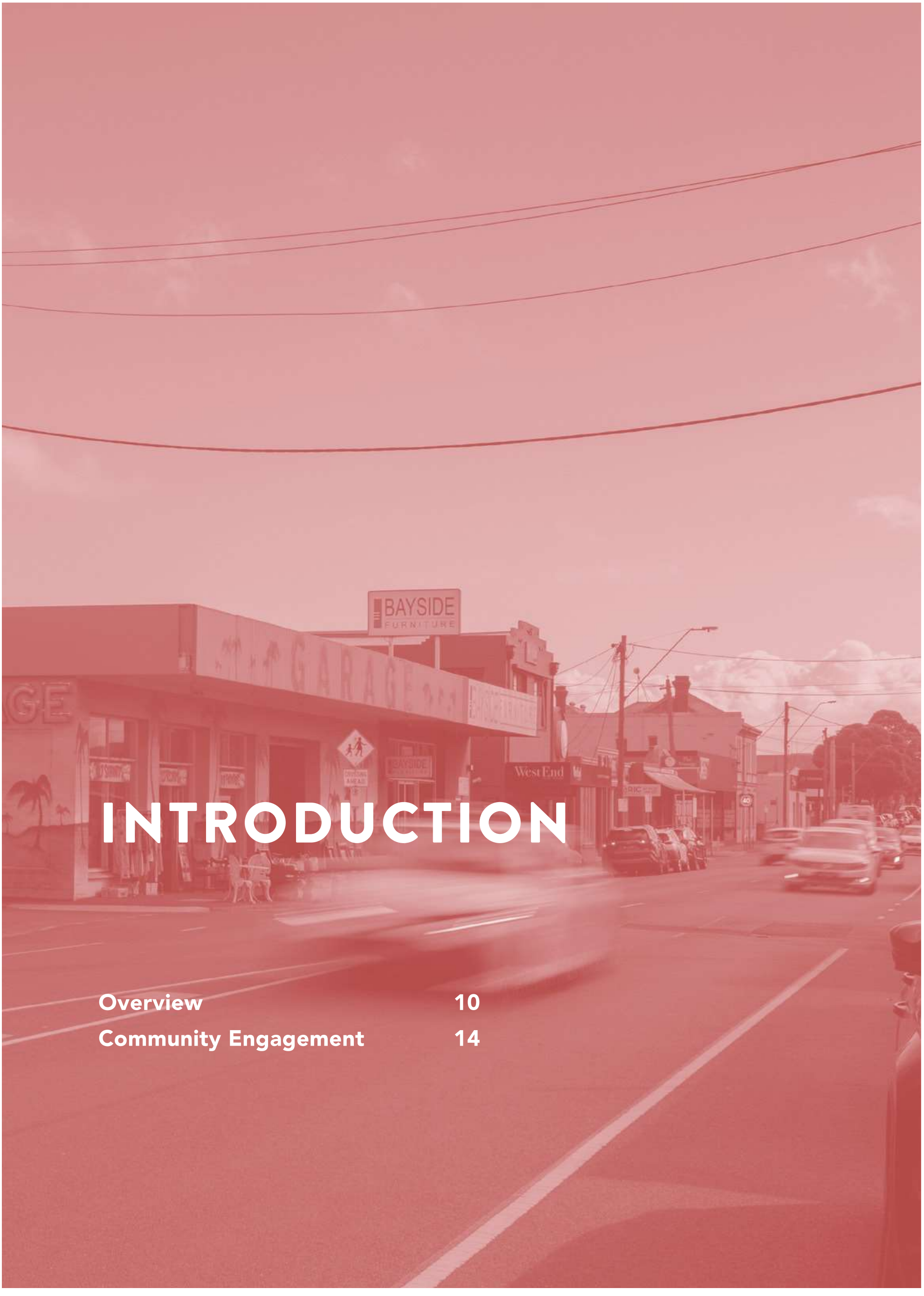


Public Realm and Open Space

- To establish a vibrant streetscape on Pakington Street that reinforces the sense of place and improves local accessibility and amenity.
- To facilitate public open spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups.
- To respond to climate change and increase environmental sustainability.
- To celebrate and enhance the cultural canvas through the integration of public art, materiality, streetscape elements and native planting.

The Implementation Plan summarises key policy and project actions identified in the UDF. The plan outlines the proposed timeframe, the allocated responsible lead, and City's role in the delivery of each action.


PETREL HOTEL
CARLTON DRAUGHT
PETREL HOTEL
Victoria Bitter
Carlton Draught
01



INTRODUCTION

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1.1 OVERVIEW

Project Background

The City of Greater Geelong (The City) has prepared the Pakington North Precinct Urban Design Framework (UDF) with Pakington North Community Panel (Panel) to guide future enhancements and development in the Pakington North Precinct. The UDF seeks to revitalise the area and help accommodate demand for new homes, retail, services and jobs.

In December 2021, Council adopted two of the three precincts in the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework, namely Gordon Avenue and the Heritage Core Precincts (see Figure 01). Council also requested to undertake further consultation for the Pakington North Precinct, due to significant community concern. However, the additional round of community engagement, undertaken in 2022, did not garner sufficient support. It was therefore decided to progress with a deliberative engagement process.

In February 2023, officers commissioned engagement specialists Capire Consulting to deliver the deliberative engagement process. This process has informed the UDF.

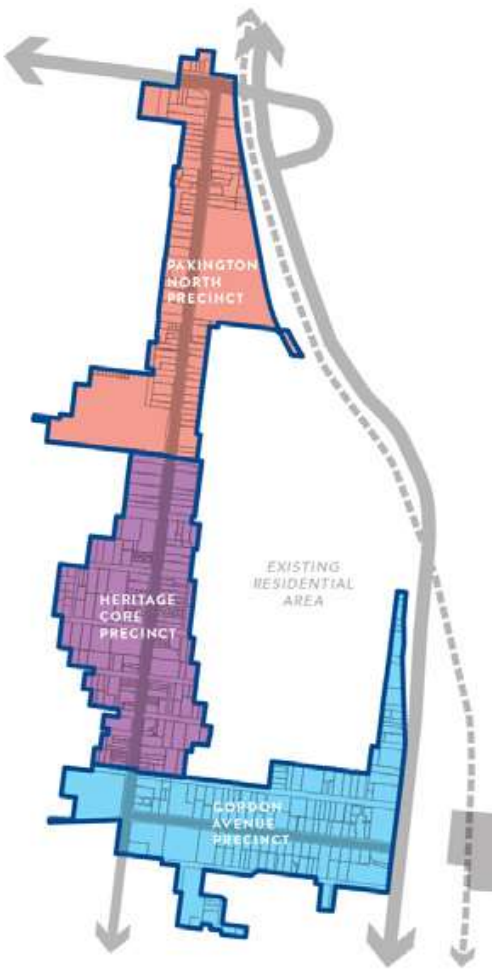

Figure 01. UDF Precincts - Three precincts as identified in the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework

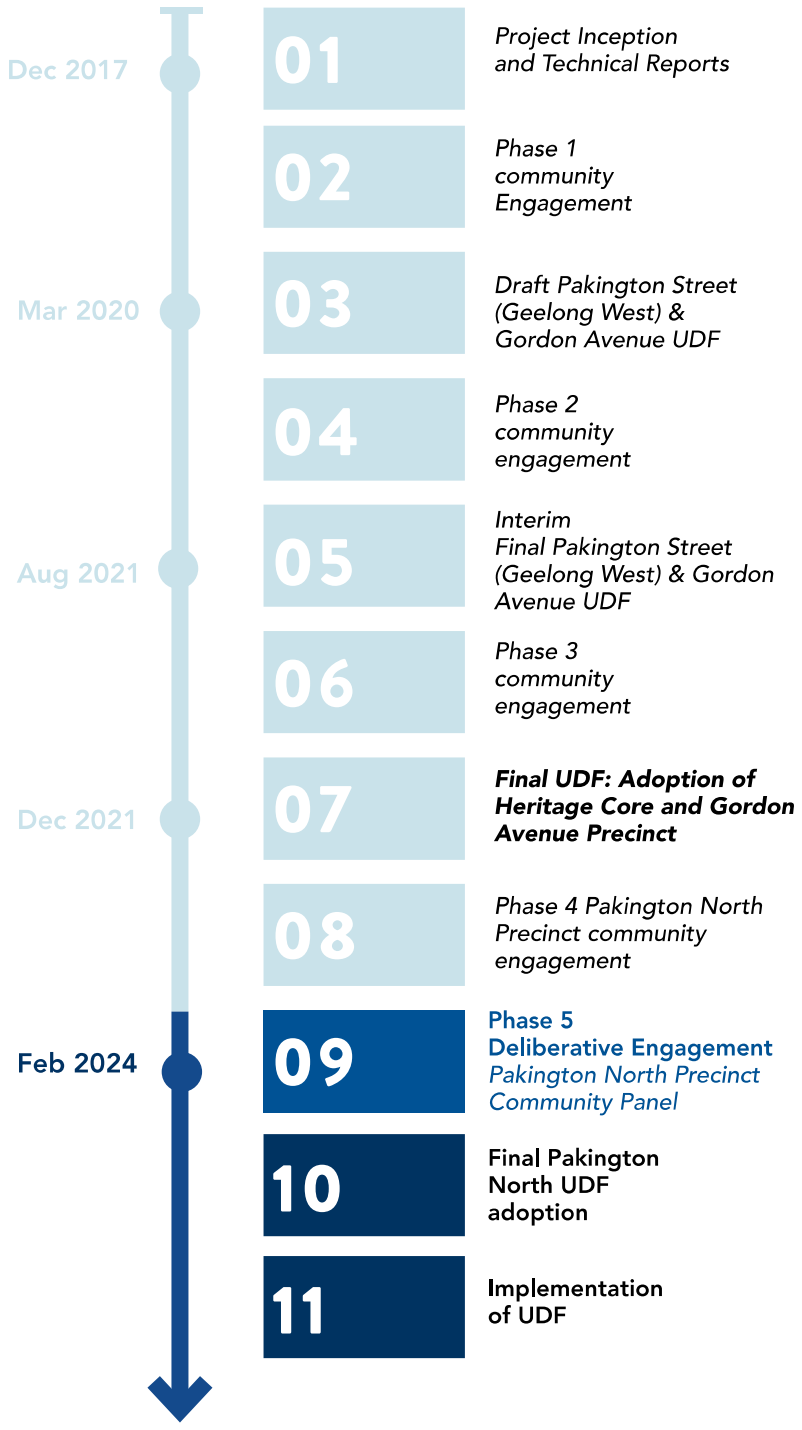

Figure 02. Project Timeline

1.1 OVERVIEW

What is an Urban Design Framework?

An Urban Design Framework (UDF) is a strategic planning tool that assist local planning authorities and their communities in setting an overall direction for the future of a place with local action plans and initiatives.

As a long-term visioning document, an UDF can provide mechanisms to direct investment and renewal in an area while guiding future development outcomes.

Purpose of the Urban Design Framework

- To implement the City's Settlement Strategy in relation to potential for increased residential density.
- To make amendments to the City of Greater Geelong Planning Scheme.
- To guide built form outcomes along the northern part of Pakington Street.
- To provide bases for preparation of detailed masterplans to guide infrastructure and public realm outcomes along Pakington Street.
- To identify relevant projects and establish an implementation plan to deliver on long term vision for the precinct.
- To inform Council's capital works program and annual budget.

How to read this document

This document provides a suite of information that sets the context for the opportunities that exists within Pakington North Precinct. It articulates the vision and objectives for this part of Pakington Street. The following diagram sets out the structure of this document.

01 INTRODUCTION

Includes an overview of project background, purpose and the deliberative engagement process

02 BACKGROUND ANALYSIS

Includes context, strategic and policy background, project drivers, existing conditions and key influences

03 URBAN DESIGN FRAMEWORK

Includes overall framework, themes, objectives and design guidelines.

04 STRATEGIC SITES

Includes future development and aspirations for both strategic sites.

05 IMPLEMENTATION PLAN

Includes statutory and non-statutory actions, expected timelines and further work required.

06 APPENDIX

Includes various works that has informed this UDF.

1.1 OVERVIEW

Relationship to Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework



The UDF is informed by the recommendations of the Community Panel and the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework.

While Pakington North Precinct is no longer included in the Final Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework, certain aspects of the endorsed framework remain pertinent. Specifically, the overall technical, statutory, and regulatory requirements continue to apply, alongside the vision, strategic approach, and guiding principles. The context and background also remain unchanged.

The Pakington North Urban Design Framework is an independent document and has incorporated elements from the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework.

Why was an Urban Design Framework selected for this area?

A UDF serves as a key tool for decision-makers, including Council, State Government, and various other agencies, to strategically allocate resources towards capital works, guide planning application decisions, and coordinate work programs across different departments.

Its primary objective is to offer transparency of expectations and certainty to the community, business owners, developers, and planning applicants regarding the level of change and type of development within the Pakington North Precinct. The stronger the controls within the UDF, the greater the clarity throughout the planning process, including proceedings at VCAT, which ensures a more transparent and predictable development environment.

How was the precinct boundary determined?

The precinct boundary included for the UDF includes all commercially zoned land and some within General Residential Zone and Mixed Use Zone from Church Street to Waratah and Wellington Street. It is bound by the rail line (VicTrack land) to the east, low rise residential to the north and west. The Heritage Core Precinct and low rise residential dwellings of heritage significance lie to the south and east. This area was considered large enough to investigate for potential increased densities whilst ensuring that amenity impacts can be managed both within and beyond the boundary.

The UDF area and various distances have been shown in the following map.

Map 01. Local Context ▶


NORTH GEELONG
DRUMCONDRA
PAKINGTON STREET
RAIL SIDINGS YARD
Corio Bay
PAKINGTON STRAND
500m
GEELONG WEST
HERITAGE CORE PRECINCT
1km
CENTRAL GEELONG
GEELONG STATION
GORDON AVENUE PRECINCT
1.5km
PAKINGTON NORTH URBAN DESIGN FRAMEWORK | INTRODUCTION 13

1.2 COMMUNITY ENGAGEMENT

Deliberative engagement was chosen for Pakington North UDF as it enables community to participate actively in the process. The participants are provided with a clear task or question, have access to appropriate resources and information, and are given the time and space required to deliberate and reach their consensus.

The City engaged Capire Consulting Group to design and facilitate the deliberative engagement process to develop an agreed outcome for the UDF with a community panel reflective of the wider study area.

The overarching scope of the engagement was:

The City of Greater Geelong is preparing an Urban Design Framework to guide future development in the Pakington North Precinct to revitalise the area and help accommodate demand for new homes, retail, services and jobs. On this basis, what are the community's recommendations for the future development of the Pakington North Precinct?*

**The Urban Design Framework will consider how people use the streets and public spaces, how they will move about, how the local character will be preserved, and the styles and use of future buildings and other places.*

The scope articulates what can be considered and influenced through the engagement process. The panel then worked together to deliberate over a number of key themes relating to public realm, built form controls and access and movement.

The endorsed Final Pakington North Urban Design Framework Community Panel Engagement Process, 2023 provides further details on the project negotiables and non-negotiables, objectives, panel mix and evaluation framework.

In October 2023, the City initiated an Expression of Interest process to recruit a diverse group of up to 60 participants who were genuinely invested in the betterment of the community and area. The recruitment was managed independently by Capire Consulting Group.

In January 2024, the Panel's recruitment was finalised completed with first session scheduled for on February 2024. Over six sessions, the Panel and the City collaborated in a co-design process where the panel influenced decisions by providing recommendations and identifying preferred solutions. The advice and recommendations were weighted and incorporated into the UDF by the City. The Panel through surveys then confirmed whether the recommendations had been satisfactorily reflected in UDF. The process has been illustrated in Figure 03.

SESSION	DATE	PURPOSE	ATTENDEES
Session 1	8 Feb 2024	To built participant knowledge and explain the role, purpose and scope of the panel	50
Session 2	10 Feb 2024	To develop recommendations on the public realm	53
Session 3a	29 Feb 2024	To develop recommendations on built form.	38
Session 3a	7 March 2024	To develop recommendations on built form.	32
Session 4	16 March 2024	To develop recommendations on access and movement To vote on preferred maximum heights	34
Session 5	18 April 2024	To provide final feedback on the draft UDF and endorse progression to Council	39

The Pakington North UDF Community Panel Engagement Summary Report, May 2024, prepared by Capire Consulting Group provides an overview of the deliberative engagement process.

1.2 COMMUNITY ENGAGEMENT

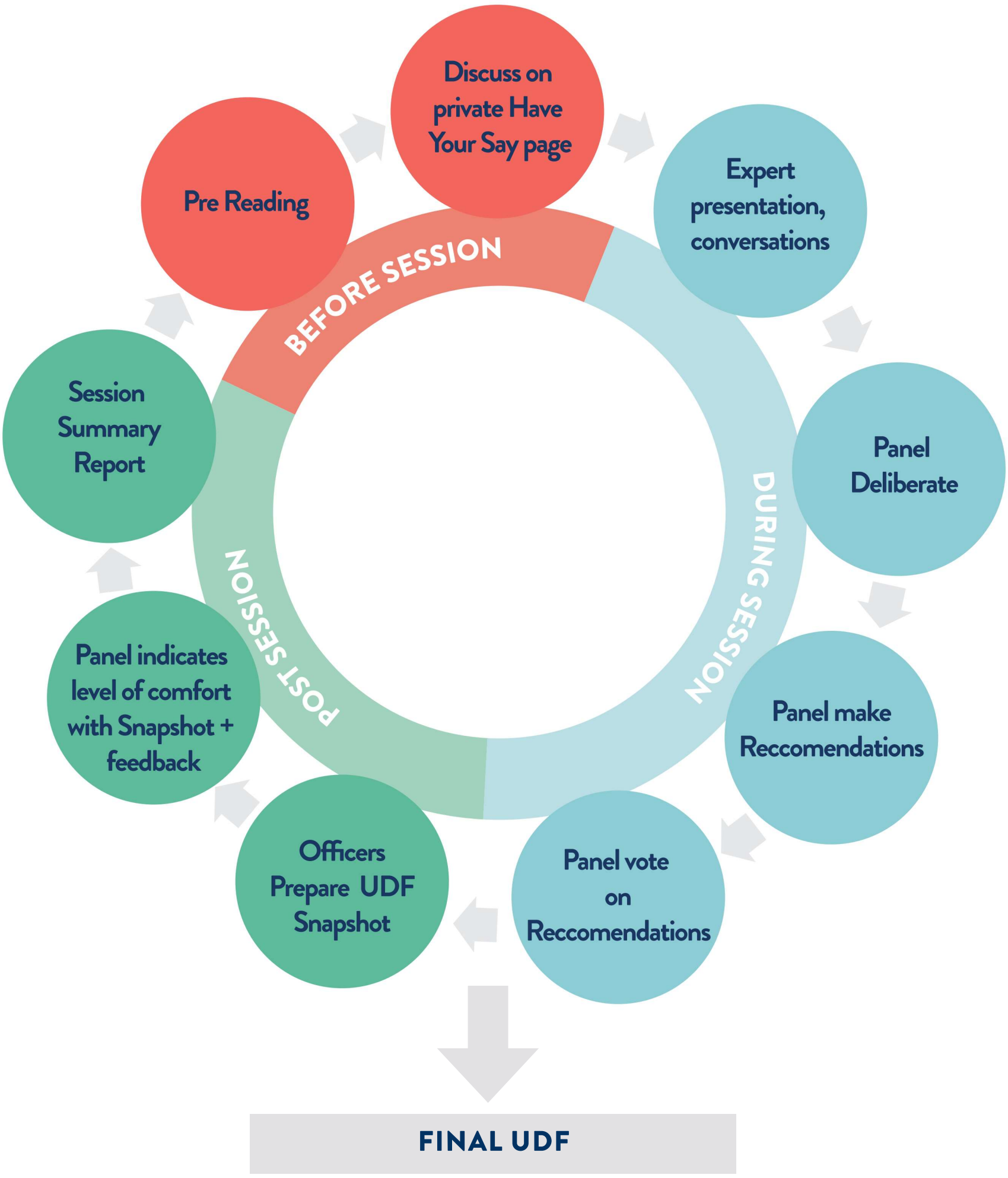

Figure 03. Deliberative Engagement Process for Pakington North UDF


priceline pharmacy
WAX GALLERY
0447 717 332
www.waxgallerygeelongwest.com
priceline pharmacy
WAX GALLERY Waxing • Tanning • Lashes • Beauty
5222 7683 Accountants & Financial Services
priceline pharmacy
EXPERT ADVICE
priceline pharmacy
OPEN 7 DAYS
02



BACKGROUND ANALYSIS

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Planning Policy Context 18
Drivers for Change 20
Pakington North Precinct 28
Key Influences 30

2.1 STRATEGIC CONTEXT

A number of strategies and policies influence Pakington North Precinct and assist in the realisation of the precinct vision. This precinct is an important retail hub and community centre at a local and regional level.

VICTORIA'S HOUSING STATEMENT, THE DECADE AHEAD 2024-2034



Aims to boost housing supply and affordability in Victoria. The statement includes a target to build 800,000 new homes — 80,000 a year — across the state over the next 10 years of which 425,600 new homes in regional Victoria by 2051. The new Plan Victoria aspires for 70% of new homes to be built in established areas and 30% in growth areas across the State.

The UDF will deliver on aspirations for diverse infill housing in established areas.

VICTORIA'S INFRASTRUCTURE STRATEGY, 2021-2051



A key recommendation is to manage urban change by supporting more homes in priority established places, ie, to identify established suburbs for residential intensification to better use existing infrastructure, and prioritises a continuous high quality cycling network in Geelong.

The UDF will consider potential for urban intensification owing to proximity to social, transport and other public infrastructure. Pakington Street is earmarked as a Strategic Cycling Corridor.

G21 REGIONAL GROWTH PLAN, 2013



Aims to support the growth of Geelong with a focus on infill housing opportunities at targeted activity centres and Key Development Areas as identified in the Greater Geelong Planning Scheme.

Pakington Street is considered an activity centre and there exists potential to provide infill housing.

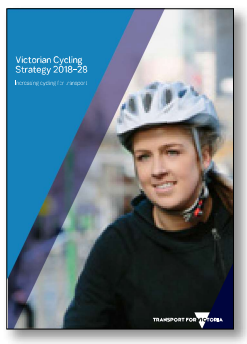
VICTORIA'S CLIMATE CHANGE STRATEGY



The strategy has a target of reaching net-zero emissions by 2050. Transport is the second largest source of emissions in the state and the strategy sets a target for 25% of all trips to be made by walking or riding a bicycle as part of reducing transport related emissions.

The UDF will improve experience for people walking and riding a bicycle for short, local trips to assist with reaching the strategy's target.

VICTORIAN CYCLING STRATEGY



This strategy aims to increase the number, frequency and diversity of Victorians cycling for transport by:
- investing in a safer, lower-stress, better-connected network.
- making cycling a more inclusive experience.

The UDF will improve bicycle infrastructure to make it safe for local residents and visitors to ride and access the Strategic Cycling Corridor that links to central Geelong.

VICTORIA'S BUS PLAN



Aims to provide a bus network that better meets public transport needs and demand, including new networks of routes and service models like on-demand and demand responsive services that make the most of innovation and new ideas.

The UDF can set guidelines and objectives that will assist with advocacy to the State government for improvements to the bus network that services Pakington Street.

2.1 STRATEGIC CONTEXT

A CLEVER AND CREATIVE FUTURE



A community vision document guides the municipality's development over the next 30 years. The vision states: 'By 2047, Greater Geelong will be internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.' The Council Plan is a tool to deliver the community aspiration.

The UDF will deliver on community aspirations including "sustainable development that supports population growth and protects natural environments".

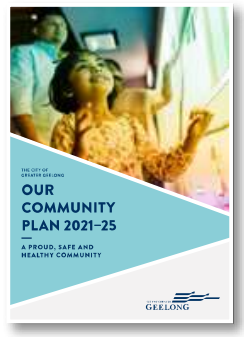
PAKINGTON STREET AND GORDON AVENUE URBAN DESIGN FRAMEWORK, 2021



A key document that identifies three precincts, namely, Gordon Avenue, Heritage Core and Pakington North. The document informs and provides background to this UDF.

The UDF will deliver on overarching vision, strategic approach, and guiding principles outlined in the framework.

OUR COMMUNITY PLAN 2021-25



Outlines how Council will work towards making Greater Geelong a clever and creative city-region.

It guides Council's resources to deliver infrastructure, services and programs to the community to ensure the social, economic and environmental sustainability of our region.

The council plan and municipal public health and wellbeing plan are integrated into the Community Plan.

The four strategic directions are:

1. Healthy, caring and inclusive community
2. Sustainable growth and environment
3. Strong local economy
4. High-performing Council and organisation

The UDF will be underpinned by the desire to achieve "a choice of housing and lifestyles to meet the diverse needs of our community". This also is related to delivering on health and well-being.

RETAIL STRATEGY 2020 – 2036

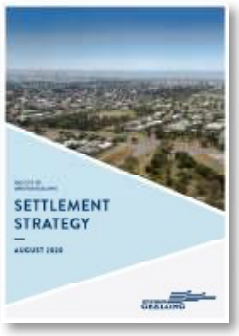


Greater Geelong has a well-established hierarchy of supermarket based retail centres to support the community's daily needs. Demand for additional floorspace will increase over the next 20 years. To meet this need, it is better to expand existing centres than to deliver new ones, as it helps achieve urban consolidation and reduce travel times for those who visit and work there.

Pakington Street is identified as a Specialised Retail Centre. Further work identified in the Retail Strategy includes to prepare an UDF which considers rezoning opportunities within the northern end of Pakington Street in order to maintain its speciality retailing function.

2.1 STRATEGIC CONTEXT

SETTLEMENT STRATEGY, 2020



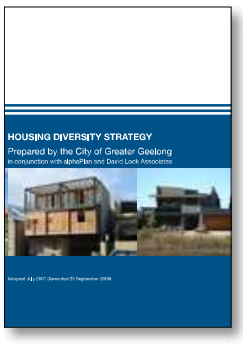
Provides a number of directions to maintain Greater Geelong's lifestyle and housing,

- Preserve significant landscapes and environments from urban encroachment
- Contain urban development within settlement boundaries
- Encourage urban consolidation, to increase the contribution it makes to the overall housing supply and
- Manage future growth to deliver more sustainable, well-serviced communities.

The UDF has the opportunity to support the following principles:

- *Increase the level of affordable and social housing in Greater Geelong.*
- *Ensure housing diversity is achieved in existing and growth area communities.*
- *Facilitate infill development to increase its housing supply contribution to 50%, by 2047.*
- *Continue to invest in 'place making' activities, that is amenity and local facility improvements-in urban renewal areas, key development and increased housing diversity areas and activity centres.*
- *Maximise opportunities for diverse housing types around activity centres in Increased Housing Diversity Areas.*
- *Prepare design guidelines for areas of housing change to reduce uncertainty about the scale, form and design of neighourhood developments.*

HOUSING DIVERSITY STRATEGY



Identifies Pakington Street as a key activity centre and along with its surrounding residential area that supports a range of housing typologies that caters in housing type and density.

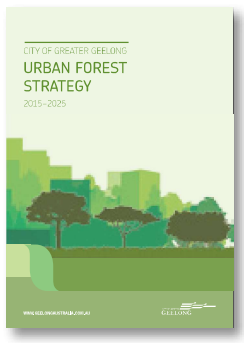
SOCIAL HOUSING PLAN 2020-2041



Outlines key initiatives, recommended strategies and actions to increase the supply of social housing in Greater Geelong as a response to an identified need to address housing stress, homelessness and housing poverty.

The UDF will deliver on social housing as per the Social Housing Plan and as on page 46 of the adopted Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework, 2021.

URBAN FOREST STRATEGY 2015-2025



Seeks to enhance and protect the public and private tree population and vegetation across all of Greater Geelong to 25% canopy cover.

The UDF will seek to integrate landscape into developments as much as possible and deliver on the 25% canopy cover targets within the public realm.

ENVIRONMENT STRATEGY 2020-2030, 2020

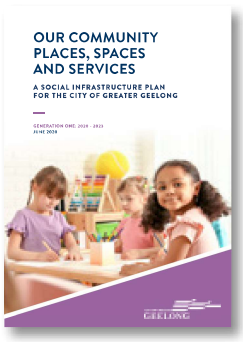


The purpose of the strategy is to protect and improve the region's environment and reduce environmental footprint.

Key goals such as mitigation of urban heat island effect, greening of community spaces, provision of opportunities for active transport, nature play and utilisation of climate resilient flora species will influence the delivery of the UDF.

2.1 STRATEGIC CONTEXT

SOCIAL INFRASTRUCTURE PLAN GENERATION ONE: 2020-2023, 2020



Outlines the needs of the community, investment priorities and implementation directives. It includes recommendations for improving equity, accessibility, integration, operation, maintenance, use and experience of the City's social infrastructure.

The Precinct sits within Planning Area 10 which includes Geelong West, Manifold Heights and Newtown. A number of amenities including a community hub and provision of open spaces play areas and arts and culture spaces need to be investigated.

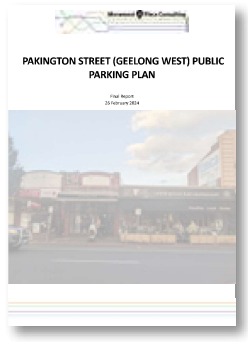
CONNECTING PEOPLE, PLACE & ENVIRONMENT, PUBLIC ARTS STRATEGY 2024



Aims to engage and inspire artists and diverse audiences to encourage meaningful and lively celebration of the City's, whilst honouring its cultural heritage, defining the City's identity now and into the future.

The UDF will need to consider the role of art in urban design, place making and spatial activation as we know it has community benefits of increased public safety; an improved sense of community connection, ownership and care for the civic environment; community confidence; and increased levels of use resulting in greater passive surveillance of public facilities.

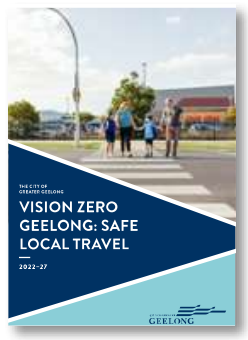
PAKINGTON STREET (GEELONG WEST) PUBLIC PARKING PLAN



This plan aims to manage on and off-street parking demand through Precinct Parking Plans for Pakington Street that will balance the needs of different users.

Proposes updates to the public parking area in the Heritage Core and Pakington North Precincts by balancing the needs of different users.

VISION ZERO GEELONG: SAFE LOCAL TRAVEL 2022-2027



Council's road safety strategy outlines an ambitious vision of no deaths and serious injuries on Greater Geelong roads by 2050.

The UDF should align with the strategy by creating a safe environment for all road users and consider how interactions between pedestrians and vehicles can be safely executed.

2.2 PLANNING POLICY CONTEXT

The UDF is informed by policy and regulatory guidance within the Victorian Land Use Planning Policy and Planning Controls Structure. The Greater Geelong Planning Scheme and the Planning and Environment Act 1987 (The Act) are the key tools that enable change to the built environment.

The following planning policy contained in the Greater Geelong Planning Scheme is relevant considerations for the UDF.

CLAUSE 11 SETTLEMENT

- Responds to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.
- Growth of Greater Geelong is guided by the G21 Regional Growth Plan, the City of Greater Geelong Settlement Strategy, Structure Plans for townships and Growth Area Planning for Armstrong Creek and the Northern and Western Geelong Growth Areas.
- Directs the majority of future housing needs to urban Geelong (infill) and reduces new housing development on the Bellarine.
- Supports development within designated settlement boundaries.

CLAUSE 15 BUILT ENVIRONMENT AND HERITAGE

- Create urban environments that are safe, healthy, functional, and enjoyable and that contribute to a sense of place and cultural identity.
- Support Environmentally Sustainable Design, neighbourhood character and subdivision outcomes that positively contribute to the local context.
- The existing Pakington Street North Urban Design Guidelines at Clause 15.01-1L-02 will be replaced to include recommendations from the Pakington North UDF once complete. The current policy is based on Pakington Street North Urban Design Guidelines prepared by Planisphere in 2004. This policy guides built form outcomes affecting both private and public land.

CLAUSE 16 HOUSING

- Facilitate well-located, integrated and diverse housing that meets community needs.
- Support social housing in areas with good access to services and facilities.
- At a local level this policy seeks to accommodate housing located in identified key development areas, in increased housing diversity areas, in growth areas and in locations close to services such as activity centres.
- Support high quality-built form outcomes that are appropriate to the context and character of an area.

2.2 PLANNING POLICY CONTEXT

CLAUSE 16.01-1L-02 INCREASED HOUSING DIVERSITY AREAS POLICY

The key objective of this policy is to support transition to more intensive development whilst ensuring positive architectural and urban design contributions with a level of guidance for built form and site consolidation. It also promotes pedestrian focussed activity centres.

- Maximise opportunities for housing in IHDA by accommodating:
  - High density housing in the activity centres consistent with their primary commercial and retail role.
  - Medium density housing in residential areas with more intensive development being located closest to the core of activity centres.
- Encourage a diversity of housing types to cater to a variety of lifestyle needs.
- Encourage development to provide a high level of on-site amenity for future residents.

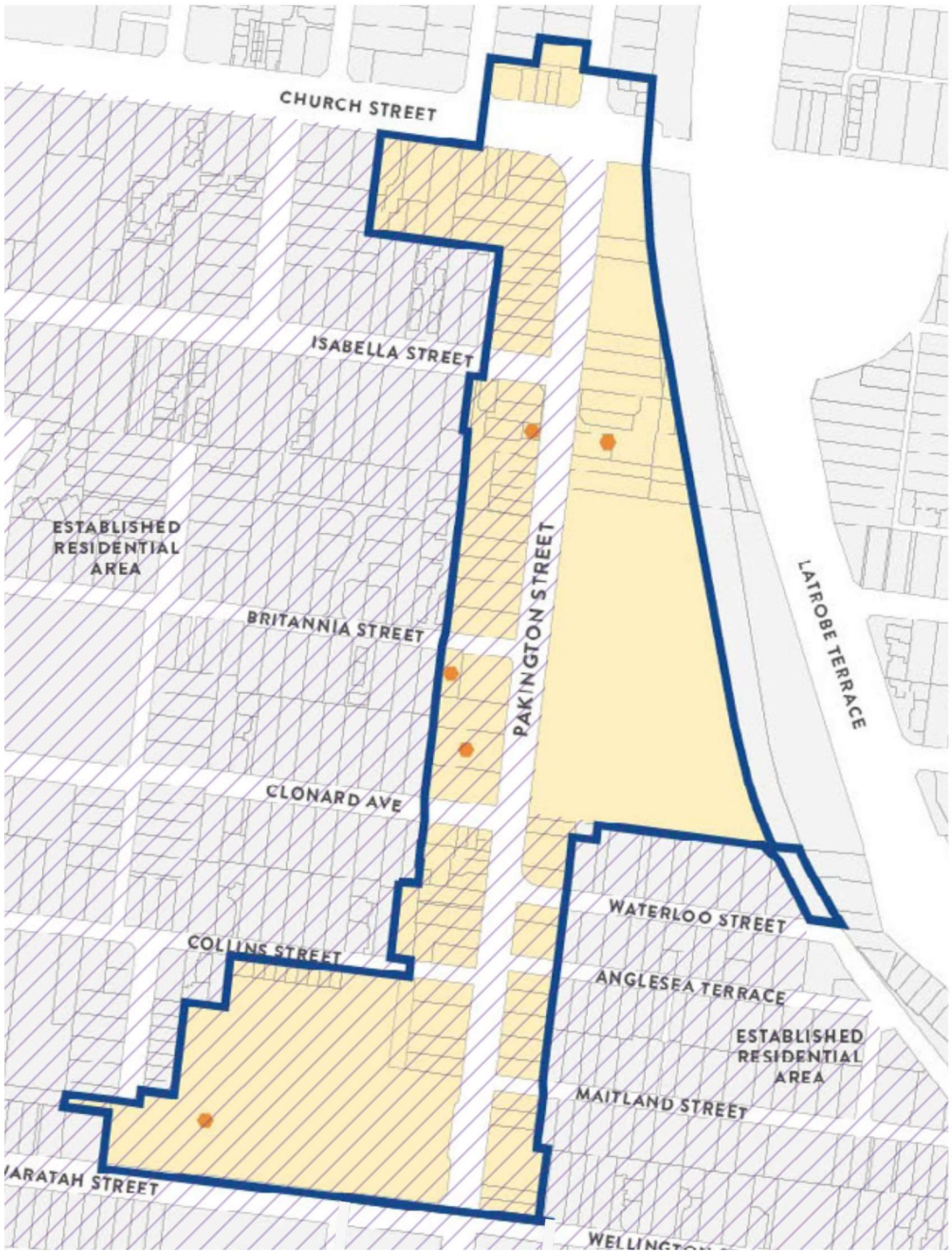


Figure 04. Lack of Built Form Controls and IHDA extent
Map showing areas that lack built form controls in yellow and areas influenced by Increased Housing Diversity Areas policy in purple lines.

2.2 PLANNING POLICY CONTEXT

CLAUSE 17 ECONOMIC DEVELOPMENT

- Strengthen and diversify the economy by protecting existing and planned employment area and plan for new employment areas.
- Pakington Street is identified as a Specialised Activity Centre in the City's Retail Strategy. The changes proposed to Pakington North will continue to support a range of employment services.

CLAUSE 18 TRANSPORT

- Create a safe, integrated and sustainable transport system which supports the movement of people and goods, maximising existing networks and access to residential and employment services.
- Encourage the improvement of transport options to support 20 minute neighbourhoods.
- Consider the efficient use of public transport, bicycle, walking and roads to enable equitable and efficient access to goods and services, and residential areas.
- Facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

CLAUSE 19 INFRASTRUCTURE

- Ensure that planning considers the provision of social and physical infrastructure including education, cultural, medical and health, transport, open space and energy related infrastructure.
- Locate facilities where they can best assist local communities.
- Support the growth and development of existing facilities such as education and health centres, parks and libraries.

Existing Zones

The precinct is predominantly zoned Commercial 2 Zone with some areas within Commercial 1 Zone and Mixed Use Zone (*see Map 03*).

PURPOSE OF COMMERCIAL 2 ZONE

- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses

PURPOSE OF COMMERCIAL 1 ZONE

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

PURPOSE OF MIXED USE ZONE (Pakington Strand)

- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

PURPOSE OF TRANSPORT ZONE 1 - STATE TRANSPORT INFRASTRUCTURE (Rail Sidings Yard)

- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.

2.2 PLANNING POLICY CONTEXT

Existing Overlays

An overlay is a complementary planning control to the zone which facilitates a specific development outcome on the land. A Heritage Overlay applies to the places identified on the map. The purpose of this overlay is to conserve and enhance heritage places of natural or cultural significance and those elements which contribute to the significance of heritage places. It also ensures that development does not adversely affect the significance of heritage places.

INDIVIDUALLY SIGNIFICANT BUILDINGS

1. HO337 - Former Harp Inn, 22 Pakington Street
2. HO739 - Shop and Office, 29 Pakington Street
3. HO640 - Residence, 1 Britannia street
4. HO740 - Former Globe Hotel, 61 Pakington Street
5. HO741 - Former Donaghy's Rope Walk Building (part) and Rope Making Machinery, 95-103 Pakington Street
6. HO742 - Shop, 100-100A Pakington Street

HERITAGE PLACES

7. HO1634 - Pakington Commercial Area
   Provides guidance on building heights (one and two storey) and response to heritage character.
8. HO1962 - Waterloo Heritage Area
   Provides guidance on building height (one storey) and response to heritage character.

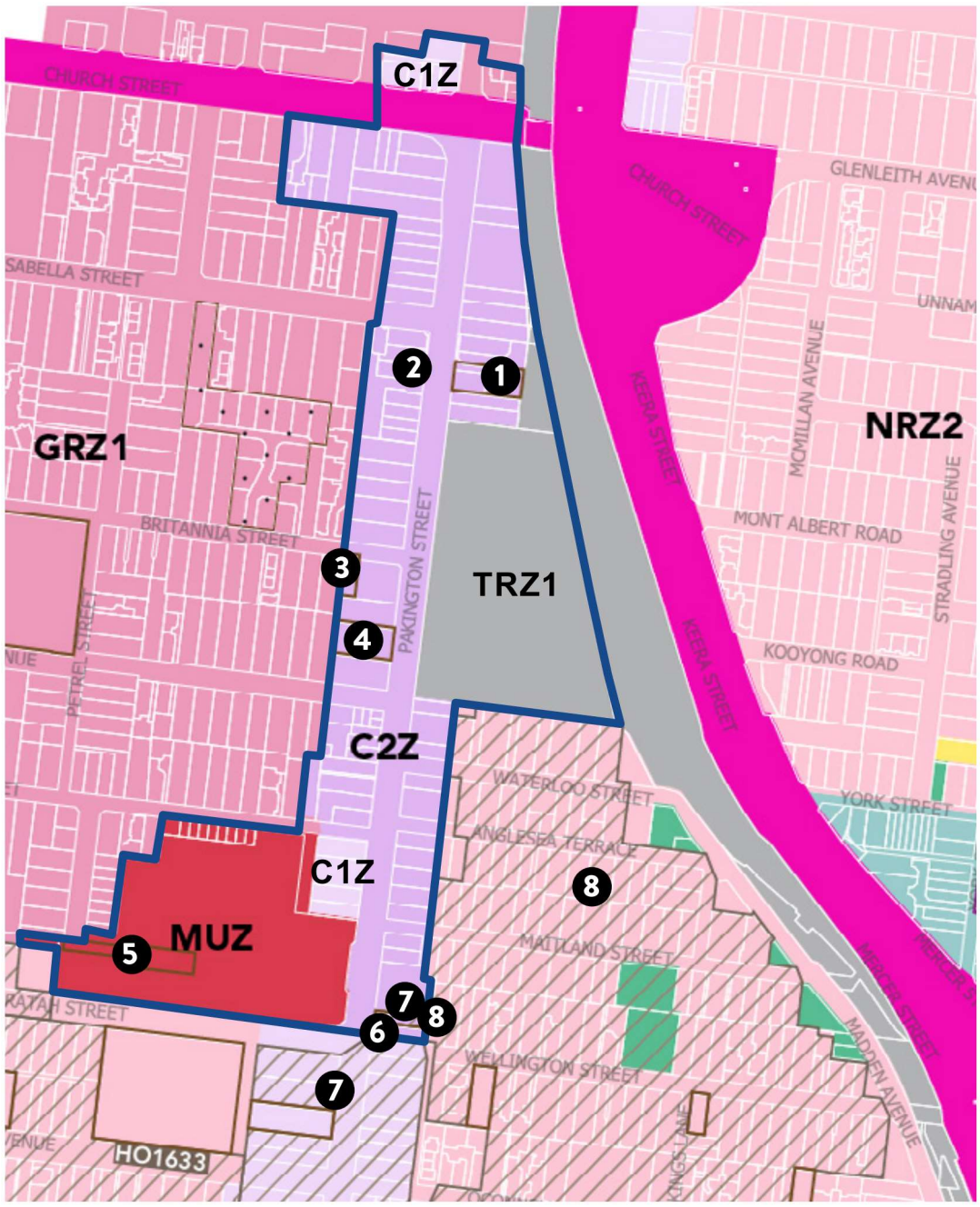


Figure 05. Existing Zones and Overlays

2.3 DRIVERS FOR CHANGE

Situated 75km south-west of Melbourne, Geelong is Victoria's second largest city and the gateway to the famous Great Ocean Road. Its varied landscapes offer multiple lifestyle opportunities, ranging from wilderness, rural, coastal, suburban and city environments.

Population Growth & Housing Demand

As Victoria continues to experience population growth and development pressure, Geelong plays an important role in accommodating future growth. The City's latest estimates project an annual growth rate of 2%, resulting in an additional 125,602 people who will be calling Geelong home by 2041.

Managing growth presents a significant challenge, necessitating the provision of 56,963 additional dwellings while ensuring accessibility to employment, services, education, recreation, and entertainment for a diverse populace. It is understood that embracing infill development significantly mitigates environmental, social, and economic costs by situating new housing within walking or cycling distance of existing services, public transport hubs, and activity centres.

Several State and local strategies and policies assist with accommodating growth including, the Settlement Strategy 2020 which aims to facilitate an increase in infill housing supply contribution to 50 per cent by 2047 and Victoria's Housing Statement, 2023 that identifies the importance of infill development to deal with the significant population growth and housing shortage.

With the population of Geelong expected to grow by at least another 50,000 dwellings over the next two decades, a current shortfall of 7,200 social housing dwellings, and 50% of the existing social housing needing to be replaced over that period, it is estimated that a Social Housing Plan designed to overcome homelessness and housing poverty will need to deliver 13,500 new social housing dwellings by 2041.

Currently, 85% of the housing stock in Geelong comprise of single storey detached homes. The City is committed to increasing housing diversity in appropriate locations providing for a range of typologies and densities to ensure a overall urban structure that is sustainable for future communities. Both are measures of success for the Clever and Creative Vision.

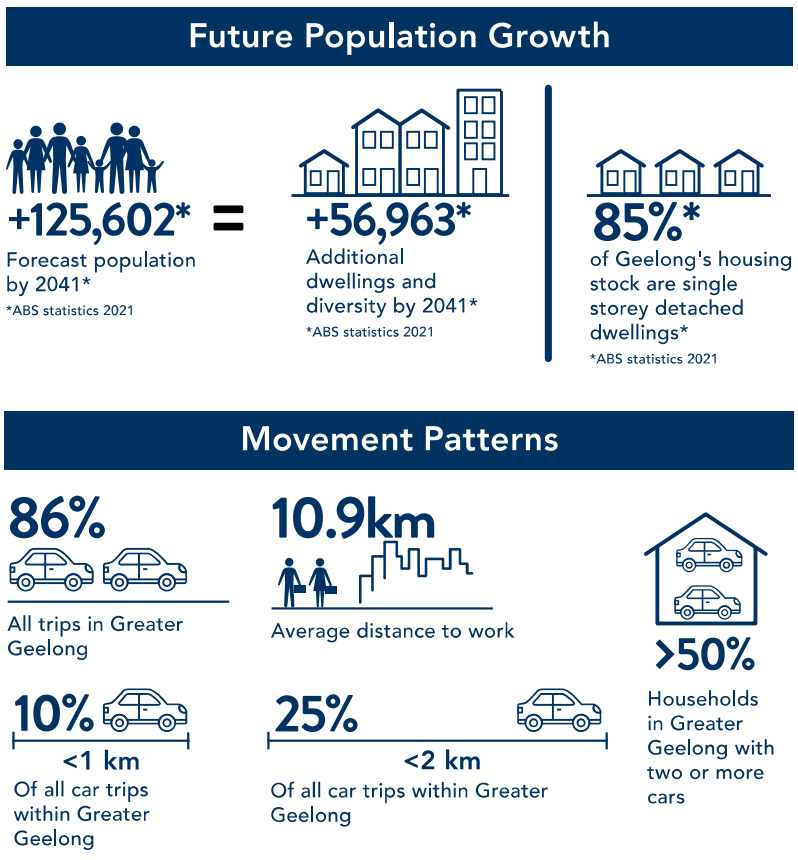


Figure 06. Population Growth and Movement Patterns

2.3 DRIVERS FOR CHANGE

Retail Growth

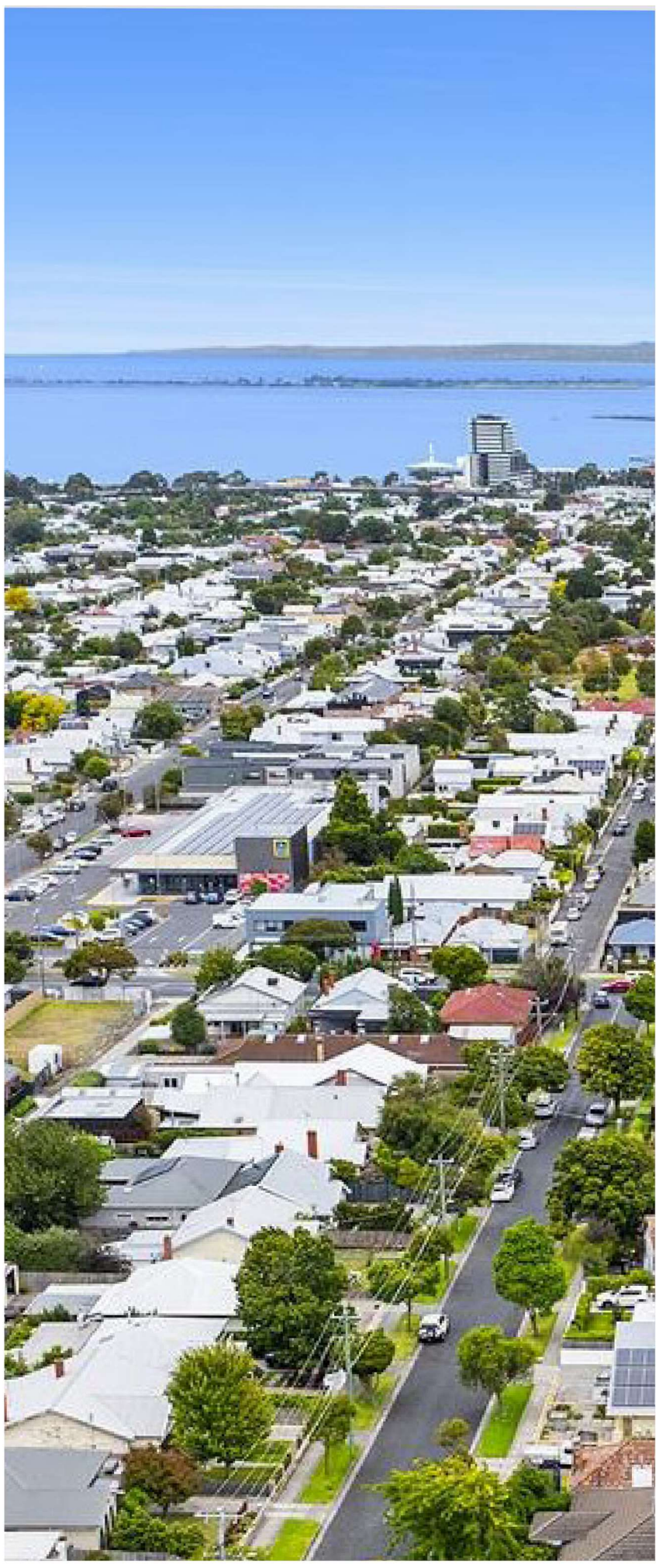
Pakington Street plays an important role as Greater Geelong's only Specialised Retail Centre. Pakington Street offers a unique experience to the broader community which is unlike elsewhere in Geelong, creating a destination. The Centre has grown from a traditional shopping strip serving the local community, to a hub for retail, civic and community uses capturing niche trade from the wider region. Slow and cultural retail, which are based on customers experience, have the greatest potential to develop the strongest links to the local economy, improve local employment outcomes and visitor experience. The Retail Strategy 2020-2036 provides a municipal wide strategy for the growth and development for the activity centres, including Pakington Street.

Currently, there is a noticeable shift towards hospitality and diverse shops. Through proactive planning and collaboration with various stakeholders, this part of Pakington Street has the potential to become a dynamic hub of a variety of uses that contributes to the economic and social vibrancy of the broader Geelong region.

Climate Change & Sustainable Development

The social, environmental, and economic advantages of infill development around public transport hubs and activity centres have become widely acknowledged. By adopting robust Environmentally Sustainable Development (ESD) principles, it is possible to mitigate the adverse effects of development to both people human and the natural environment. A key aspect of sustainability lies in increasing density and diminishing reliance on cars and enhancing active and public transportation options.

Recognising the effects of climate change and ensuring that neighbourhoods in Geelong remain resilient is a key driver for renewed focus on public and private realm contributions to landscape and biodiversity. This also means that the built form will need to work harder to ensure liveability and sustainability goals are achieved for future generations



View of the bay from the western parts of Geelong

2.4 PAKINGTON NORTH PRECINCT

Pakington Street is the only 'specialised' retail centre in Geelong and includes niche trade from wider catchments. It plays an important role in the community as the focus for retail, civic and community uses and also serves a broader function of employment.

Having evolved as a peripheral commercial area adjacent to the established Pakington Street Commercial Heritage Area (Heritage Core Precinct), this part of Pakington Street predominantly comprises of restricted retail and office uses with some hospitality businesses. Activities in this area are generally around 'purpose' oriented visits with limited opportunities to linger.

North Geelong Station lies approximately 1.9km to the north, while Geelong Station is situated approximately 1.3km southeast of the precinct. Additionally, bus route 22 traverses the precinct. There exists good access to other parts of West Geelong however, ease in movement to destinations to the east such as the waterfront, central Geelong and Railway Station is constraint due to the presence of rail line and Latrobe Terrace, a key arterial road. A number of urban renewal and growth areas have been established proximate to this precinct (*see Map 02*), including,

❶ Central Geelong

The Central Geelong Framework Plan, 2023 seeks to establish a vibrant city centre with mixed use development, thriving arts and culture, heritage protection, improved amenity for pedestrians and bicycles. It has established built form controls to home 16,000 people and 60,000 jobs.

❷ South Geelong

Endorsed South Geelong Urban Design Framework, 2022 seeks to establish a long-term vision to protect South Geelong's heritage character and providing housing choice proximate to South Geelong train station, with increased densities to the Key Redevelopment Areas along Moorabool Street and Station Hub.

❸ Geelong Saleyards

Adopted Saleyards Precinct Plan facilitates mixed use development with a focus on housing to deliver on City's ambitions.

❹ Western Geelong Growth Area

Western Geelong Growth Area anticipates a resident population of 64,200 across 1,800 ha of land. The community will also provide for employment.



Pakington Street Eclectic mix of low rise buildings hosting retail and office uses.



Central Geelong Looking towards the waterfront, the renewed built form controls will allow for increased densities and wider array of uses to be realised within the CBD.



Western Geelong Growth Area This area will see a population of 64,200 people when realised. Pakington Street, located between the Western Growth Area and Geelong Station may benefit from future changes to public transport services in addition to a potential increase in visitation.



Map 02. Precinct Context and Key Areas

0 500 1KM 2KM

KEY

Pakington North Precinct
Freeway
Arterial Road
Train Line
Bus Route
Cycle Network
Key growth and renewal areas

2.5 KEY INFLUENCES

Pakington North Precinct has characteristic elements that influence development potential and revitalisation of the public realm. A series of studies including existing conditions were undertaken to inform the development of the UDF.

Land Use

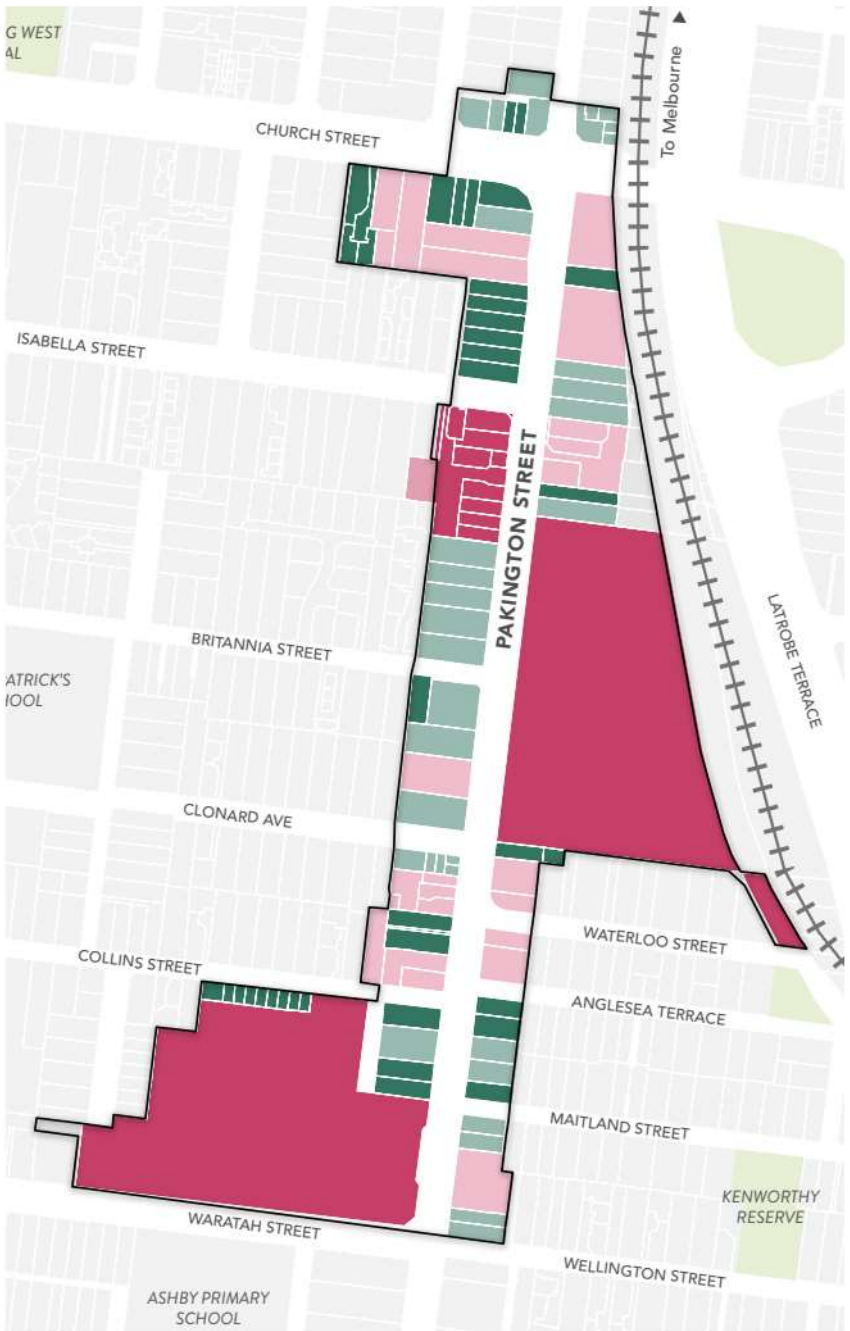
Pakington North hosts a diverse range of land uses, including restaurants, cafes, warehouse retailers, small-scale retailers, and various personal and business services. Additionally, larger retail establishments such as Woolworths supermarket are situated to the south, at the intersection of Waratah and Pakington Streets. There are no other retail anchors within the precinct.

Originally developed as a peripheral area catering to manufacturing and bulky goods retail, this precinct now already in transition presents considerable opportunities to diversify its offerings. Embracing a wider array of uses would more effectively serve the local existing and future resident population, stimulate more foot traffic, and support the expansion of commercial and retail uses. Ultimately, this shift would contribute to prolonging the precinct's activity into an after-hours destination ensuring a safe environment for the community.

Pakington Strand (privately owned) and Rail Sidings Yard (owned by VicTrack) are two of the largest single ownership landholdings within the precinct and will influence the level of 'change' across the precinct, noting that the Rail Sidings Yard will continue to be used for rail related purposes until facilities are relocated to Waurn Ponds. There are no open spaces currently within the precinct.

Lot Configuration

The configuration of a lot or parcel of land impacts its potential for redevelopment. In this aspect, it is important to examine and analyse the dimensional attributes of the land parcel. The study acknowledges the presence of multiple parcels under single ownership, assuming them collectively as a single parcel. It is to be noted that the findings and testing for built form outcomes do not consider the potential for multiple lots being consolidated.



Map 03. Lot Size

KEY

- 0-500m²
- 500-1000m²
- 1000-3500m²
- >3500m²

FINDINGS

- Majority of lots are less than 1000m².
- Few sites albeit large are within strata title.
- Largest sites are Pakington Strand and Rail Sidings Yard.

2.5 KEY INFLUENCES



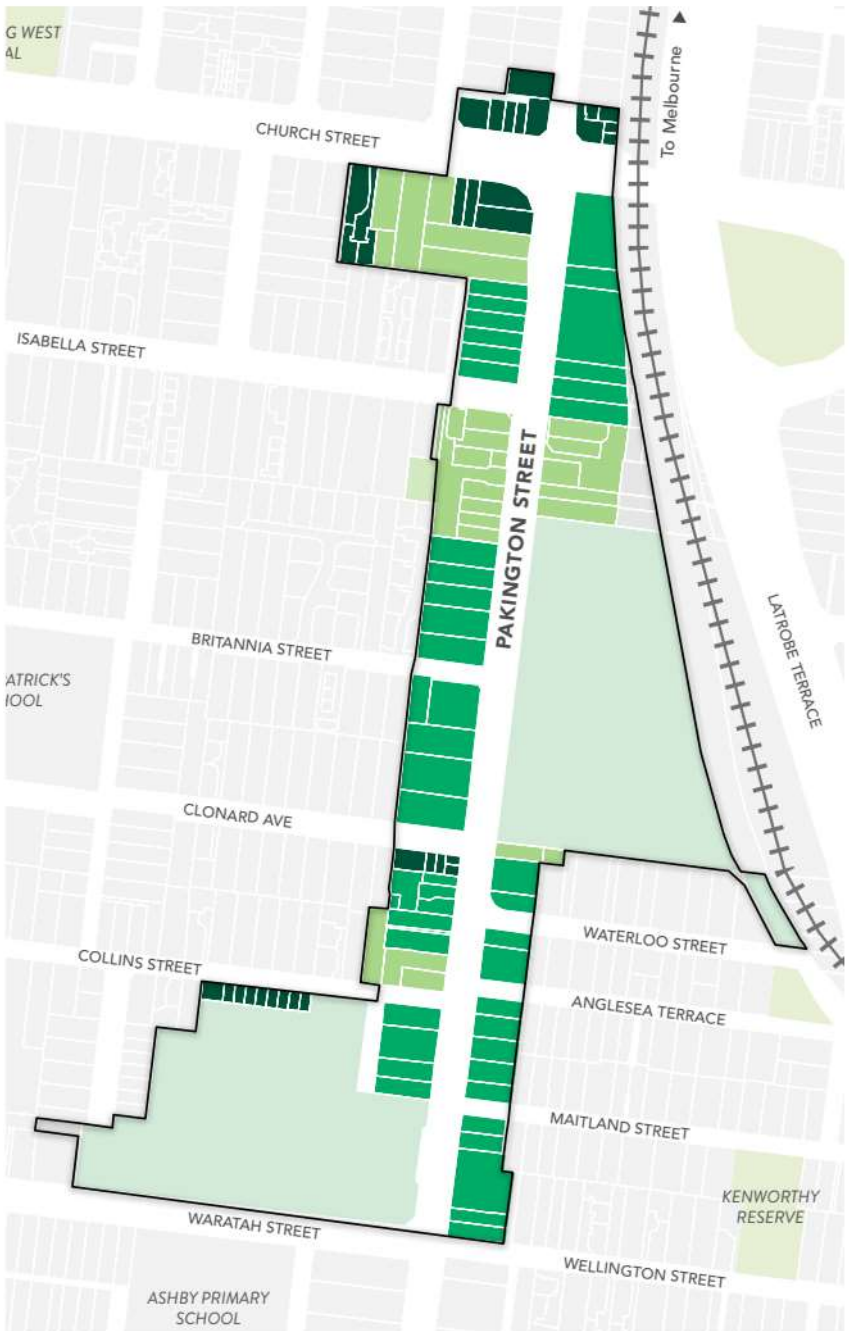
Map 04. Lot Width

KEY

- 0-20m
- 21m-50m
- 51m-100m
- >100m

FINDINGS

- Fine grain lot frontages are non existent and can be related to the land use.
- Most frontages are less than 20m.
- Largest frontage is seen for the Rail Sidings Yard (200m) and Pakington Strand.



Map 05. Lot Depth

KEY

- 0-25m
- 25m-50m
- 51m-100m
- >100m

FINDINGS

- Majority of lots 25m to 50m wide.
- Few sites albeit large are within strata title.
- Largest depths are Pakington Strand and Rail Sidings Yard.

2.5 KEY INFLUENCES

Built Form Character

Pakington North Precinct is predominantly characterised by one and two-story buildings, often featuring expansive commercial frontages directly to the street. At the southern end of the precinct, the Woolworths Strand site designed as a hybrid shopping centre locates the speciality retail tenancies towards Pakington Street with the anchor central to the shopping centre.

Building frontages rarely engage with the street, resulting in a discontinuous streetscape characterised by varied setbacks and generally larger parcels and lot frontages compared to the Heritage Core Precinct. The setbacks are often utilised for car parking or as buffer spaces. This results in a less defined streetscape, contributing to a 'soft' street edge that impacts vitality and activation of the street, resulting in consistently diminishing pedestrian activity tends to as one moves towards Church Street.

Heritage

From the early 1850s, Pakington Street was developed as a commercial centre in Geelong West. It remained unnamed until December 1853. There are some instances of distinctive buildings with historical features located at prominent corners such as The Telegraph Hotel at the intersection of Pakington Street and Church Street, the Petrel Hotel at the corner of Collins Street, and a shop of heritage significance to the corner of Wellington Street.

Ropeworks located within Pakington Strand (to the rear of car parking with extensive high red brick walls) at 95-103 Pakington Street has high local or state significance. The Shed, which only parts remain today, provides evidence of social and industrial history Geelong West.

The Former Harp Inn, 22 Pakington Street, is one of the oldest buildings in Victoria, surviving from the pre-gold rush era. The single storey building of Tasmanian/ New South Wales architecture fronts Pakington Street with a constraint Verandah. The shop at 100 Pakington Street is of regional significance rising to two storeys with angled corners and decorative ashlar coursing.

Other buildings of historical significance that impacts the precinct's development includes former Globe Hotel, a two storey stuccoed two part building separated by a central entrance. It also has a second entrance on the angled corner with a small balcony above. Windows are arch headed double hung, and casement with leaded glass fanlights above.



Isabella Street and Pakington Street intersection Looking to the south towards former Harp Inn. The street interface and character is eclectic with a variety of frontages including verandahs, awnings and exposed facades.



Church Street and Pakington Street intersection Looking to the south, with some buildings sited to the boundary and some with front setbacks comprising of car parking or landscaping. Building heights and materiality are varied with several blank walls visible from the public realm



Donaghy's Fairview Ropeworks Pakington Strand Site, looking towards west

2.5 KEY INFLUENCES

Designation and Street Profile

Based on the Department of Transport's Movement and Place Framework, Pakington Street is classified as an Activity Street. An Activity Street is a place with a need to balance different demands within the available road space with a high demand for movement (cars, bicycle and pedestrians). The precinct has low public transport patronage with residents driving to and through Pakington North. This creates high levels of congestion, further exacerbating the ability to establish a sense of place within the precinct.

This segment of Pakington Street as seen in Figure 07, features two bi-directional vehicular lanes, accompanied by on-street parking facilities situated at both sides of the street and several crossovers. Additionally, narrow unprotected bicycle lanes are present in both directions. The lack of adequate pedestrian crossing points and constrained footpath width averaging at approximately 2.8m, limits potential for footpath-focused outdoor activities and accessibility.

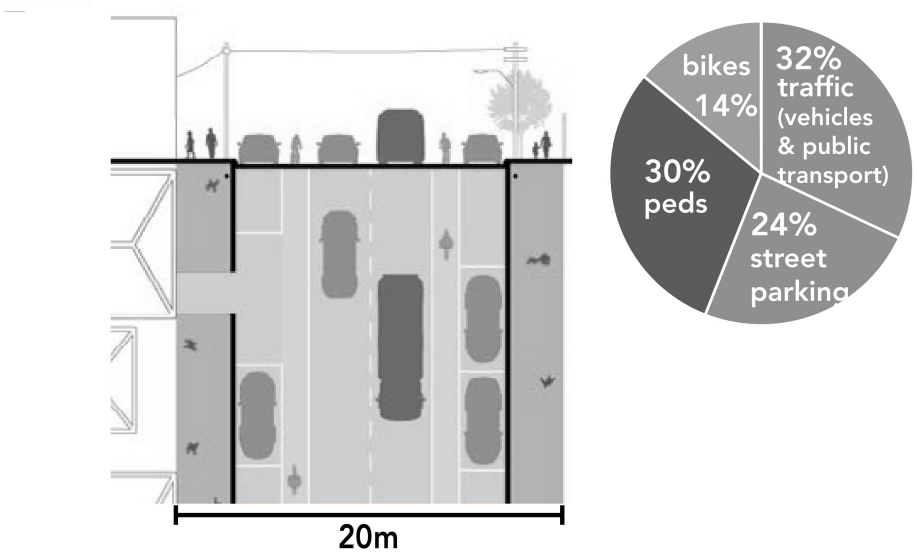


Figure 07. Existing Pakington Street Profile

Pakington Street is part of the Principal Bike Network (PBN) that connects the Strategic Cycling Corridors along Villamanta Street and subsequently links into central Geelong. Brittania Street and Waratah Street connects the precinct from the west. O'Connell Street connects Pakington Street to the bridge over the railway line and under Latrobe Terrace linking to Mercer Street. However, currently there is a lack of bicycle infrastructure and bicycle parking facilities that impacts safety and choice of transport mode.

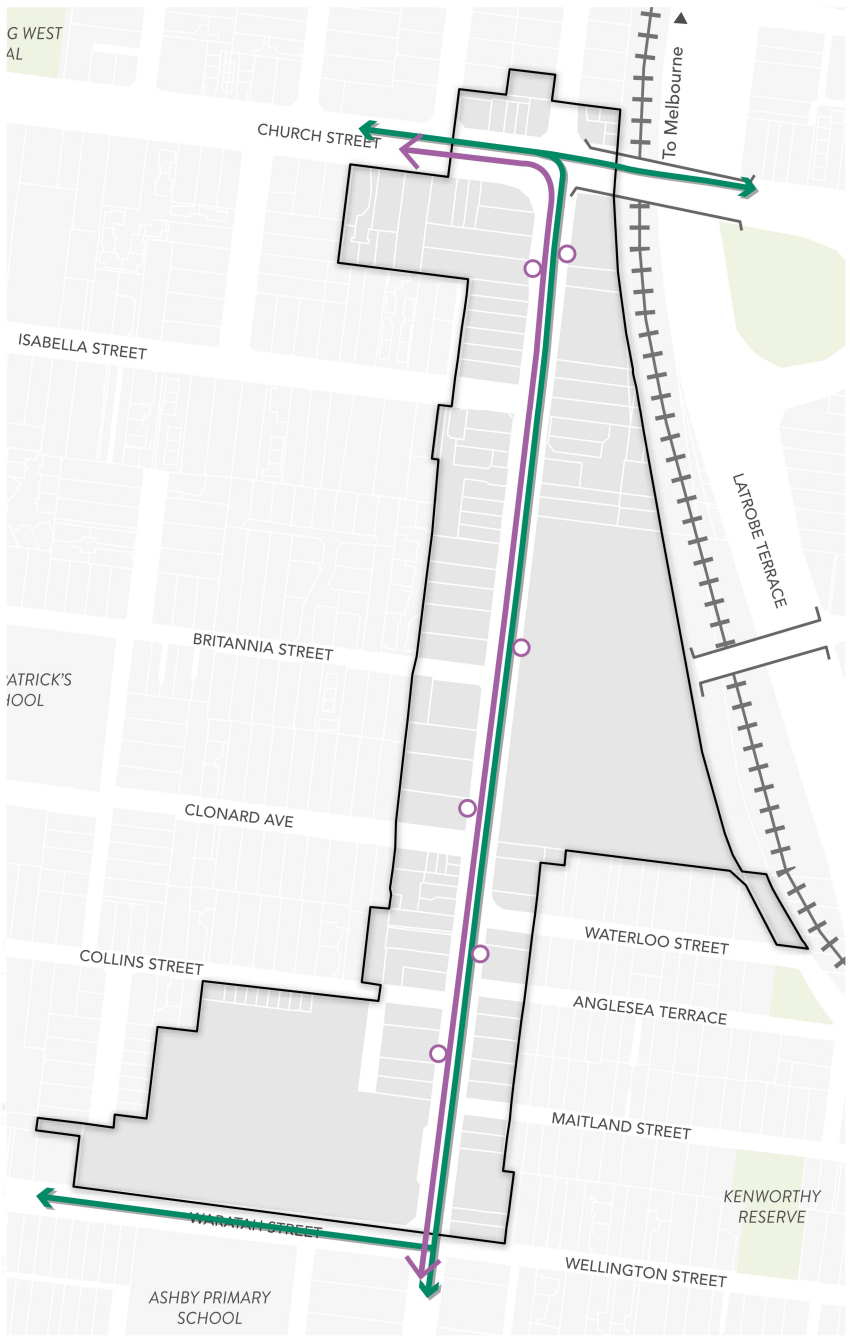


Figure 08. Existing Public Transport and Principal Bike Network

2.5 KEY INFLUENCES

Public Realm

The design of the public realm is critical for the vitality of an activity centre and should stimulate as well as encourage street activity. The precinct's uniform street environment diminishes experiential qualities and impacts the perception of safety and ability for passive surveillance. It also influences the ability to attract businesses, visitors and residents into the precinct.

Considering the Pakington North Precinct's constrained street width, there are opportunities to deliver street activation and amenity through indented parking, to allow for new canopy trees and kerb outstands for extending footpath activities such as outdoor dining and more opportunities for vegetation. Built form also plays a key role in improving the streetscape by including weather protection and activated frontages to improve the connection between built form and public realm.

The precinct lacks a public space/plaza and green open spaces where people can gather, pause and linger. Recognising this need, it is important to identify opportunities for open spaces particularly within larger sites such as the Rail Sidings Yard and Pakington Strand to cater to all the needs of the community and enable social and environmental benefits.



Verandahs along Pakington Street Pakington Street employs varied weather protection measures including verandahs of different profiles, niches (setbacks from the property line) and several instances of exposed facades. Paving treatments are also assorted with concrete, brick and asphalt being employed.

Side Streets

There are 7 east-west streets feeding into Pakington Street, with profile of the road reserve varying from 10m-18m. Typically, streets are elongated, arranged in a gridiron pattern with T-junctions, two-way with car parking along nature strips or kerbs. Carriageways are in some instances narrow limiting vehicles moving in different directions. Presence of street trees and visual amenity is dependent on the width of the street. Some streets have traffic calming measures.



Clonard Avenue Looking east into Clonard Avenue from Pakington Street. The side street is tree lined with verges and kerbside parking to both sides. Whilst older buildings seem to activate the intersection, newer warehouse typologies present blank walls to the public realm.



Maitland Street Looking west into Maitland Street from Pakington Street. Single storey brick buildings lie to the south with access from the laneway. Similarly, the north is flanked by brick and render single storey building with activation to side street and verandahs to Pakington Street. The street itself is of constraint widths with the presence of some traffic calming measures. Street trees are absent with marked kerbside car parking to both sides of the street.

2.5 KEY INFLUENCES

Adjoining Residential Areas

Properties between the Rail Sidings Yard and Wellington Street lie within a Neighbourhood Residential Zone - Schedule 1 (NRZ1) with a maximum building height of 9m. Heritage Overlay 1962 (Waterloo Heritage Area) applies to the properties on Waterloo Street adjacent to/abutting the precinct. All other properties including fronting Guthrie Avenue and Stubbs Avenue to the north lie within a General Residential Zone - Schedule 1 (GRZ1) with a maximum building height of 11m. The common boundaries interface residential sideages and in some instances private open spaces, typically single storey with dispersed two storey forms.

Views

Rail tracks are located along the entire length of the western boundary of the precinct, unlocking the land for higher densities. The precinct is generally flat in topography. However, the openness to the west affords views to the bay with increased building height.

Large Sites

Pakington Strand and Rail Sidings Yard are the largest sites within the precinct. Both provide greater development opportunity including taller forms, new public open spaces, additional vehicular, pedestrian and bicycle linkages and consolidated car parking. The rationale for the identification of larger sites as strategic sites is as follows:

- Significant landholding (greater than 3500m^2) - realisation of taller buildings, inclusion of new open spaces and deliver on canopy cover targets for the precinct
- Single land ownership - cohesive planning potential and flexibility in layout
- Limited sensitive interfaces - efficient development potential that does not adversely impact existing residential areas
- Multiple street frontages - ease of access and enhanced connectivity



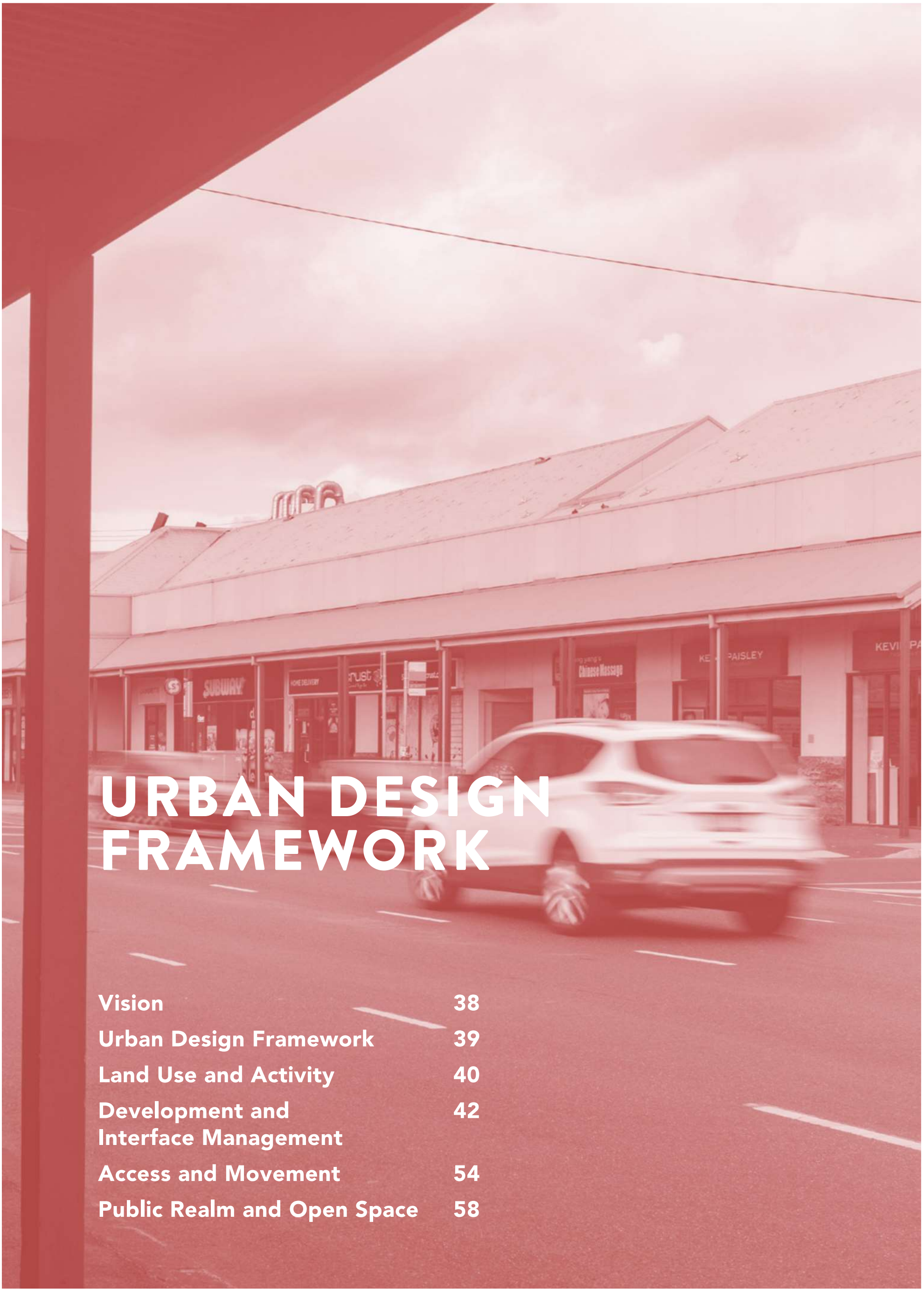
Pakington Strand, Waratah and Pakington Street intersection Looking south towards the Heritage Core Precinct, Pakington Strand sits on an important intersection that assists in transitioning from the heritage commercial area to the new uses and character envisaged in Pakington North.



Rail Sidings Yard Pakington Street's interface with Rail Sidings Yard is dominated by fencing with some trees within the street reserve. This side of Pakington Street is generally utilised for kerbside parking. The length of frontage is an opportunity to enhance the precinct and host a number of uses.


Two Tins Patisserie
Two Tins Patisserie
MAITLAND ST
GIVE WAY
Rural Turf
IRRIGATION
40 metres
on the left
John Scarlett
SECURITY
OPEN

03



URBAN DESIGN FRAMEWORK

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Public Realm and Open Space	58

3.1 VISION

Pakington North Precinct will be a vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. By becoming a people friendly and inclusive precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture.

Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong.

3.2 URBAN DESIGN FRAMEWORK

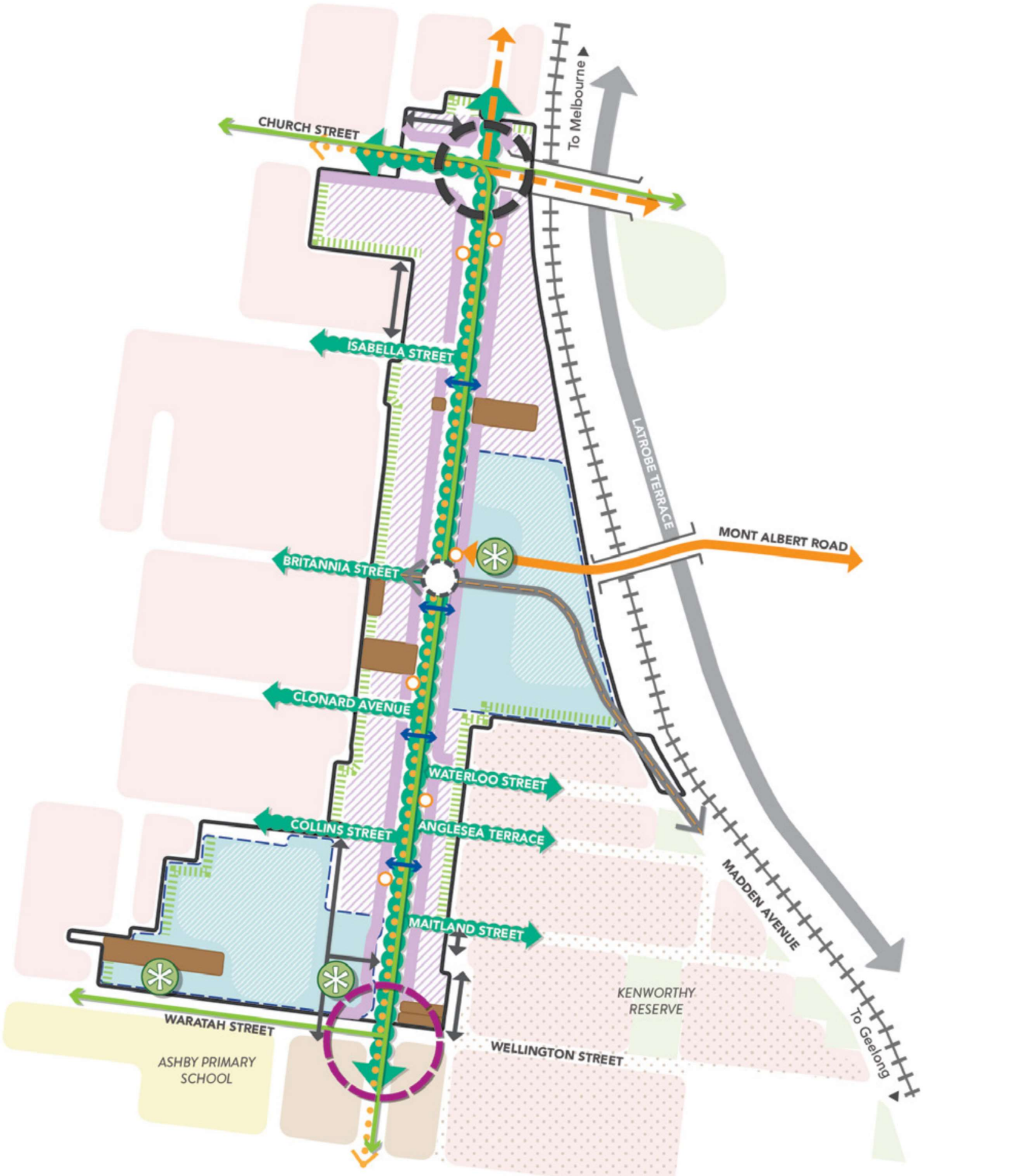


Figure 09. Urban Design Framework

3.3 LAND USE AND ACTIVITY

The UDF seeks to strengthen the land use pattern to provide consistent and appropriate zoning in order to deliver new housing and commercial opportunities within the precinct. The Retail Strategy, 2020 forecasts additional demand for future retail and commercial space in Pakington Street. The Settlement Strategy, 2020 provides basis for increased residential densities in the area. Anticipating a rezoning into Commercial 1 Zone to align with Policy and community ambitions, Pakington North will become a destination, improving visitor experience and generating higher visitation whilst delivering on community needs.

Mixed-use developments comprising of residential and community uses will be supported in this area as it will have enhanced connections to public transport, key destinations and services. Additionally, the potential development of underutilised Rail Sidings Yard, VicTrack land, and Pakington Strand will strengthen the precinct. Continued public and private investment in the public realm will create a precinct which complements the Heritage Core Precinct.

Objectives and guidelines

To support a vibrant mix of retail, entertainment, services, and residential functions along this part of Pakington Street that enhances and complements the Heritage Core Precinct.

- Encourage the development of mixed use buildings with ground level activation of commercial and retail uses and dwellings in the upper levels.
- Support flexible configurations in new developments that provide for a range of future uses.
- Encourage consolidation of land where necessary to provide for higher density developments with diverse uses.
- Provide opportunities for appropriate urban design outcomes including increased public spaces, creating opportunities for people to linger, and weather protection.

To promote greater housing diversity and accommodate a range of housing typologies and densities to meet the needs of existing and future residents while respecting existing amenity.

- Support a mix of housing types with a focus on medium to higher density typologies that meets the retail and employment needs of the community.
- Ensure housing choice catering to diverse age demographics and income levels, including provisions for social and affordable housing.
- Encourage higher densities on larger sites and along non sensitive interfaces such as the rail tracks and arterial roads.

To establish a thriving activity center that ensures a safe environment for the community at all hours.

- Promote activities and uses that support trading during the day and night with a safe environment that is well lit and encourages passive surveillance of public areas.
- Promote gender inclusive design within all publicly accessible spaces and places.

To seek potential for new public open spaces and pedestrian connections.

- Investigate opportunities for new open spaces within large sites such as The Woolworths Strand and Rail Sidings Yard.
- Seek other opportunities to increase provision of public open spaces.
- Ensure that new development does not impede the delivery of future pedestrian and bicycle connections or public open space.



Map 06. Future Land Use and Activity

KEY

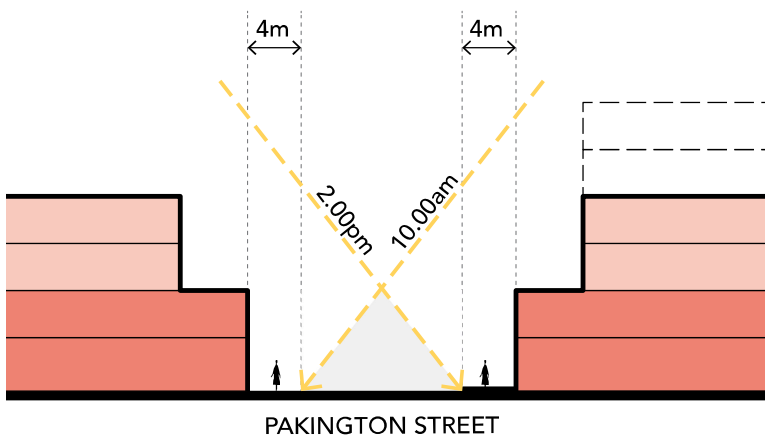
- Precinct Boundary
- Railway track
- Heritage buildings
- Investigate opportunities for new open spaces
- Commercial/Retail/ Residential
- Commercial/Retail frontage
- Strategic Site

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Objectives and Guidelines

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

- Maintain sunlight to the opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox.
- Maintain sunlight to southern footpath on Waratah Street between 10am and 2pm during Spring Equinox.
- Limit overshadowing of southern footpaths on side streets where possible.
- Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 11am and 2pm at Winter Solstice within Strategic Sites (Woolworths Strand and Rail Sidings Yard).



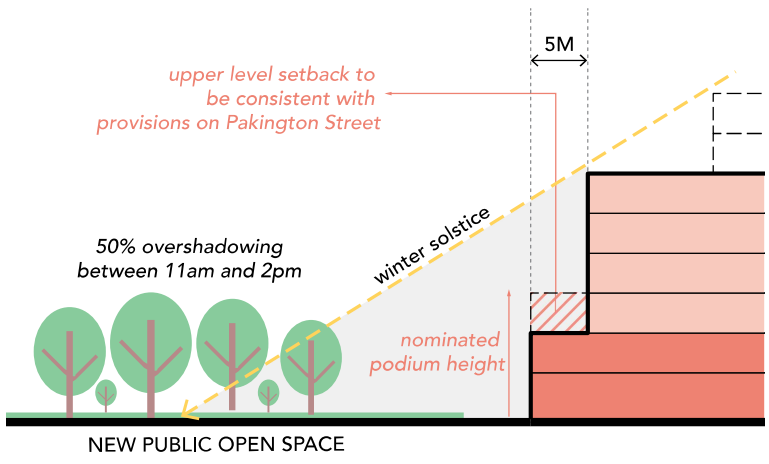


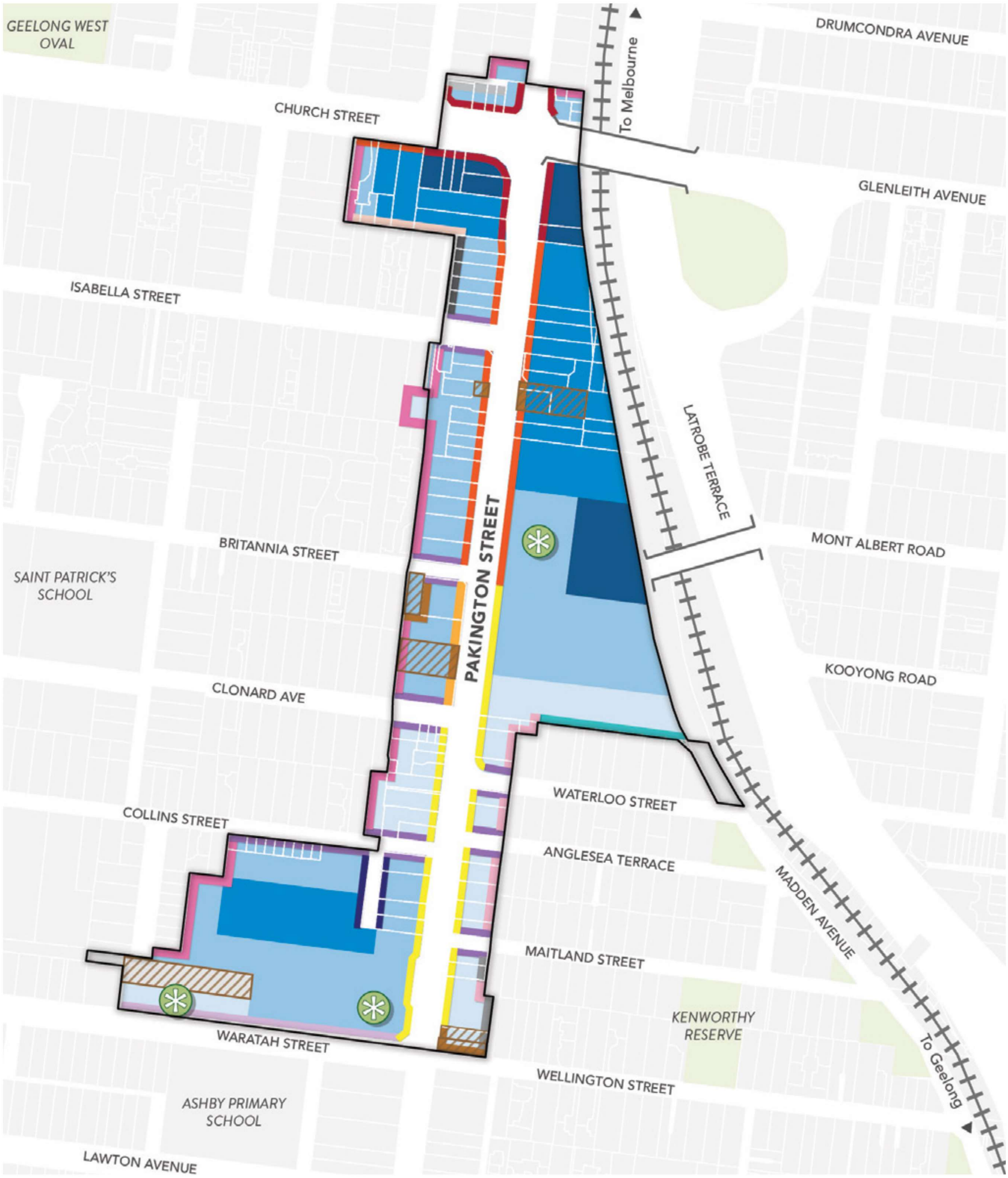
Figure 10. Solar access objective diagram

To implement a range of building heights and setbacks that reinforces the mid rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.

- Ensure development transitions sympathetically to and respects adjacent heritage buildings or places by employing appropriate massing, materials, colours and architectural articulation.
- Ensure a podium proportionate to the Heritage Core Precinct up to Clonard Avenue that gradually increases in height towards Church Street.
- Discourage development that mimics or replicates adjacent heritage styles.
- Avoid facadism on heritage sites that are partially redeveloped, retain the integrity of the heritage fabric as viewed from the street.
- Ensure adequate level of internal amenity for habitable room windows, including solar access and privacy separation without the need for screening by providing appropriate side and rear setbacks.
- Provide a landscaped buffer to identified sensitive interfaces whilst ensuring sufficient area for deep soil planting and canopy trees within the building setback that assists in achieving the canopy cover targets for Geelong.

Incorporate the following building heights, interface responses, design requirements including site coverage to realise the vision for Pakington North Precinct as shown in Map 10, Map 11 and Figure 11.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)



Map 07. Maximum Building Height and Interface Response

0 50 100 200m

KEY

- Precinct Boundary
- Railway track
- Heritage buildings
- Heritage interface/ frontage
- Investigate opportunities for new open spaces

BUILDING HEIGHTS

- 15m (4 storeys)
- 22m (6 storeys)
- 29m (8 storeys)
- 36m (10 storeys)

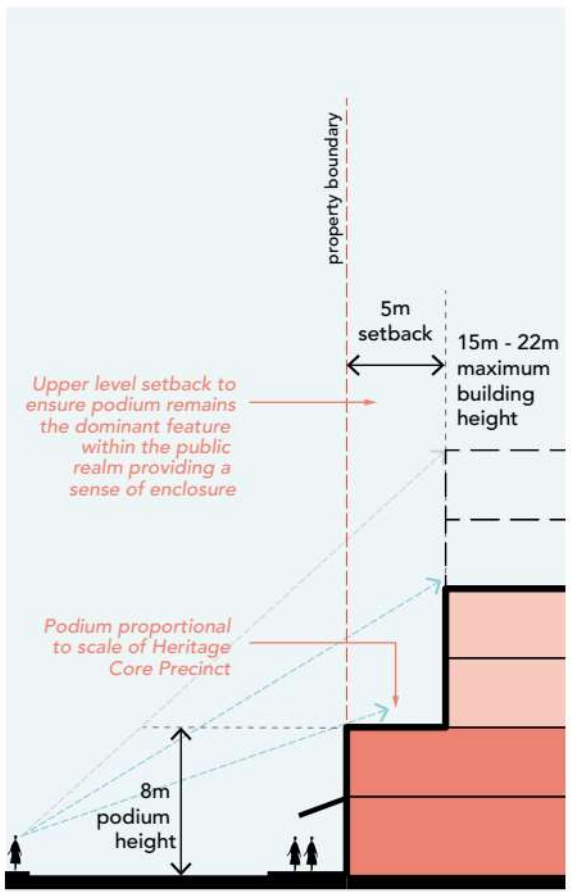
INTERFACE

- Key Street Type 1A
- Key Street Type 1B
- Key Street Type 1C
- Key Street Type 1D
- Waratah Street 2A
- Side Street 2B
- New Street Type 3
- Laneway Type 4A
- Laneway Type 4B
- Laneway Type 4C
- Open Space Type 5
- Residential Type 6A
- Residential Type 6B
- Residential Type 6C
- Residential Type 6D

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response

KEY STREET - TYPE 1A



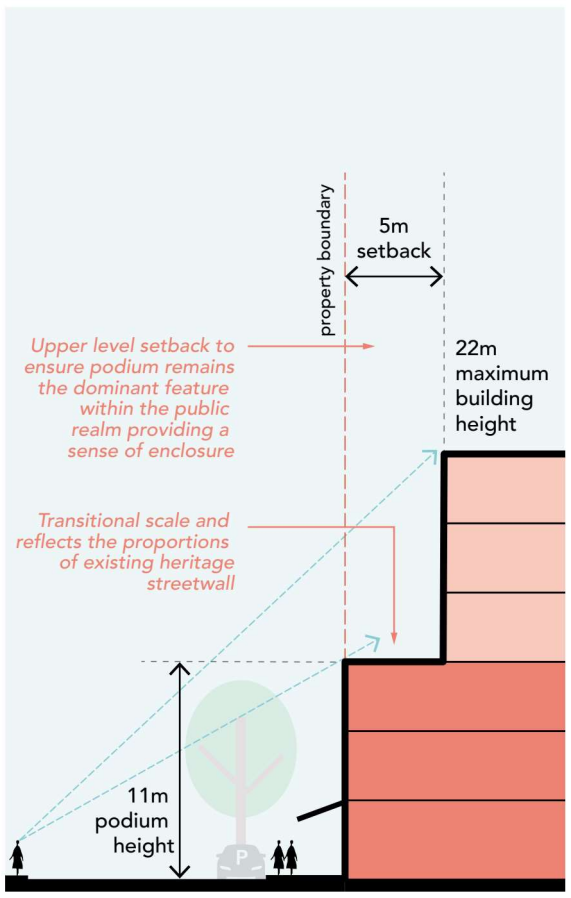
LOCATION

Properties to the western side of Pakington Street between Waratah Street and Clonard Avenue, eastern side of Pakington Street between Wellington Street and new intersection with Brittania Street

RATIONALE

- Maximum 8m streetwall to maintain consistency of scale with the Heritage Core Precinct.
- 5m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

KEY STREET - TYPE 1B



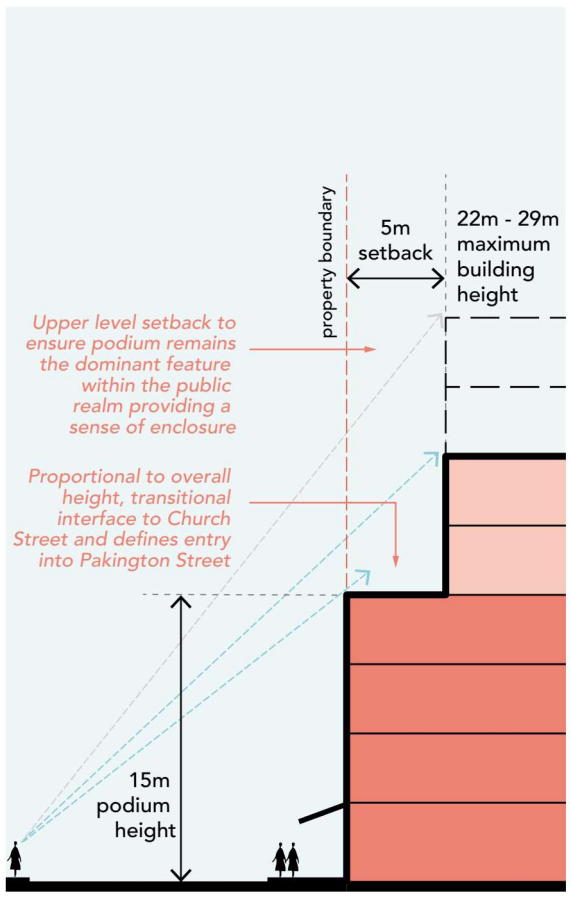
LOCATION

Properties to the western side of Pakington Street between Clonard Avenue and Brittania Street

RATIONALE

- Maximum 11m streetwall to reflect the proportions of existing heritage building at 61 Pakington Street.
- 5m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.
- Retain existing heritage streetwall of 61 Pakington Street. New development to reflect proportions of the heritage streetwalll with upper levels to be 5m behind podium.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

KEY STREET - TYPE 1C



LOCATION

Properties to the west of Pakington Street between Brittania Street and 9 Pakington Street, eastern side of Pakington Street between Rail Sidings Yard and 8-12 Pakington Street

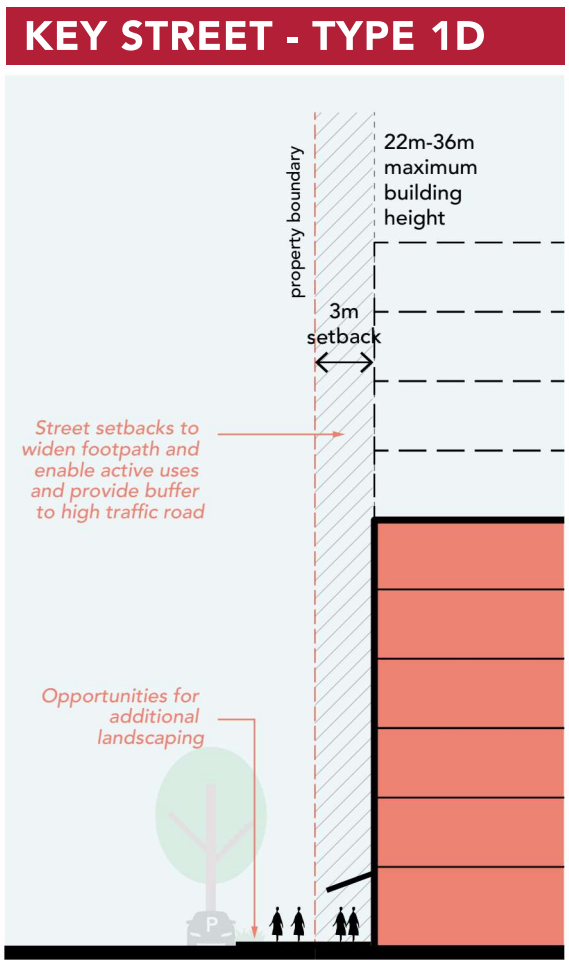
RATIONALE

- Maximum 15m streetwall to transition from Church Street to lower rise to the south of the precinct.
- 5m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response

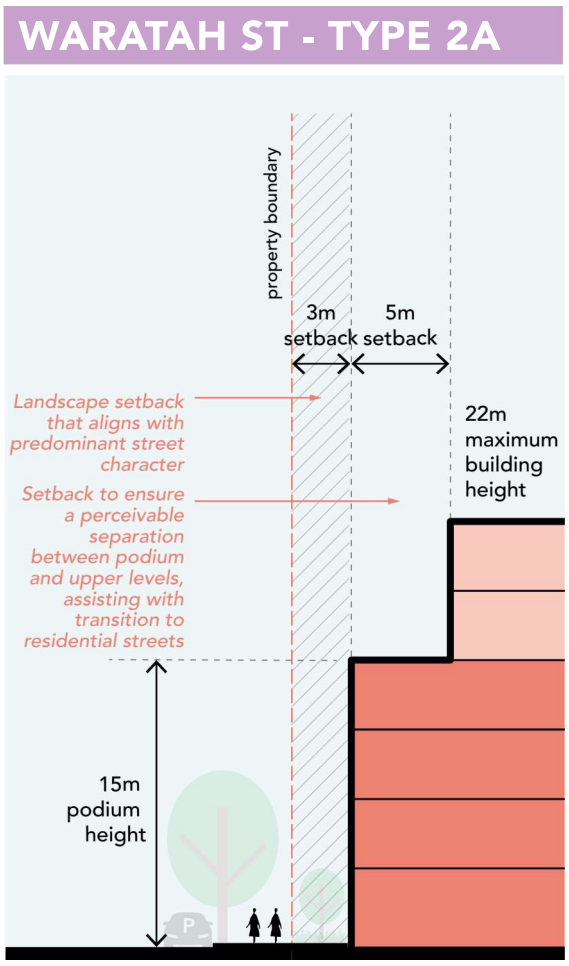


LOCATION

Church Street intersection with Pakington Street

RATIONALE

- 3m ground level setback to street to allow for footpath widening and landscaping
- Avoid overshadowing opposite footpath on Pakington Street and Church Street between 10am-2pm Spring Equinox.

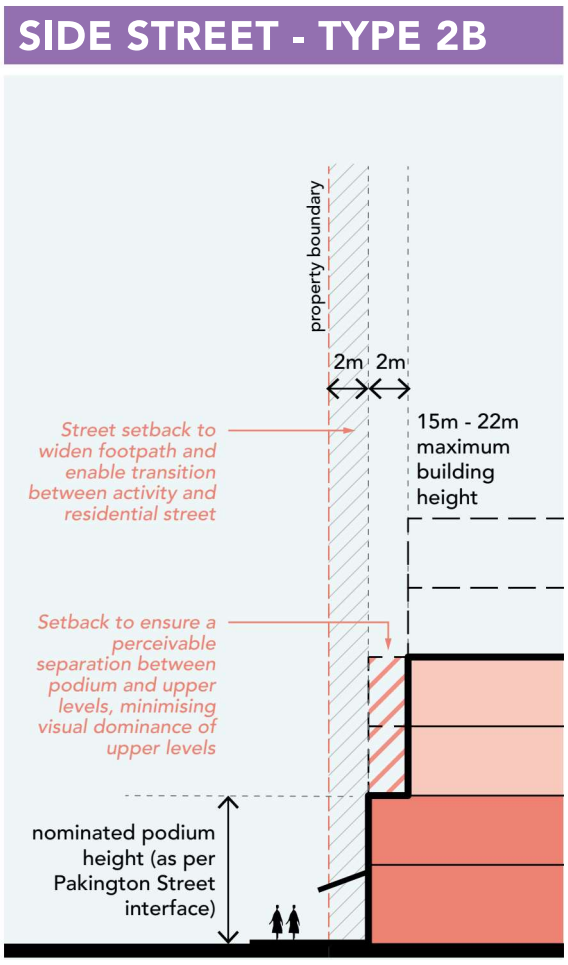


LOCATION

Waratah Street

RATIONALE

- 3m ground level setback to Waratah Street to align with predominant street character
- Maximum 15m streetwall to define the street edge behind the landscaped setback and allow for residential uses.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.



LOCATION

All side streets to Pakington and Church Street

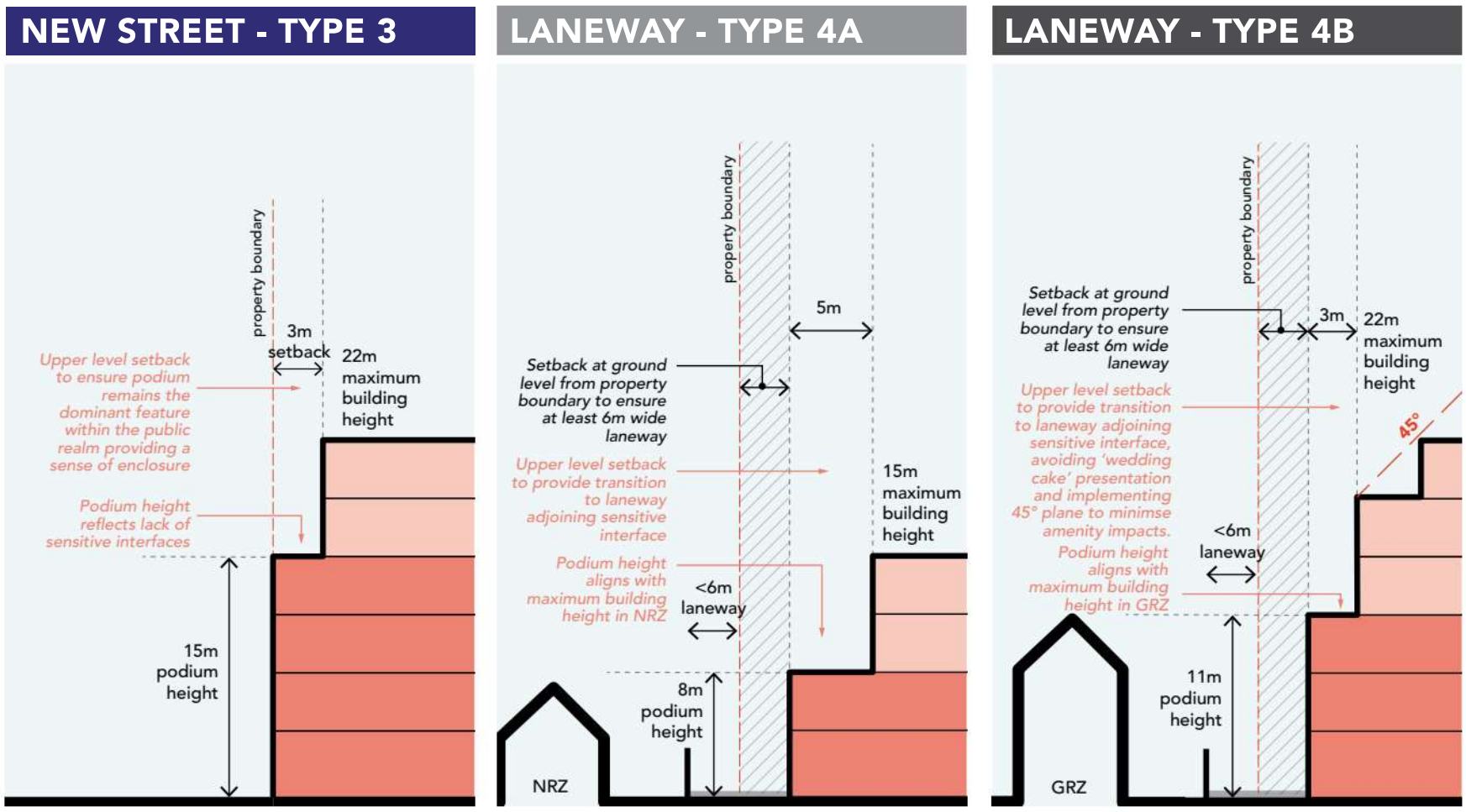
RATIONALE

- 2m ground level setback to street for footpath widening and enable transition to residential streets.
- 8m-15m podium as per the nominated podium height on Pakington Street.
- 2m upper level setback to ensure a perceivable separation between the upper levels and podium.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties abutting Bread Street and new streets

RATIONALE

- Maximum 15m streetwall/podium height to ensure a defined street edge and allow for greater flexibility in the uses within the podium.
- 3m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.

LOCATION

Properties to the west of Pakington Street between Clonard Avenue and Brittania Street

RATIONALE

- Maximum podium height of 8m aligns to the maximum building height for NRZ.
- Appropriately setback at ground level to ensure minimum laneway width of 6m.
- 3m upper level setback to ensure transition and provide a perceivable separation between the podium and upper levels.
- 45 degree setback above 15m to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting >6m wide laneways and GRZ beyond, north of Isabella Street

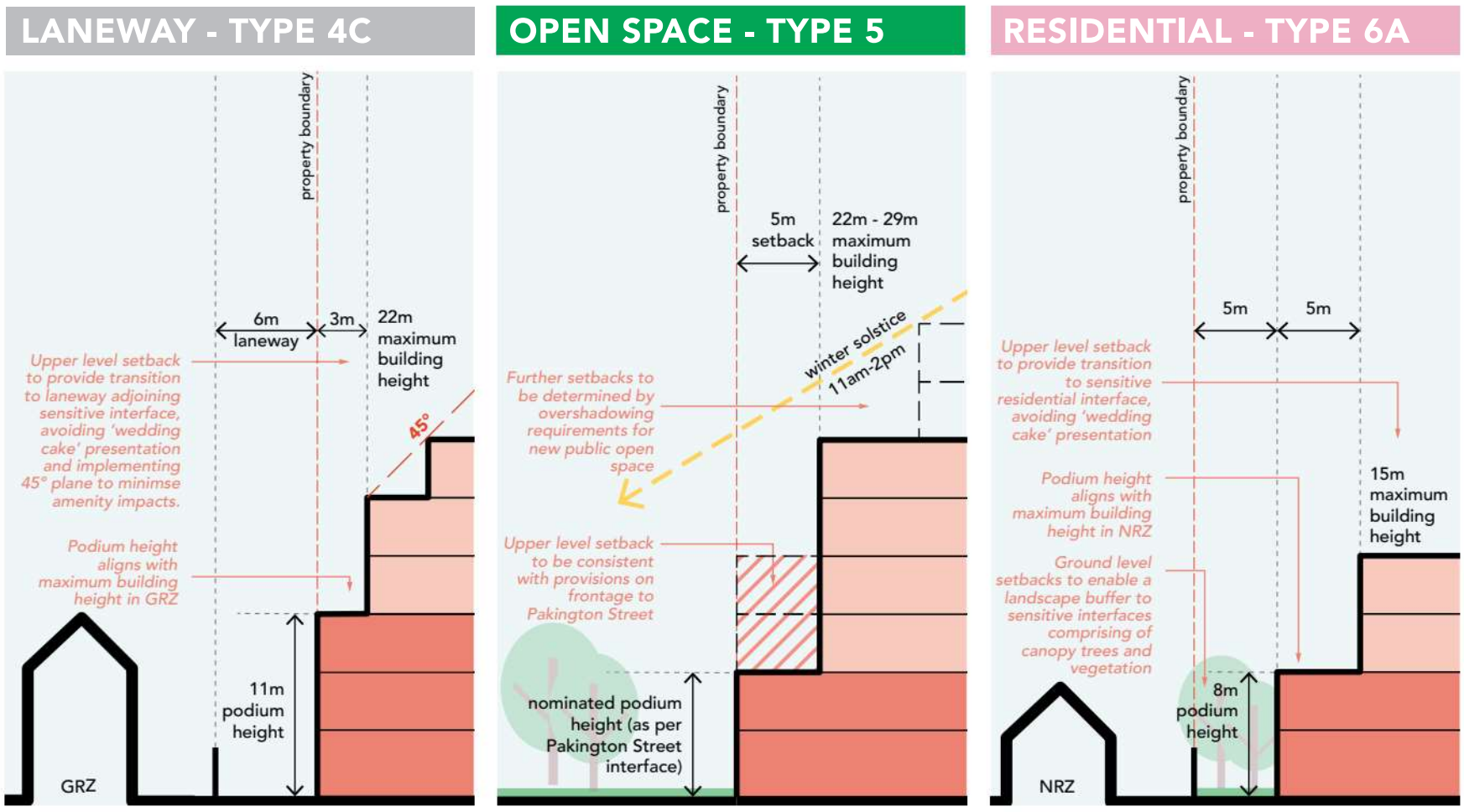
RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- Appropriately setback at ground level to ensure minimum laneway width of 6m.
- 3m upper level setback to ensure transition and provide a perceivable separation between the podium and upper levels.
- 45 degree setback above 18m to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties directly abutting 6m wide laneways and GRZ beyond, north of Church Street

RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- 3m upper level setback to ensure transition and provide a perceivable separation between the podium and upper levels.
- 45 degree setback above 18m to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting new open space

RATIONALE

- Maximum podium height to be consistent to the provisions to the frontage with Pakington Street.
- 5m upper level setback to establish separation with podium and upper levels.
- Further setbacks to be determined by overshadowing controls for new open spaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties from Waterloo Street to Wellington Street, eastern side of Pakington Street

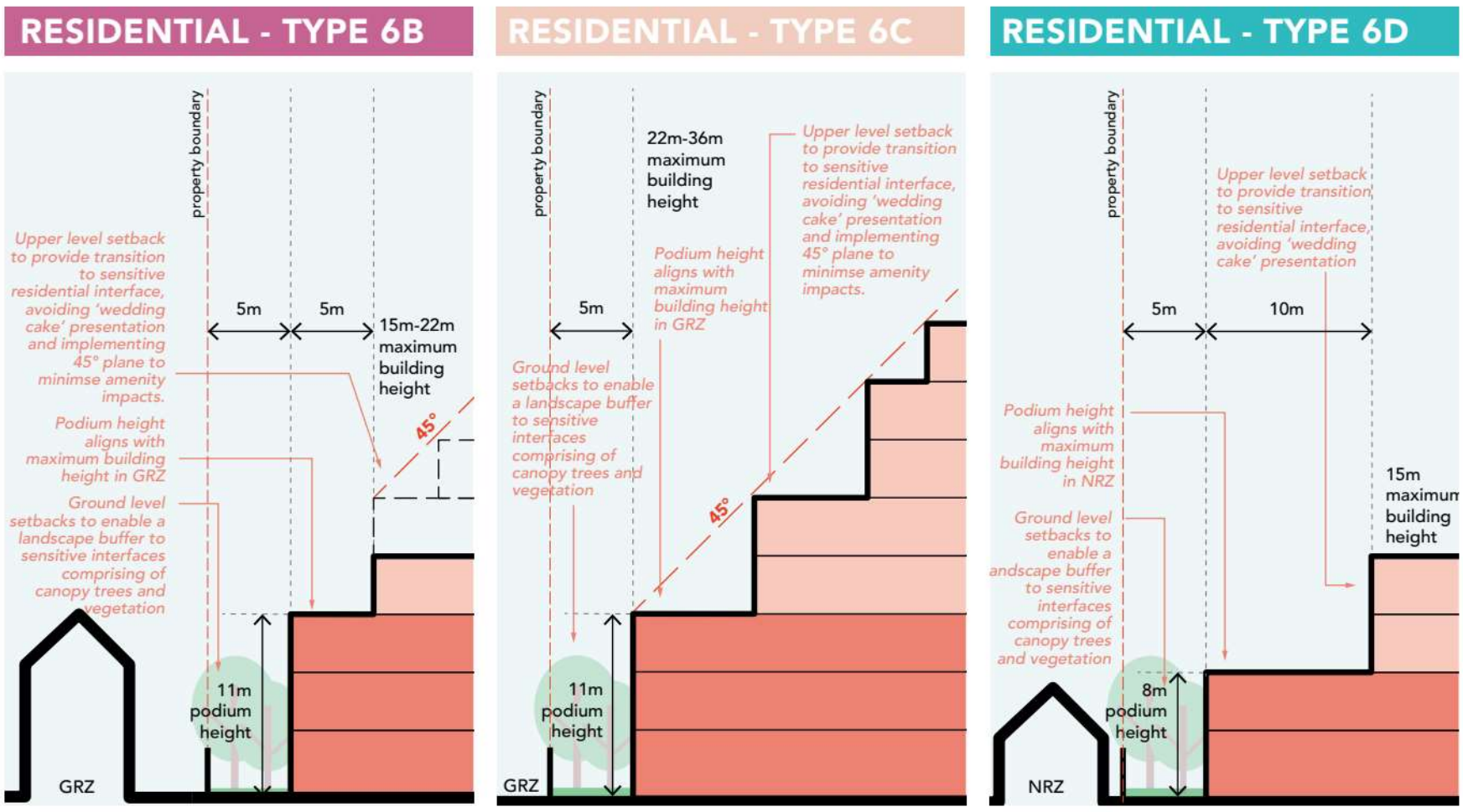
RATIONALE

- Maximum podium height of 8m aligns to the maximum building height for NRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 5m upper level setback to reduce amenity impacts and establish transition to sensitive interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties directly abutting General Residential Zone

RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 5m upper level setback to ensure transition to sensitive residential interfaces with a 45 degree setback above 18m to minimise amenity impacts.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting General Residential Zone, south of Church Street

RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 45 degree setback above podium to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting Neighbourhood Residential Zone, north of Waterloo Street

RATIONALE

- Maximum podium height of 8m aligns to the maximum building height for NRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 10m upper level setback to reduce amenity impacts and establish transition to sensitive interfaces that lie directly south within NRZ.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To establish a high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.

- Design buildings to address the street, with legible and direct entries to support street activation and passive surveillance. Maximise the number of doors which face the street.
- Ensure provision of direct access for ground level residences.
- Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.
- Ensure continuous awnings and canopies are located at the appropriate above the footpath level to provide effective weather protection.
- Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows.
- Encourage use of natural, tactile and visually interesting materials and facade treatments at ground and upper levels. Ensure that the upper levels are distinctive from the podium when viewed from the street.
- Avoid large signage or graphic displays which interrupt views in and out from tenancies and dominate building facade.
- Provide balconies and habitable windows towards adjoining public realm including public open spaces and laneways to increase passive surveillance opportunities.
- Allow a maximum 75% glazing on any facade and provide 50% visually permeable balcony balustrades.
- Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards.
- Ensure new development avoids overly stepped or 'wedding-cake' massing presentation to avoid visual bulk. Buildings are required to minimise the number of steps by grouping or pairing of levels to achieve a coherent built form outcome.
- Ensure buildings are read "in the round" such that all facades visible from the public realm are well articulated to provide visual interest and are designed three dimensionally. Avoid large expanses of continuous facades or walls with only colour or minimal textural variation.
- Ensure side elevations adjoining other properties when built to boundary have an interim facade strategy whilst future development is being realised.
- Design developments on corner sites to actively address both frontages at street level. Consider variation in podium heights to provide definition to the corner and ensure that the building can be read in the round.



Terrace House, Brunswick Commercial space at ground level with residences above showcasing high quality materials that provides visual interest whilst stitching the built form into the context.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

- Encourage new open spaces to be located to street frontages to maximise safety and visibility.
- Provide lighting along key pedestrian routes to improve perceptions of safety.
- Ensure developments comply with the City's Environmentally Sustainable Design policy.
- Adopt and demonstrate the use of the latest Crime Prevention Through Environmental Design (CPTED) principles.

To support opportunities for urban renewal in Strategic Sites.

- Ensure a diversity of building heights and typologies in both Woolworths Strand and Rail Sidings Yard.
- Contribute to improved pedestrian amenity and permeability across the precinct by providing for through movement links such as new streets and laneways in Strategic Sites.
- Integrate landscaping as a key driver for building design in Strategic Sites.
- Ensure that developments provide for an appropriate transition to new open spaces and plazas.



Ferrars and York, South Melbourne Street level is designed to provide a variation in uses and landscaping that is scattered within setbacks and upper levels. The articulation and materiality combined with the saw tooth roofline creates a distinctive feature for the area.



Nightingale Leftfield, Brunswick Located adjacent to the railway line and receiving the western sun, the building utilises the constraints to provide a podium that is textured, punctured with openings of different shapes and sizes to break the continuity and dominance when viewed from a distance.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To ensure equitable development potential across the precinct.

- Ensure side setback requirements encourage lot consolidation of narrow lots while achieving appropriate built form response.
- Ensure site coverage enables the incorporation of greater landscaping within land parcels (Map 2).
- Avoid underdevelopment that is inconsistent with the vision and objectives for the precinct.
- Ensure the following side separation is achieved to mitigate bulk and provide for views to the sky:

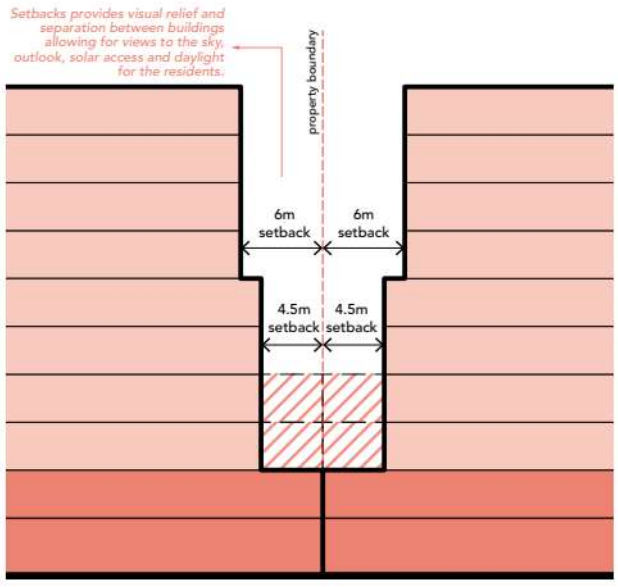


Figure 12. Preferred side separation for buildings built to boundary

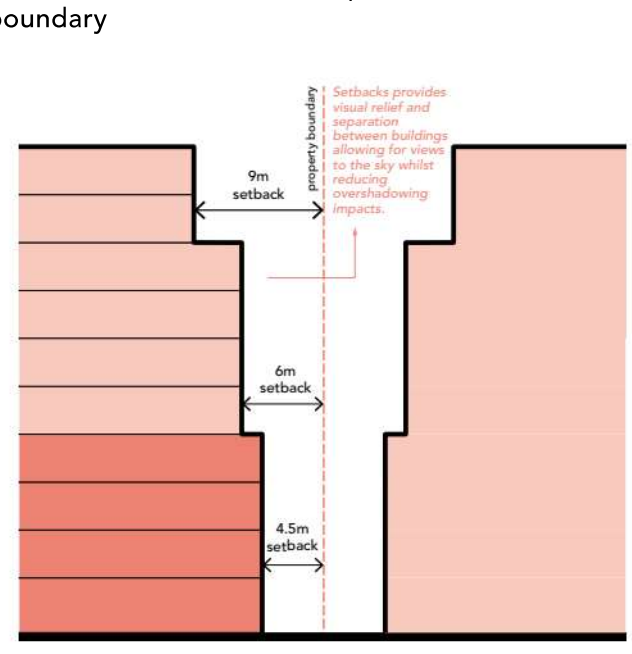
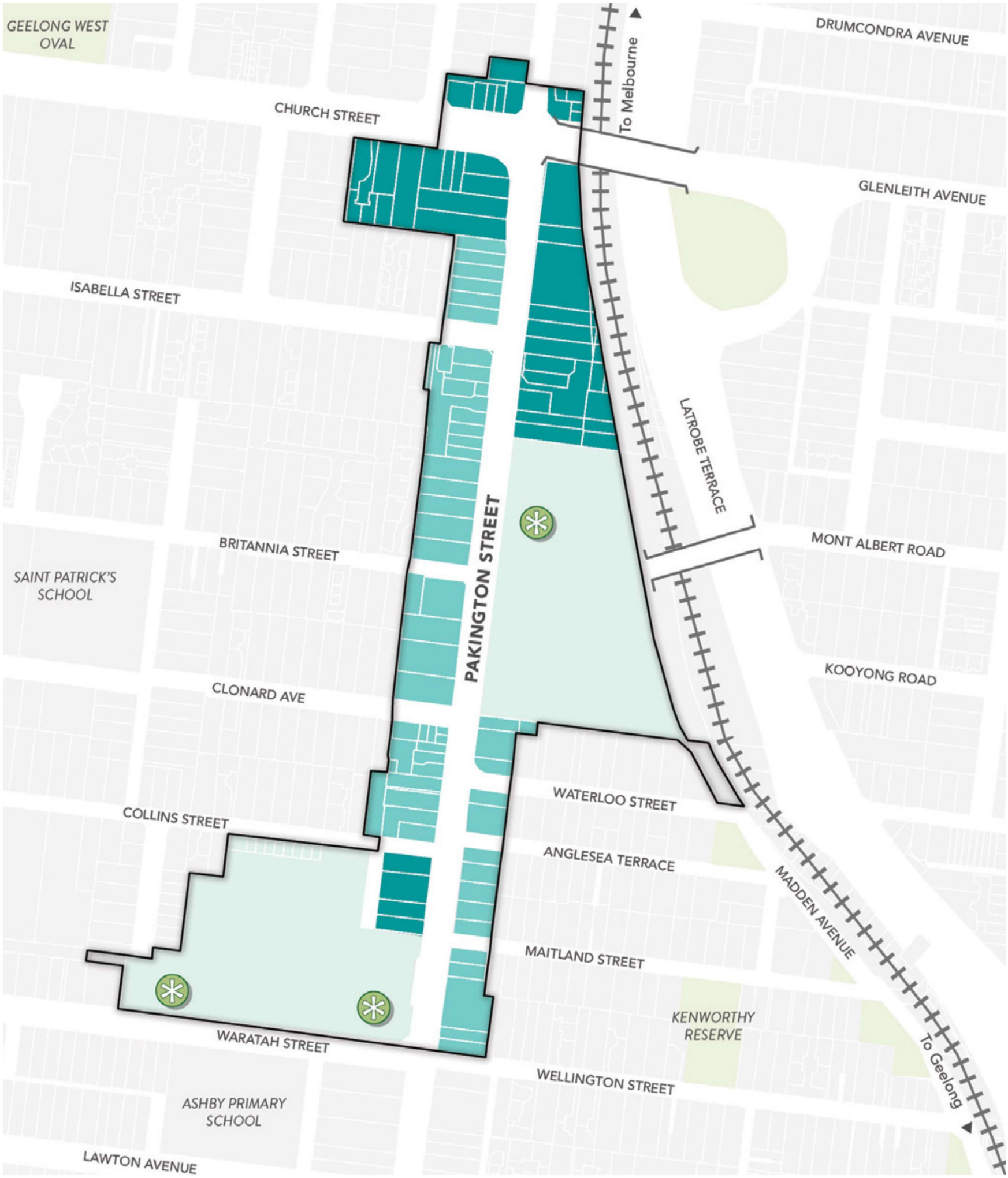


Figure 13. Preferred side separation for buildings not built to boundary

BUILDING HEIGHT	BUILDING SEPARATION	INTERFACE CONDITION
When built to common boundary (party wall)		
8m -15m (match to nominated podium height on Pakington Street)	0m	Common wall or party wall.
15m - 22m	A minimum of 4.5m from common boundary achieving 9m separation	Upper level setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
>22m	A minimum of 6m from common boundary, achieving 12m separation	Further setbacks above 22m to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
When not built to common boundary		
8m -15m (match to nominated podium height on Pakington Street)	A minimum of 4.5m from common boundary achieving 9m separation	Setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
15m - 29m	A minimum of 6m from common boundary, achieving 12m separation	Setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
>29m	A minimum of 9m from common boundary, achieving 18m separation	Setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach setbacks.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)



Map 08. Maximum Site Coverage

KEY

- Precinct Boundary
- Railway track
- Investigate opportunities for new open spaces
- 80% site coverage
- 70% site coverage
- 60% site coverage

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To integrate services into building design of new developments.

- Ensure car parking is concealed from the street by locating it in the basement, rear or podium of the development by incorporating design measures such as sleeving with active uses.
- Avoid using solid roller shutter doors or security grills. Ensure car parking frontages to the public realm are designed to be high quality, visually interesting with interactive materiality detailing whilst allowing for adequate ventilation.
- Minimise or consolidate vehicular access points and carefully design ramps into basements of developments along Pakington Street to support increased amenity and safety for pedestrians and bicycle.
- Avoid additional crossovers along Pakington Street.
- Ensure that waste and recycling facilities are accessible, adequate and integrate with building design.
- Ensure location of plant equipment and services are screened or integrated into the building design. Locate services in the basement where possible. Avoid positioning services on Pakington Street and grouping them together to create long inactive edges.
- Provide facilities to have waste collection and loading undertaken on-site or from side streets.
- Provide ease of access to bicycle parking facilities in new developments and incorporate end of trip change rooms, showers and lockers where possible.



Napier Street, Fitzroy Services are visible but integrates with the overall design of the building and appears as a distinctive feature element.



Napier Street, Fitzroy Services are concealed by integrating into the architectural design of the ground level, enhancing the street edge with visual interest through high quality finishes.



Healeys Lane, Melbourne Garage door positioned to the public realm such that it appears as a continuation of active uses, maintaining a consistent boundary, textural interest and avoids deep recesses and entrapment spaces.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.5 ACCESS AND MOVEMENT

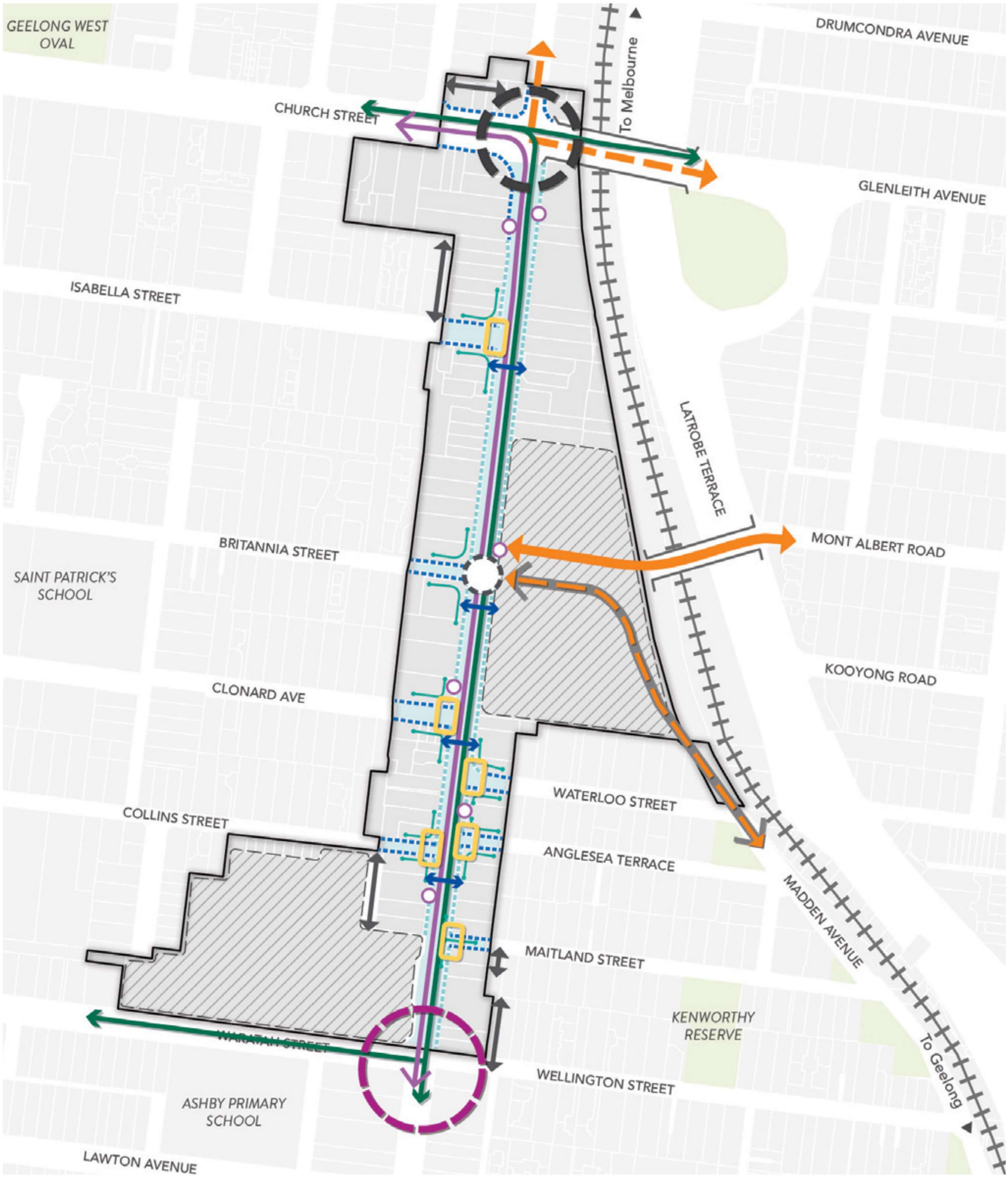
Pakington North will have convenient and safe walking and bicycle connections to services and facilities. Efforts will be made to reduce vehicular congestion by promoting a balanced multi modal approach to movement. Increasing walking, riding and public transport use will be key to maintaining the attractiveness and livability of the precinct. A coherent movement network plan alongside land use planning for the future should prioritise pedestrian and bicycle to ensure an efficient and sustainable precinct.

Through efficient planning and design, Pakington North Precinct will be destination for residents, workers and visitors alike.

Objectives and guidelines

To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street.

- Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct.
- Investigate extension of Madden Avenue into Rail Sidings Yard potentially joining Brittania Street.
- Advocate improvements to existing signalised intersection at Church Street and Pakington Street to slow vehicular traffic in and out of the precinct and prioritise pedestrian movement.
- Prepare a Local Area Traffic Management Plan for the precinct and side streets to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to:
  - one way streets,
  - traffic calming measures,
  - speed limits,
  - parking permits, and
  - parking time limits.
- Retain on street parking as required on Pakington Street.
- Develop a Streetscape Masterplan for Pakington Street ensuring continuity between Pakington North and the Heritage Core Precinct.
- Investigate opportunities for shared zones at appropriate sections of Pakington Street to discourage through traffic.
- Seek to protect existing laneways and encourage extensions and connections where feasible.



Map 09. Access and Movement

3.5 ACCESS AND MOVEMENT

To improve public transport services and access to and through Pakington North Precinct.

- Advocate for a bus review to provide frequent and reliable bus services that are part of an integrated transport network to better meet community demand and needs, such as
  - Improved bus connectivity to North Geelong Station and Geelong Station.
  - Improved bus connectivity to key destinations including central Geelong, Kardinia Park and Waterfront
- Improve and introduce bus shelters, increase their visibility, DDA compliance and pedestrian access.



Sunshine Bus Port The bus stop has improved passenger experience with the inclusion of a bus shelter than is visually permeable, provides clear signage that assists with wayfinding and timetable that displays bus frequency.



Brunswick Street, Fitzroy Raised Thresholds at street intersection improves pedestrian visibility and safety whilst slowing vehicles without changing the right of way.
Photo credit: Melissa & Chris Bruntlett, modacitylife

To deliver safe and attractive environments for pedestrians and bicycle connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.

- Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and bicycles on Pakington Street by exploring the following opportunities:
  - Widening footpaths within the precinct as indicated in Map 12.
  - Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street.
  - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.
  - Introducing specific treatments for bicycle lanes to increase the visibility of bicycle riders and provide greater awareness to all road users.
  - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.
- Improve pedestrian and bicycle connectivity to key destinations such as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:
  - Providing appropriate lighting, ease of access and amenity.
  - Investigating a new pedestrian and bicycle overpass through Rail Sidings Yard across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.
  - Ensuring pedestrian safety and connections to central Geelong via Brougham Street underpass.
  - Enhancing safety and amenity for pedestrians and bicycle across Church Street overpass to facilitate east west connections across Latrobe Terrace.
- Provide bicycle parking and facilities on logical, visible and central locations, without impeding pedestrians.

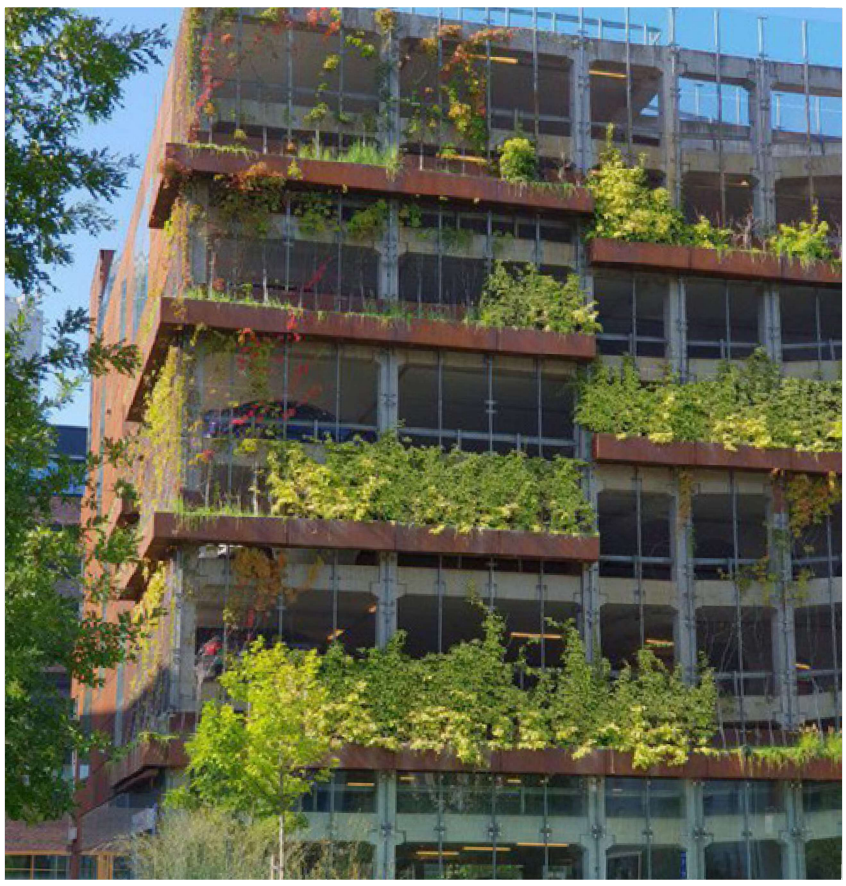
3.5 ACCESS AND MOVEMENT

To strategically consider access, sustainability goals and local economic gains when designing car parking.

- Improve visibility for side street at intersections by limiting or removing car parking that is proximate to the junctions.
- Encourage the consolidation and reduction of vehicular access points to Pakington Street.
- Encourage consolidated car parking facilities to be made available to the public for increasing the efficiency of use.
- Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.
- Prioritise provision for car parking within developments to mitigate the need for additional on-street parking.
- Seek opportunities for car sharing facilities with dedicated parking bays for car share vehicles.
- Ensure EV charging facilities are provided within car parking in all developments as per or in excess of Australian Building Codes.
- Encourage flexibility in use of on-street car parking to prioritise different uses at different times of the day and/ season.
- Encourage co-locating bicycle parking with multi deck car parks.



Dawson Street Car Park, Sunshine The multideck public car park provides necessary car parking for the precinct whilst ensuring streetscape benefits. It includes an external feature stair, public plaza and events space and also provides a safe walking environment with enhanced wayfinding owing to the facade treatment employed.



Parking garage, Sweden Multideck car park with landscaping integrated into the facade treatment as part of biophilic approach to design.

3.6 PUBLIC REALM AND OPEN SPACE

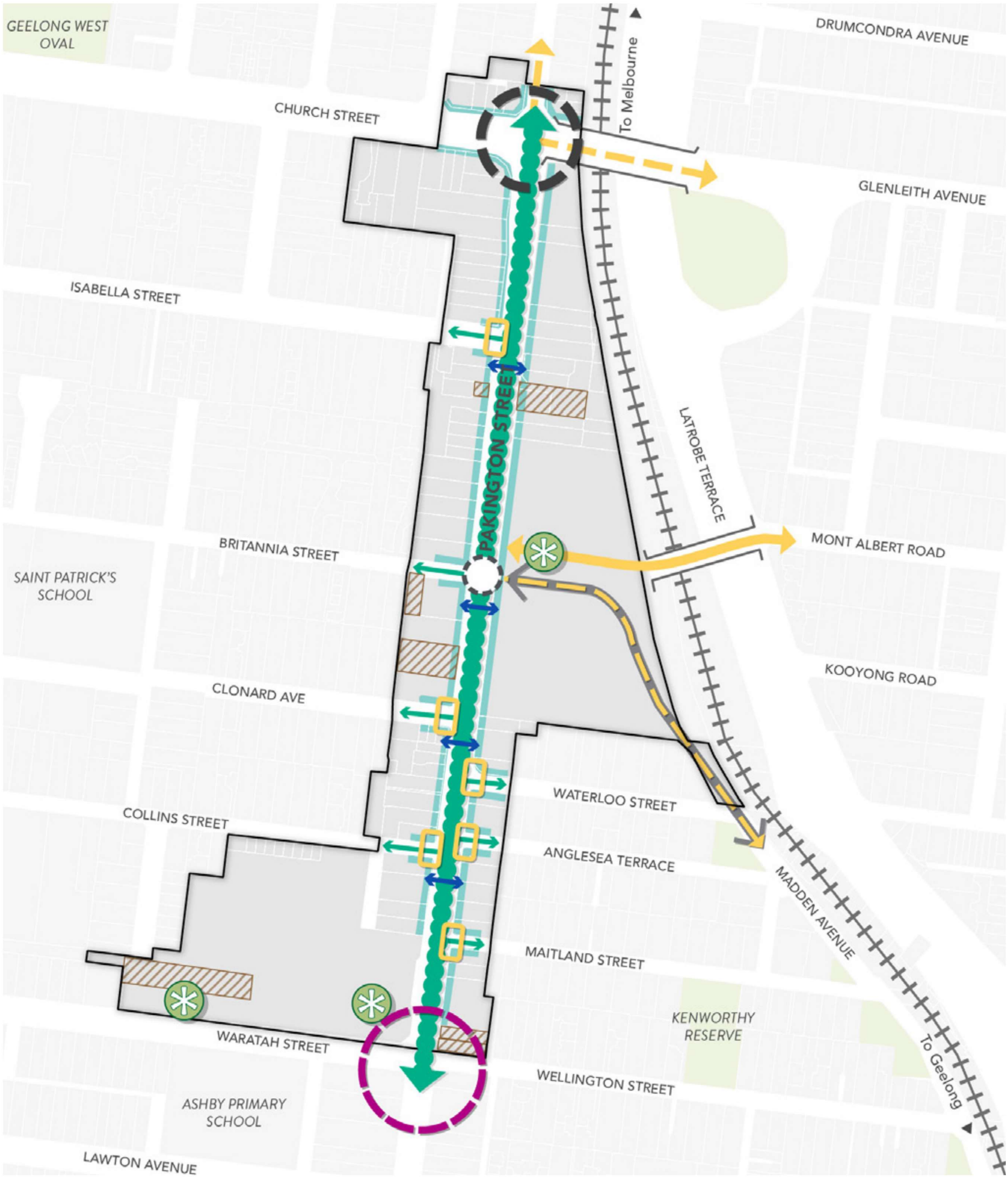
Pakington North Precinct will be tree-lined, safe and universally accessible, providing several opportunities for social interaction and community well-being. The community's desire for increased canopy cover, open spaces and associated infrastructure will meet the need of existing and future population.

The public realm and open space design will respond to climate change, providing green and natural spaces for enhanced biodiversity and mitigate heat island effect. Footpaths will be key public realm assets that enables flexible uses that improves the vitality of the street.

Objectives and guidelines

To establish a vibrant streetscape on Pakington Street that reinforces the sense of place and improves local accessibility and amenity.

- Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including:
  - widening of footpaths,
  - improved footpath treatment,
  - street furniture,
  - weather protection,
  - understorey planting,
  - bicycle hoops and repair stations
  - raised crossings and or pedestrian operated signals for new pedestrian crossing, and
  - street lighting.
- Introduce Smart poles, which can offer intelligent LED lighting, wi-fi access, charging stations and parking sensors, as part of streetscape upgrades
- Underground powerlines to allow for canopy trees and reduce visual clutter.
- Establish a consistent wayfinding strategy for Pakington Street through Pakington North and Heritage Core Precinct, directing pedestrians to key destinations, and integrate into public art installations.
- Establish consistent canopy planting to either side of Pakington Street at regular intervals. A minimum canopy cover target as per the Urban Forest Strategy should be achieved across the precinct.
- Select appropriate street tree species that are climate resilient and enhance the character of Pakington Street.
- Improve interface between Pakington Street and Rail Sidings Yard through landscaping and public art in the interim while the site is being utilised for rail functions.



Map 10. Public Realm and Open Spaces

3.6 PUBLIC REALM AND OPEN SPACE

To provide public open spaces that are inclusive and functional by focusing on pedestrian oriented places for all genders, abilities and age groups.

- Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses, including at the intersection of Pakington Street and Waratah Street.
- Establish new open space within strategic sites of Pakington Strand and Railing Sidings Yard.
- Co-locate new open space with Ropeworks Shed to provide a landscaped surround to the historic building. New development at the site and surrounds should ensure landscaping and activation whilst responding to the existing heritage context.
- Design open spaces to integrate Crime Prevention through Environmental Design principles to minimise risk of crime and create a perception of safety.
- Investigate opportunities for temporary activation of vacant sites prior to development.
- Provide a balance of flexibility and programmability in new open spaces for activities such as pop-up markets, food trucks and investigate other temporary activation opportunities.

To respond to climate change and increase environmental sustainability.

- Allow activities to spill out to adjoining footpath by creating wide footpaths that are inclusive, accessible and flexible for a variety of uses including walking, public seating and trading activities such as outdoor dining.
- Create built environments that ensure climate resilience through the provision of street trees, green walls and roofs. Street design should incorporate water sensitive urban design principles and explore opportunities for bio retention pits, rain gardens and swales.
- Ensure materials used are robust and durable with a long service life, and are easily maintained. Support recycle and reuse of materials where appropriate.



Horscroft Place, Moorabbin The open space not only provides space for recreation and relaxation but also takes advantage of blank walls for artistic expression and supports through movement for pedestrians and bicycles.



Hampshire Road, Sunshine The street includes green infrastructure, public art, seating and shade whilst supporting pedestrian and bicycle movement as well as the economic activity of the street.

3.6 PUBLIC REALM AND OPEN SPACE

To celebrate and enhance cultural canvas through the integration of public art, materiality, streetscape elements and native planting.

- Encourage retention of existing heritage design elements in buildings and street infrastructure, whilst encouraging sympathetic feel in creating Pakington North's own distinct character.
- Provide opportunities for the installation of public art, including event and breakout spaces and on blank facades, to contribute to the identity, activation and interest of streets and open spaces.
- Investigate opportunities to raise awareness and appreciation of local Aboriginal Cultural heritage through consultation and collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.



Pako Festa, West Geelong The multicultural festival temporarliy returns the street back to people, supporting a range of uses from performances to street trading and other forms of artistic expression.



Historic features on Pakington Street


04



STRATEGIC SITES

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Rail Sidings Yard 64
Pakington Strand 66

4.1 INTRODUCTION

Pakington Strand situated at 95-103 Pakington Street and the Rail Sidings Yards located at 28-64 Pakington Street have been identified as Strategic Sites due to their substantial landholding under single ownership. These sites offer an opportunity for more intensive development alongside new open spaces to be delivered within the precinct.

The Rail Sidings Yard is located along the rail line, covering 2.4ha, spanning across approximately 200m of frontage along the eastern side of Pakington Street. To the south of the site are dwellings within the Waterloo Heritage Precinct and to the north are commercial properties.

In the short-to-medium term, the site will continue to operate as a transport facility however, the substantial size and central location make it a key strategic site. Subject to the Rail Sidings Yard land being unlocked via the relocation of transport functions, there arises significant opportunity to redevelop the site for diverse uses including residential, retail and commercial spaces, alongside the creation of more public open space.

Site Aspiration

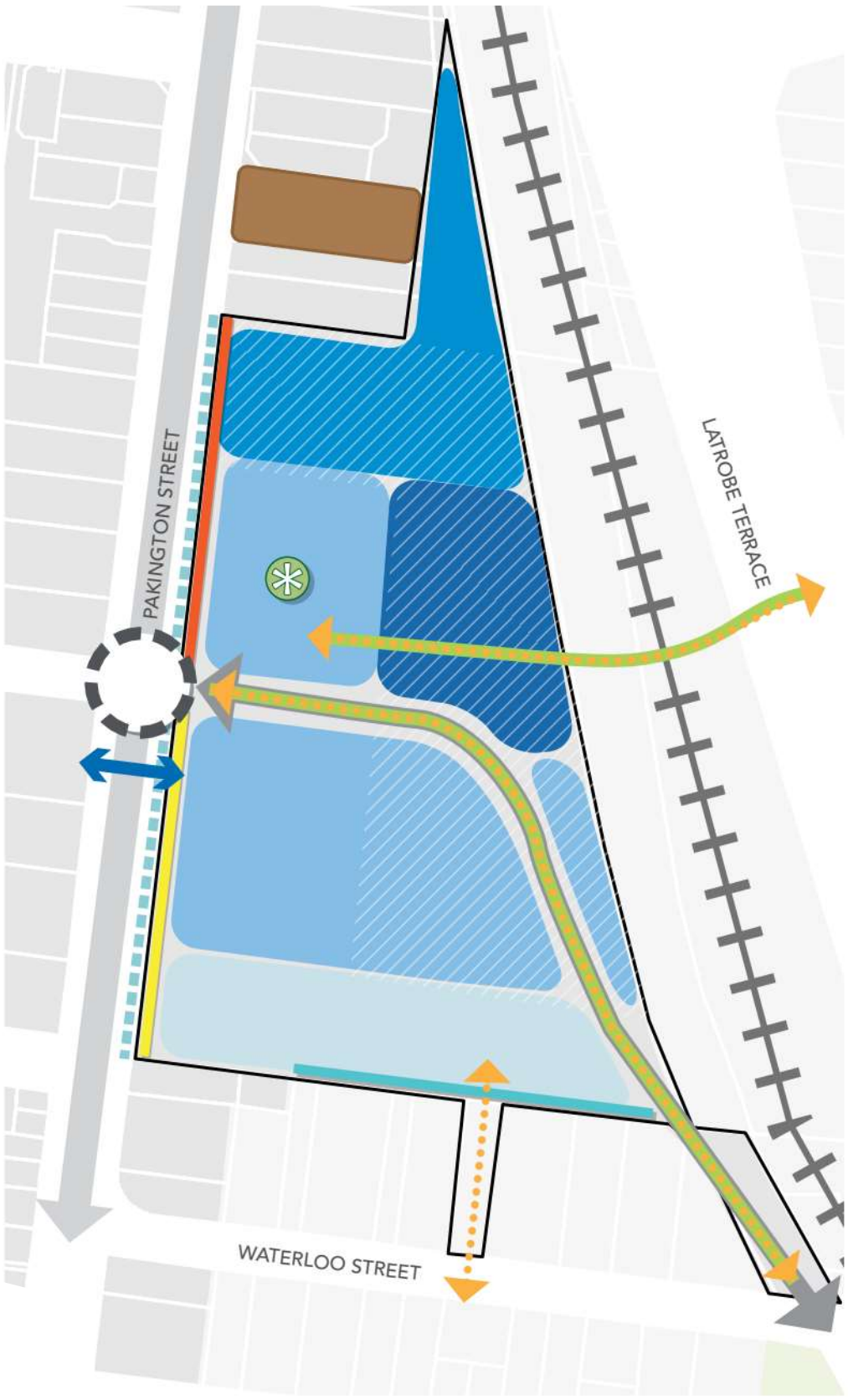
The Rail Sidings Yard will evolve into a thriving and dynamic mixed use area, centred around an expansive public space that serves as the heart of the community, offering opportunities for residents and visitors to gather, engage and connect.

Surrounding the public space, a diverse mix of residential, commercial, and retail spaces will offer well-designed, high-quality, sustainable housing choice for people of all income levels. The site will facilitate connections both within and beyond the precinct, creating a welcoming environment where visitors, businesses and residents can easily access amenities and services.

4.2 RAIL SIDINGS YARD

Design Objectives

- To encourage a coordinated, master planned approach to the redevelopment of Rail Sidings Yard as a Strategic Site should it no longer be used for transport purposes.
- To contribute significantly to the housing targets set in the Geelong Settlement Strategy, 2020 and social and affordable housing targets in Social Housing Strategy, 2020.
- To achieve objectives and guidelines outlined in other parts of this document, including:
  - Provision of appropriate built form transition to Waterloo Heritage Area,
  - Provision of active frontage with a diversity of uses to Pakington Street,
  - Extension of Maddden Avenue into the site,
  - Provision of access to consolidated car parking for public use within basement, rear or podium of new developments.
  - Creation of high quality interface towards the railway line and LaTrobe Terrace taking advantage of its prominent location along a key access route into Central Geelong and views over the bay.
  - Provision of improved pedestrian and bicycle connections within and across the precinct.
  - Incorporation of preferred maximum site coverage of 60%
- To establish an appropriately sized central public space that is well programmed, inclusive and is bound by active uses.



Map 11. Aspirations for Rail Sidings Yard

KEY

- Precinct Boundary
- Heritage building
- Investigate opportunities for new open spaces
- Investigate opportunities for consolidated parking facilities

BUILDING HEIGHTS
- 15m (4 storeys)
- 22m (6 storeys)
- 29m (8 storeys)
- 36m (10 storeys)

INTERFACE
- Key Street Type 1A
- Key Street Type 1C
- Residential Type 6D

ACCESS AND MOVEMENT
- Existing Street Network
- Indicative new streets
- Indicative new pedestrian links
- Indicative bicycle links

4.3 PAKINGTON STRAND

Pakington Strand site is located at the southern end of the precinct, bound by Collins Street, Pakington Street and Waratah Street. To the north and west is residential development largely consisting of single storey timber houses dominated by Californian Bungalow style but also including some federation as well as more recent eras. To the south and opposite the site is Ashby Primary School and a church. Shops and some other commercial buildings are located opposite the site in Pakington Street.

The site is largely cleared of the original Ropeworks structures apart from two remaining buildings, but also hosts Woolworths and some retail tenancies fronting Pakington Street.

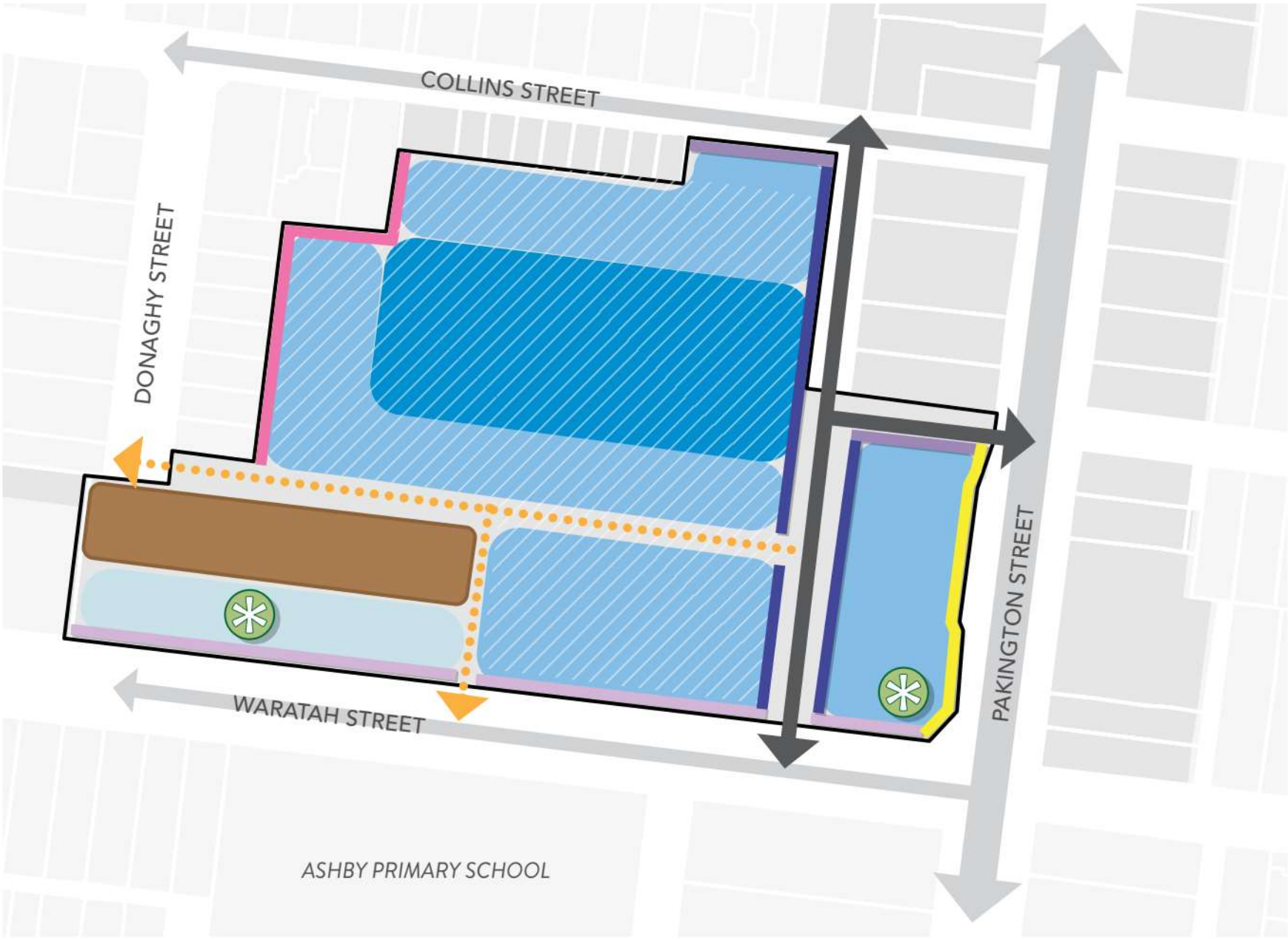
Site Aspiration

Pakington Strand will be a vibrant gateway to Pakington North Precinct, setting the tone for the area. Underpinned by precinct's aspiration to be a destination, future development will reflect on the existing heritage values whilst delivering on a variety of building typologies and heights that are innovative, high quality and sustainable. It will provide space for activity and culture with an inclusive and welcoming environment for residents and visitors to pause, explore and connect.

Objectives

- To encourage a coordinated, master planned approach to the redevelopment of Pakington Strand as a Strategic Site.
- To contribute significantly to the housing targets set in the Geelong Settlement Strategy, 2020 and social and affordable housing targets in Social Housing Strategy, 2020.
- To achieve objectives and guidelines outlined in other parts of this document, including:
  - Design ground level of new development fronting Pakington Street to be consistent with the fine grain pattern of the Heritage Core Precinct.
  - Deliver appropriately sized public open space south of the Ropeworks Shed and/or on the corner of Waratah -Pakington Streets.
  - Deliver landscaped area surrounding the Ropeworks Shed ensuring activation and responding to the heritage context.
  - Continue provision of visitor parking and ensure opportunities to deliver car parking for public use within basement, rear or podium of new developments.
  - Incorporation of preferred maximum site coverage of 60%.
- To ensure vehicular and pedestrian links through the site and improve pedestrian permeability to the areas around the site.

4.3 PAKINGTON STRAND



Map 12. Indicative concept plan for Pakington Strand

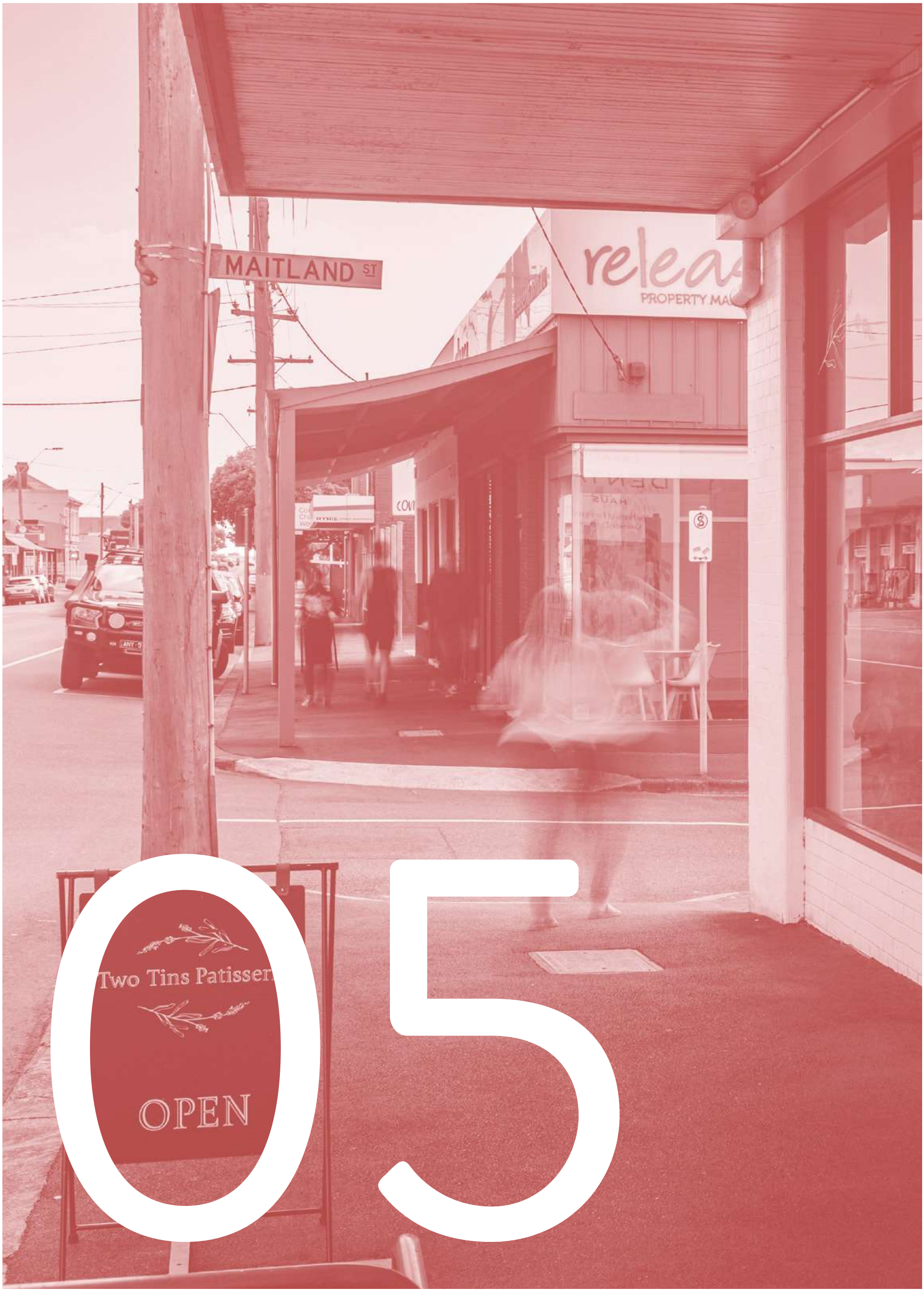
KEY

- Precinct Boundary
- Heritage building
- Investigate opportunities for new open spaces

BUILDING HEIGHTS
- 15m (4 storeys)
- 22m (6 storeys)
- 29m (8 storeys)
- 36m (10 storeys)

INTERFACE
- Key Street Type 1A
- Waratah Street 2A
- Side Street 2B
- New Street Type 3
- Open Space Type 5
- Residential Type 6B

ACCESS AND MOVEMENT
- Existing Street Network
- Indicative new streets
- Indicative new pedestrian links
- Investigate opportunities for consolidated parking facilities



05



IMPLEMENTATION PLAN

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Actions 71

5.1 INTRODUCTION

This section provides a summary of actions to assist in the delivery of the UDF. The implementation of these actions are critical to the success of Pakington North Precinct and rely significantly on collaboration with and between local and State Government, agencies, organisations and community stakeholders.

TIMING

- Short term (0–2 years).
- Medium term (2–5 years).
- Long Term (5-10+ years)

ACTION

This includes various outcomes identified in this UDF.

RESPONSIBILE AGENCY AND ROLE

Each action identifies the role Council will play in delivery of the action. This is one of either Deliver, Advocate or Partner.

There are a number of actions where Council will take the lead in delivery. Delivery of these actions will be subject to prioritisation and budget allocation. A range of funding mechanisms will be explored, such as grant funding, developer contributions to achieve actions identified in the Implementation Plan.

5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
SHORT TERM	**Planning Scheme Amendment**	Prepare a Planning Scheme Amendment to implement Pakington North Urban Design Framework into Greater Geelong Planning Scheme. Include: • Apply Commercial 1 Zone to all land within Commercial 2 Zone and General Residential 1 Zone within the UDF boundary. • Apply a Design and Development Overlay to implement design objectives and guidelines relating to built form controls, building height, setbacks, widening of laneway and footpaths, transition to sensitive interfaces and separation between buildings requirements. Incorporate requirements for vehicle access, car parking, loading and services. • Implement vision, objectives and relevant statutory actions contained in this UDF to relevant Policy sections. • Apply appropriate Overlay to identified Strategic Sites ensuring the preparation of a masterplan prior to redevelopment or subdivision. • Apply an Environmental Audit Overlay to land in accordance with Planning Practice Note 30 - potentially Contaminated Land. • Direct the delivery of Social and Affordable Housing as per Social Housing Plan, 2020. • Support requirements for Open Space contributions for developments.	City	DELIVER
SHORT TERM	**Place Activation**	Engage with landowners to • Temporarily activate vacant sites prior to development. • Improve blank walls through treatment such as murals and green walls. Engage with VicTrack to improve Rail Sidings Yard interface to Pakington Street with public art and or landscaping.	City	ADVOCATE
SHORT TERM	**Bus Service and Network review**	Advocate to Department of Transport and Planning for improved bus services along Pakington Street connecting to North Geelong Station, Geelong Station, and key destinations including central Geelong, Kardinia Park and Waterfront.	City	ADVOCATE
SHORT TERM	**Car Sharing**	Investigate opportunities for car share facilities.	City	ADVOCATE

5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
SHORT TERM	**Rail Sidings Yard**	Explore with State Government future rezoning and re-use of the site. Investigate short and medium term opportunities to use part of the site for community purposes (eg public parking).	City	**ADVOCATE**
SHORT TERM	**Church Street intersection and Telegraph Bridge**	Advocate to Department of Transport and Planning for improved safety and amenity for pedestrians and cyclists across overpass to facilitate east west connections across Latrobe Terrace and provide pedestrian priority.	City	**ADVOCATE**
SHORT TERM	**Local Area Traffic Management Plan**	Undertake and implement Local Area Traffic Management Plan including measures such as one way streets, traffic calming, speed limits, safer crossings, parking permits, and parking time limits. The plan should: • Promote multi modal movement on Pakington Street, prioritising pedestrian and cyclist safety and use of public transport • Minimise adverse traffic impacts on residential side streets • Discourage through traffic on Pakington Street	City	**DELIVER**
SHORT-MEDIUM TERM	**Infrastructure Upgrade**	Partner with relevant authorities and key stakeholders to identify infrastructure upgrades and align delivery with streetscape upgrades, including undergrounding of power lines, upgrades of sewer, water and stormwater lines.	City, other agencies	**PARTNER**
SHORT-MEDIUM TERM	**Wayfinding Strategy**	Prepare a cohesive wayfinding strategy for Pakington Street through Pakington North and Heritage Core Precinct.	City	**DELIVER**
SHORT - MEDIUM TERM	**Pakington Street Streetscape Masterplan Preparation**	Prepare a Streetscape Masterplan that explores a range of streetscape improvements. This will require further community consultation. The masterplan is to include • Widening of footpaths and improved footpath treatment, • Raised crossings and or pedestrian operated signals, raised thresholds, • Specific treatments for bicycle lanes, • Street furniture, • Weather protection, • Improved bus shelters, • Landscaping and understorey planting, • Cycle hoops and repair stations, • Street lighting.	City	**DELIVER**

5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
SHORT-MEDIUM TERM	**Pakington Street Streetscape Masterplan Delivery**	Deliver in partnership with the Department of Transport and Planning, streetscape improvements identified in the Pakington Street Streetscape Masterplan. Investigate diverse funding opportunities to deliver the streetscape improvements, including state and/Federal funding, special rates and charge scheme, developer contributions etc, while minimising impacts on traders and residents during phased construction.	City, other agencies and partners	**DELIVER**
MEDIUM TERM	**Brougham Street underpass**	Advocate for improved safety for pedestrians through Brougham Street underpass.	City	**ADVOCATE**
LONG TERM	**Rail Sidings Yard overpass**	Construct overpass through Rail Siding Yards over railway line and Latrobe Terrace. This long term opportunity and could be delivered by the developer of Rail Siding Yards site or local or State Government to connect Pakington North to the waterfront through Mont Albert Road.	City, Landowner or Developer	**PARTNER**
LONG TERM	**Madden Avenue extension**	Investigate the extension of Madden Avenue through Rail Siding Yard potentially joining Brittania Street.	City, VicTrack, Landowner or Developer	**PARTNER**
LONG TERM	**New Open Spaces**	Investigate opportunities for partnerships and delivery of new open spaces within underutilised or vacant sites and Strategic Sites for community uses.	City, VicTrack, Landowner or Developer	**PARTNER**
LONG TERM	**Consolidated Car Parking**	Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.	City, DTP (Transport), VicTrack, Development industry	**PARTNER**

APPENDIX

06

6.1 GLOSSARY

Activation	The injection of liveliness and vibrancy into an urban area.
Active frontage	Building frontage which contains uses that promote a high level of activity and interaction with the street. This includes shops, cafes and restaurants or residential balconies and fenestration.
Amenity	Design features which are valued by the users of a building or public space; examples of amenities include good architecture, open space, landscaping, seating, and public art.
Enclosure	The state when a pedestrian feels sheltered within a semi-private space; trees, narrow streets, awnings and canopies, and articulated edges create a sense of enclosure.
Equitable Amenity/ Access	An approach where development considers its impact on the amenity of neighbouring sites by limiting overshadowing, overlooking and ensuring outlook and views are maintained. This should consider both existing uses and future development outcomes on neighbouring sites.
Fine grain subdivision	An urban environment where there are relatively narrow shopfronts providing for a high level of visual interest, and diverse range of uses and experiences within the street.
Heritage Overlay	Applied to a place, object or area identified as being of heritage significance. Trees, gardens, parks, structures, buildings and streetscapes can be included in the heritage overlay.
Pedestrian Link	A Pedestrian Link is a walkway or public plaza space that is used by pedestrians with no motor vehicle access provided.
Public Realm	All public space.
Sense of Place	The emotions and images associated with a location, based on it unique identity and other memorable qualities.
Setback	The distance that a structure or building is set back from the property boundary, road or other buildings. Setbacks can occur at ground level or on upper floors of a building.
Shared Zone	A Shared Zone is a road or network of roads where pedestrians, cyclists and vehicles share the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape.
Spring Equinox	The Spring Equinox sits mid-way between the Winter Solstice (least amount of daylight hours) and the Summer Solstice (greatest amount day light hours). The Spring Equinox occurs on September 23.
Statutory Implementation	The implementation of strategic guidelines or outcomes into statutory controls.
Streetscape	The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc, that combine to form the street's character.
Streetwall or podium	The wall of a building that is closest the street boundary.
Urban Renewal	The process of unlocking well located, underused land to support employment, residential or commercial growth.
Visual Bulk	A term used to describe the three dimensional form or mass of an object or building.
Wayfinding	The way that people are guided through built environments. Wayfinding can include signage, barriers or ground treatments to delineate space and help users to understand the urban environment.
Winter Solstice	The Winter Solstice is the day of the year that has the least amount of daylight hours. It occurs on June 22.

6.1 BUILT FORM ANALYSIS

Built Form Parameters

A number of considerations contribute to determining the appropriate building envelope for a site. These parameters assist in understanding future development potential whilst also reflecting on priorities established for the area. The following parameters aim to achieve a mid-rise scale that distinctly sets apart Pakington North Precinct from the high-rise scale in Central Geelong and the low-rise scale of the residential hinterland while delivering on various local and state policies.

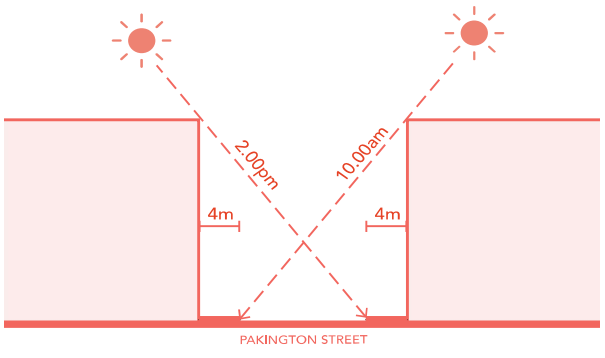
ACCESS TO SUNLIGHT

Great streets and successful centres are closely linked to the quality of sunlight access within the public realm. Given the inherent north south orientation of Pakington Street, it is important to limit unreasonable overshadowing of street and public open spaces to facilitate growth on both sides.

1. Solar Access to Footpaths

Recognised the role of footpaths in supporting street vitality and as valued public space, it is pivotal that specific controls are applied to avoid overshadowing. However, the need to ensure access to sunlight should be balanced with the ability to ensure reasonable development potential. Solar access is typically measured at the equinox (22 September) in the Planning Schemes across Victoria. This date has been chosen as it sits between the winter solstice (June 22) where shadows are the longest, and the summer solstice (December 22) where shadows are the shortest.

At present, footpaths on both sides of Pakington Street receives at least 5 hours of sunlight during Spring Equinox. It is also acknowledged that most activities on streets occur during mid day and width of the footpaths will be improved to accommodate this, noting that the footpath along Pakington Strand is atleast 4m in width. Pakington Street being an activity street should maintain the same level of solar access as the precinct develops.



2. Solar Access to New Open Spaces

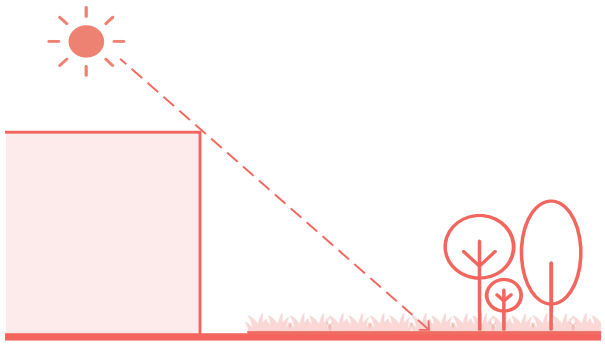
Public open spaces rely on adequate solar access to sustain activity, landscaping and vegetation. Albeit there are no existing open spaces within the precinct, it is critical to minimise overshadowing impacts on future open spaces. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

The Urban Design Guidelines for Victoria provides some guidance in this aspect,

- *Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight.*
  - *5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.*

The following measures were tested and considered to provide the required balance between competing aspects:

- Maintain sunlight to opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox.
- Maintain sunlight to southern footpath of Waratah Street between 10am and 2pm during Spring Equinox.
- Avoid overshadowing of southern footpaths of side streets where possible.
- Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 10am and 2pm at Spring Equinox within Strategic Sites.
- Avoid additional overshadowing to proposed public space including parks and plazas between 10am and 2pm at Spring Equinox



6.1 BUILT FORM ANALYSIS

SCALE AND CHARACTER

Determining and establishing the appropriate scale and character of Pakington North Precinct is key to the livability, functionality and appeal of residents, visitors and businesses.

1. Streetwall and Podium

Buildings are most directly experienced from the public realm at the street interface and hence establishing a frame or defining street edges significantly influences the urban experience and perception of human scale. Based on community engagement, it is evident that there is a desire to connect Pakington North with the Heritage Core Precinct in the south. This has been achieved by creating an 8m proportional street wall up to Clonard Avenue, which then gradually increases in height to 15m as it approaches Church Street.

New buildings should generally be built to the street frontage. However, there may be instances where small setbacks are required for footpath widening or establishing landscaping such as for properties within Church Street and Pakington Street intersection and side streets running east west.

Church Street being an arterial road, was considered to be a non-sensitive interface.

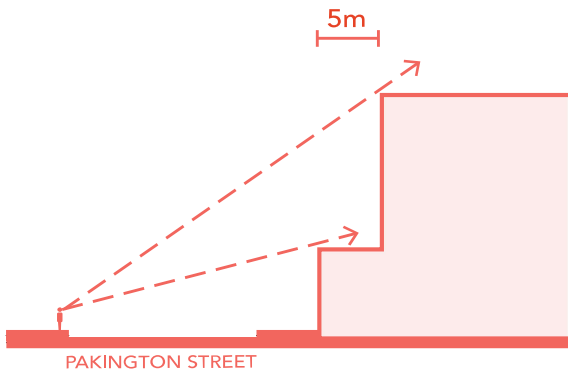
The Urban Design Guidelines for Victoria provides some guidance in this aspect,

- *Objective 5.1.1 To ensure the building scale and form supports the context and preferred future character of the activity centre.*
  - *5.1.1.4 Use the building height and setbacks to frame the street space as a public space.*
  - *5.1.1.6 In retail and commercial mixed–use areas, place the building frontage on the front lot line.*
  - *5.1.1.8 Set back upper levels of tall buildings or use a podium and tower form to create a pedestrian scale at street level.*

2. Upper level expression

Incorporating setbacks for the upper levels of buildings above the street wall establishes distinction between the streetwall and the buildings elements above. This strategy can be viewed as a two-part approach to massing and ensures that the streetwall remains the dominant feature within the public realm.

A default 5m setback from Pakington Street has been applied at the upper levels to maintain the scale and setting of the adjacent Heritage Core Precinct. A 2m upper level setback has been applied along side streets. This spatial separation facilitates recessive upper levels, effectively diminishing the visual impact of the overall height of the building within the public realm. The visual impact of the building considers views from both directly across and obliquely from Pakington Street.



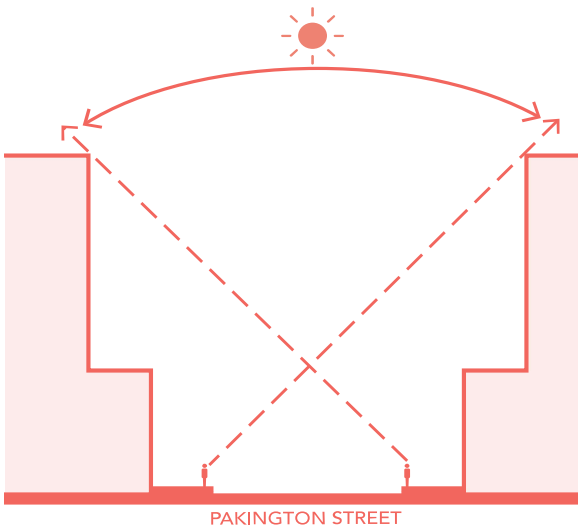
3. Heritage

Within the precinct, there are limited heritage significant buildings. When development occurs within a heritage overlay site, the existing heritage frontage, including street setbacks, should be retained. Any new built form should transition sensitively by employing adequate setbacks, ensure that the integrity of the heritage form and its contribution the public realm is not diminished.

6.1 BUILT FORM ANALYSIS

1. Views to the sky

Ensuring a sense of openness with views to the sky is crucial for pedestrians and residents, particularly in activity streets slated for future growth. Implementing a maximum street wall height and upper level setbacks allows for unobstructed views to the sky. Building separation and side setbacks will ensure better outlook and daylight provisions for occupants and discourage the creation of a continuous tower form along the street.



2. Lot analysis

The configuration of a lot or parcel of land impacts its potential for redevelopment as mentioned in *2.2 Key Influences*. The maximum height may not be achievable on every site, particularly those constrained in terms of size, widths and depths and adjoining heritage sites.

INTERFACE AND TRANSITION

Majority of the precinct interfaces with residential properties, strongly influencing the future built form envelope. An appropriate transition to sensitive uses such as low scale residential properties and heritage is critical to ensure that development in the precinct does not unreasonably impact the amenity and character of the surrounding areas.

1. Side Streets

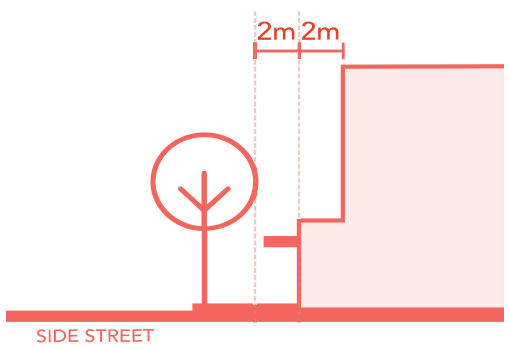
Every intersection between Pakington Street and its adjacent side streets is crucial for effectively managing the transition from an active street environment to residential uses both in a built form and public realm perspective. Expanding existing footpaths is necessary to facilitate this transition, with implications for adjacent built form outcomes. Implementing a ground-level setback of 2m in future buildings will ensure sufficient space for landscaping, amenity and functionality.

To ensure a distinctiveness between the base and upper levels and to continue the two part massing strategy an upper level setback of 2m above the streetwall height has been provided to the side streets.

Given the presence of prominent heritage buildings on street intersections, new buildings could consider moderately increasing streetwall heights in corner locations, provided that the building facade is well resolved and designed to minimise visual bulk.

The Urban Design Guidelines for Victoria provides some guidance in this aspect,

- *Objective 5.1.1 To ensure the building scale and form supports the context and preferred future character of the activity centre.*
  - *5.1.1.7 Shape the building form and detail to reinforce important street corners.*



6.1 BUILT FORM ANALYSIS

2. Direct Abuttal to Residential Zones

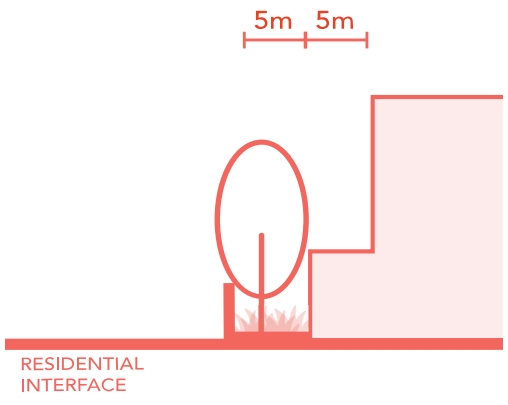
For locations directly abutting residential properties it is important to employ a well considered and modulated approach to transition.

For properties directly abutting NRZ1, A 5m setback has been employed at the ground level to support opportunities for a meaningful landscape buffer comprising of vegetation that can contribute to the canopy cover targets and shared amenity. A podium of 8m is considered acceptable owing to the strong alignment with the maximum building height for NRZ1 within the Greater Geelong Planning Scheme. Further upper level setbacks of 5m will assist in protecting residential amenity.

For properties abutting GRZ1, a 5m setback has been employed at the ground level to support opportunities for a meaningful landscape buffer comprising of vegetation that can contribute to canopy cover targets and shared amenity. A podium of 11m is considered acceptable owing to the strong alignment with the maximum building height for GRZ1 within the Greater Geelong Planning Scheme. Further, upper level setbacks of 5m will assist in protecting residential amenity.

Areas that directly abut residential properties to the north of Waterloo Street and Isabella Street require further setback of 10m above 22m to ensure no adverse amenity impacts and limit the impact of overshadowing.

In addition to the upper level setbacks, development will need satisfy relevant requirements from Clause 54, 55 and 58 of the Greater Geelong Planning Scheme to further protect residential amenity.

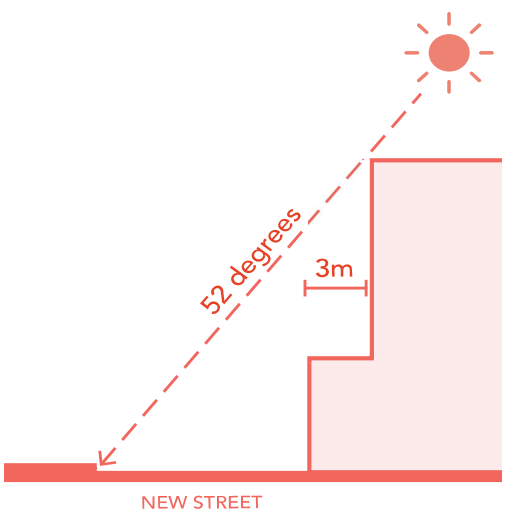


3. Laneways

There are 4 distinctive laneway conditions within Pakington North Precinct.

- Bread Street, accessed via Collins Street measuring 10m in width. For the purpose of this study, albeit designated as a street is considered as a laneway due to its primarily service oriented functions.
- Laneway to the rear of 90 Pakington Street, accessed via Maitland Street, servicing only two properties and measuring approximately 3m in width. Laneway to the rear of 94-96, 98 and 100 Pakington Street, accessed via Wellington Street, measuring 3.3m in width.
- Laneway to the rear of 9, 11, 13,15,17,19 Pakington Street, accessed via Isabella Street, measuring 6m in width.
- Laneway to the rear of 10-12, 24, 26, 28 Church Street, accessed via Guthrie Avenue measuring a maximum width of 4.5m and minimum of 3.7m.

Due to the width of Bread Street and its existing functionality and community aspirations for Woolworths Strand site, it is anticipated to become a local street in the future. Given this context, new buildings abutting it facilitates this transition and support future functions. Properties abutting Bread Street is required to have a 15m streetwall. Upper level setbacks should ensure that there is no overshadowing beyond the existing 10m width of Bread Street between 10 am and 2 pm during the Spring Equinox.



6.1 BUILT FORM ANALYSIS

The laneways accessed from Maitland Street and Wellington Street are constrained by their current width. An additional 3m setback at ground level to this frontage is necessary to ensure the usability of the laneway (off Wellington Street) for servicing properties. This is not necessary for Maitland Street laneway given that it only services two properties of limited lot widths.

The existence of a laneway serves as a buffer between the residential boundary and properties within the precinct, allowing an 8m podium to the site boundary. This scale of the podium is aligned with the overall maximum building heights for NRZ1 within the Greater Geelong Planning Scheme.

Above the height of the podium generally a 45 degree plane is employed to determine rear upper level setbacks. This angle is a simplified version of the setbacks required by Standard B17 in the Greater Geelong Planning Scheme. However, owing to limited lot depth, utilising this plane will significantly diminish development potential. Therefore, a rear upper level setback of 6.5m has been applied. This ensures adequate depth remains for viable upper levels and given the distance from the residential boundary is more than 9m, avoids the need for excessive privacy screening, thereby enhancing internal amenity.

Similarly for the laneway accessed via Isabella Street, a 11m podium to the site boundary has been considered that aligns to the overall maximum building heights for GRZ1 within the Greater Geelong Planning Scheme. Above the height of the podium, a 6.5m setback has been applied. The setback requirement ensures that 100 per cent of the residential properties receives a total of at least 4 hours of sunlight between 9am and 3pm during Spring equinox which is in excess of the requirements in the Geelong Planning Scheme.

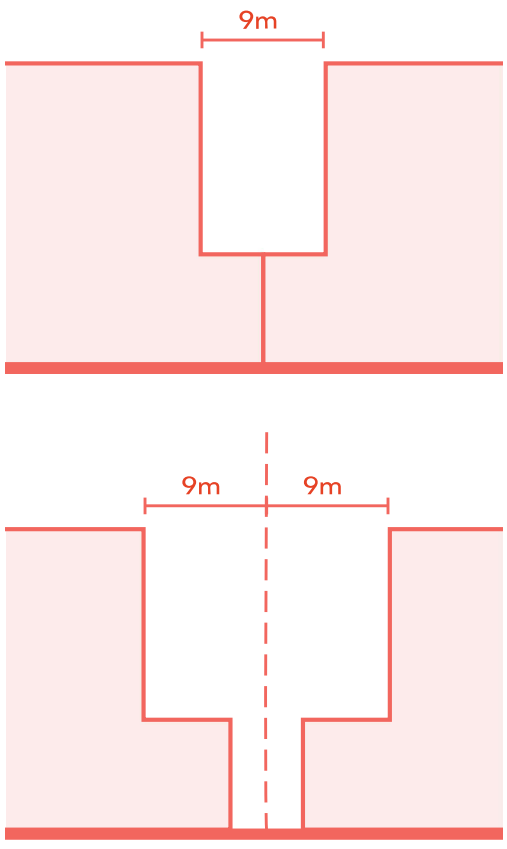
Laneway accessed from Guthrie Avenue should ensure a minimum width of 6m. New buildings should setback from the laneway at ground level accordingly. A 11m podium to the site boundary has been considered that aligns to the overall maximum building heights for GRZ1 within the Greater Geelong Planning Scheme. Above the height of the podium, a 3m setback has been applied that not only ensures a acceptable transition the residential properties but also supports viable development potential in constraint sites.

EQUITABLE DEVELOPMENT, VISUAL BULK AND AMENITY

1. Building Separation

Adequate building separation distances are essential to ensure good levels of daylight and sunlight penetration into buildings and private or communal open spaces It also allows occupants have an outlook connecting them to the surrounding environment. Moreover, it plays a crucial role in guiding development equity by ensuring that the design of one site does not compromise the potential for well-designed buildings on adjacent sites.

Achieving building separation involves setting buildings back from side and rear boundaries and separating buildings within the site.



2. Visual Bulk

The massing arrangement employed is critical to avoiding visual bulk. Typically, overtly stepped ‘wedding cake’ forms are discouraged and buildings are to minimise the number of steps by grouping or pairing levels for a cohesive and coherent built form outcome.

New buildings should avoid expansive blank walls that are visible from the street. Blank walls should be articulated by architectural treatment or provision of visual interest in the form of art to reduce visual mass.

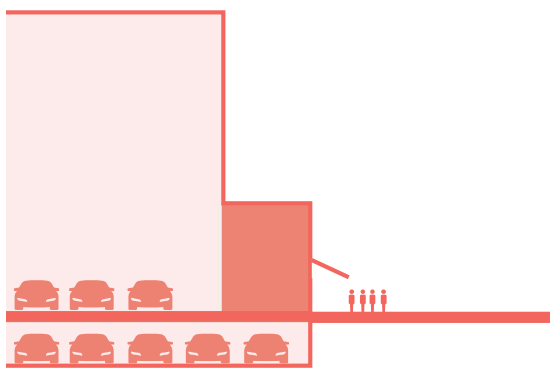
6.1 BUILT FORM ANALYSIS

CAR PARKING AND SERVICES

As Pakington North grows, the demand for servicing and access to buildings will become more critical. The appropriate design and location are important to determine so as to minimise the impact to the street, overall access and pedestrian flow through the precinct.

Where feasible, car parking and service access should be located away from Pakington Street and provided from side streets or laneways. This will maintain the continuity of active frontages and reduce the need for additional vehicle crossovers on Pakington Street.

Car parking should be consolidated where possible and designed to facilitate the precinct vision. Services should be consolidation into the basement levels to reduce the extent of inactive blank walls to the street, alternatively, it should be well integrated into the architecture of the building. Basement levels should be fully below the finished street level. In cases where underground car parking is not feasible, car parking facilities should be sleeved by active frontages, that is, concealed from the public realm.



Built Form Assumptions

The following assumptions where made while testing built form outcomes in the UDF study area. It is to be noted that the assumptions allow for greater than minimum standards, ensuring flexibility for innovative design and future uses.

FLOOR TO FLOOR DIMENSIONS

In order to ensure that new development allows for the future adaptation of lower levels for a different use over time and high internal amenity for residential uses above the street wall, buildings should provide a minimum floor-to-floor height of:

- 4m at ground level
- 3.5m for upper levels for non-residential uses (including car parking structures).
- 3.2m for upper levels for residential uses.

For the purpose of determining maximum building height and streetwall height, all levels above ground level is assumed to be 3.5m floor to floor.

FLOOR PLATE DEPTH

The minimum width of floor plates is assumed at 10m.

STREETWALL HEIGHT

Streetwall heights have been calculated based on floor to floor heights as mentioned previously and does not include parapets, balustrades and any other minor architectural features.

MINIMUM FOOTPATH WIDTH

The minimum width 4m was assumed to be acceptable considering the ability to deliver amenities in existing footpaths abutting Pakington Strand site.

LANEWAY WIDTH

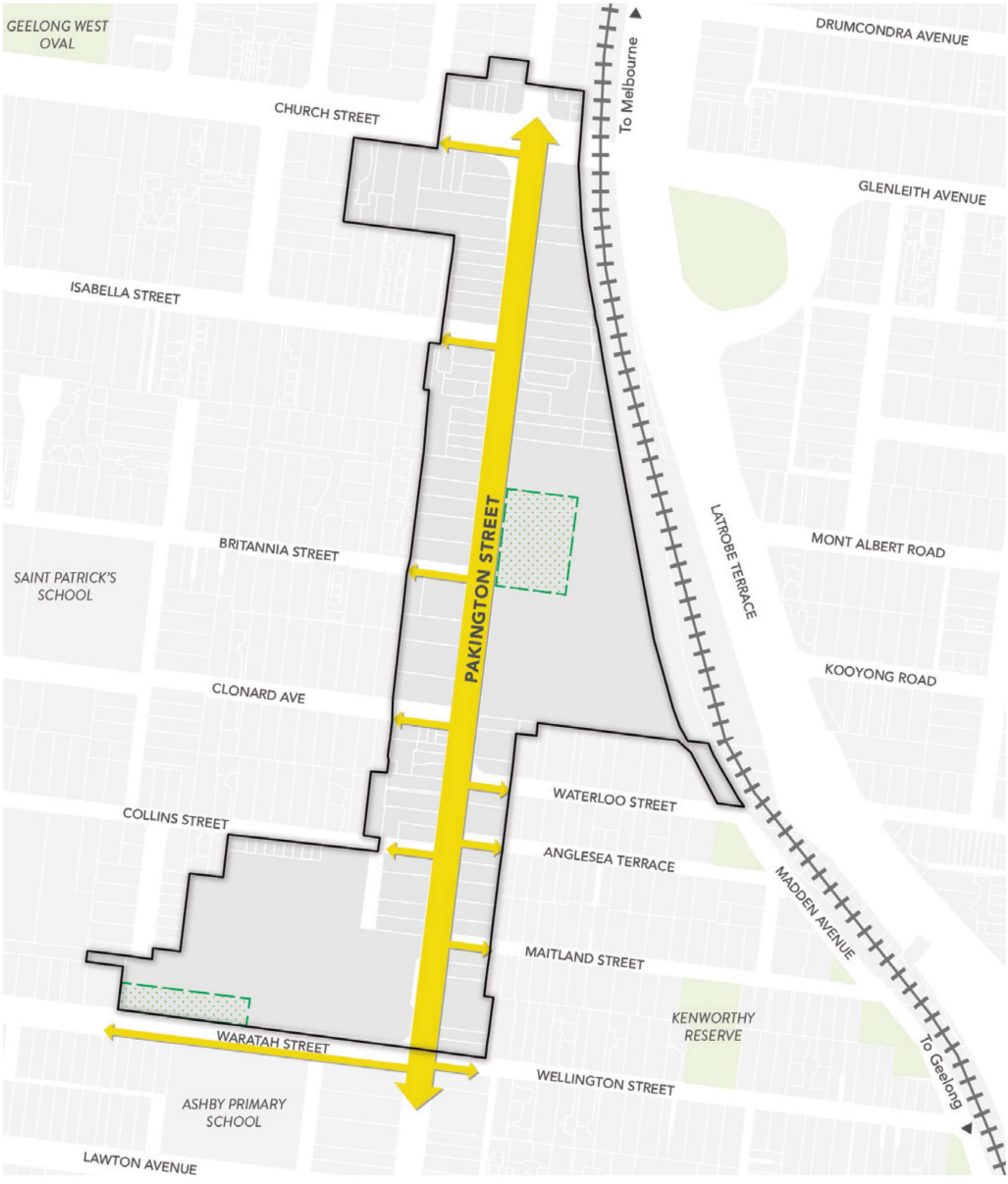
A minimum acceptable laneway width was considered to be 6m to allow for service and emergency egress.

LOT CONSOLIDATION

Lot consolidation may be necessary to achieve built form outcomes.

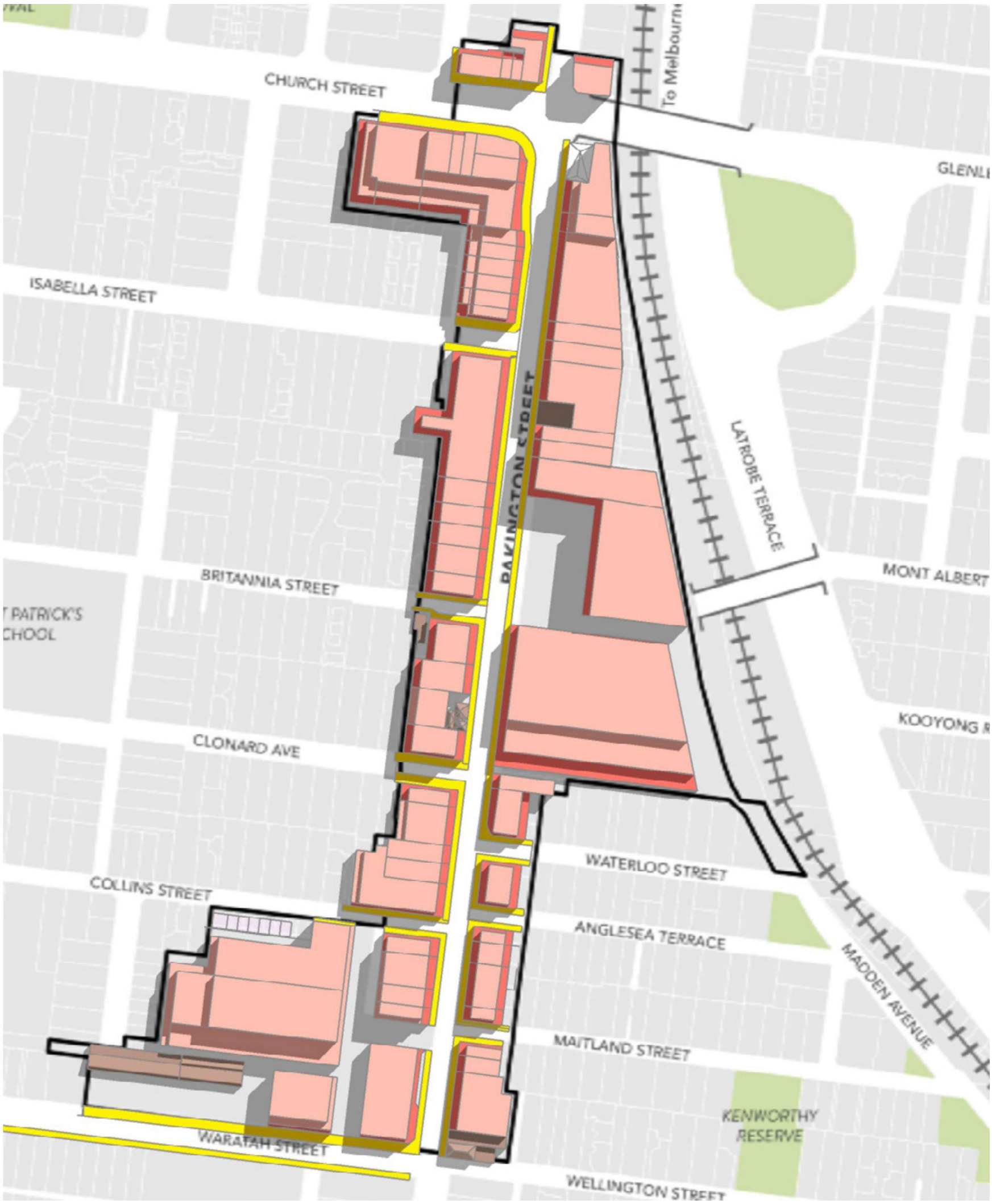
6.4 SOLAR ACCESS STUDY

The following map considers and identifies important footpaths and open spaces that require protection from overshadowing.



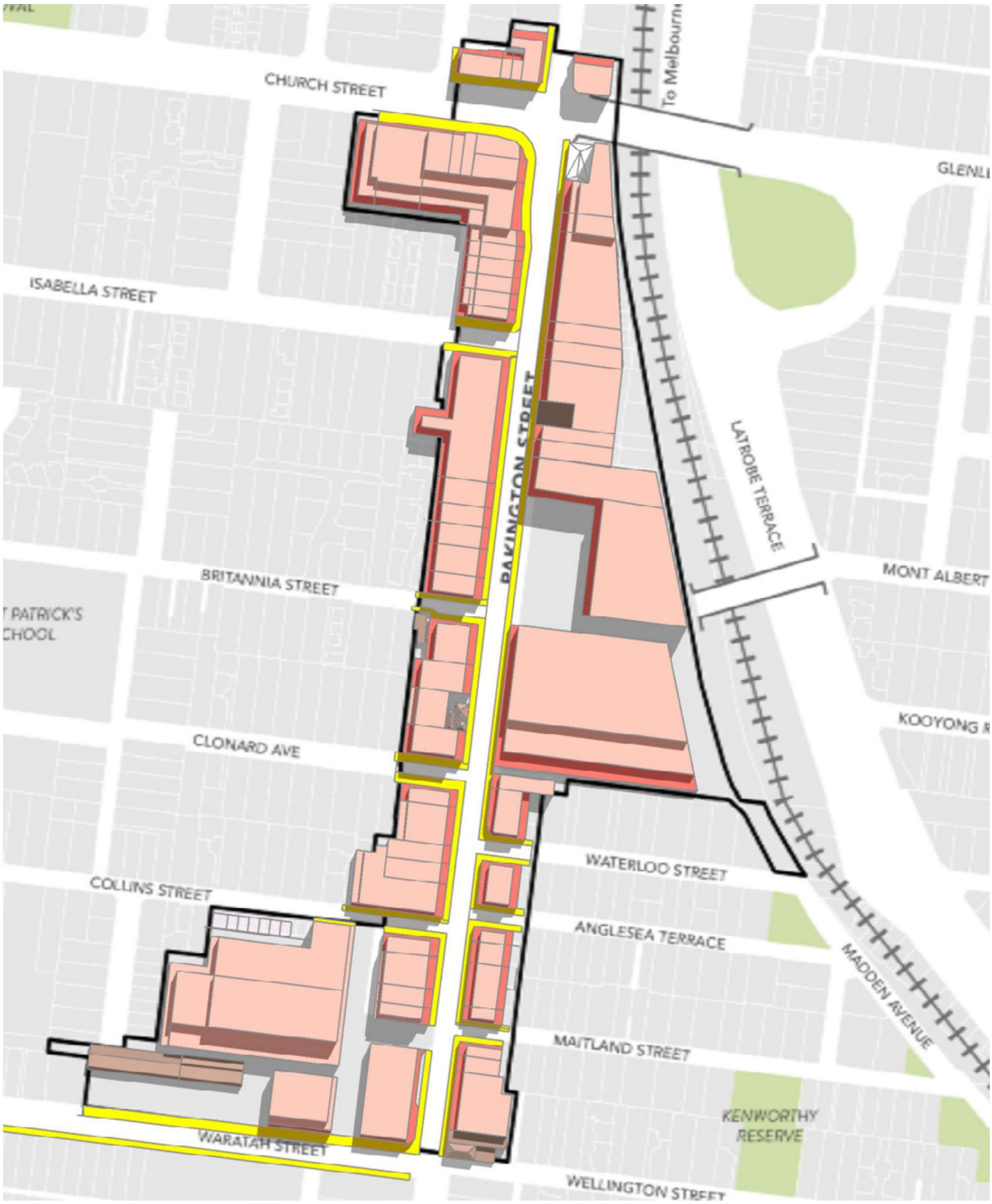
6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 10AM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



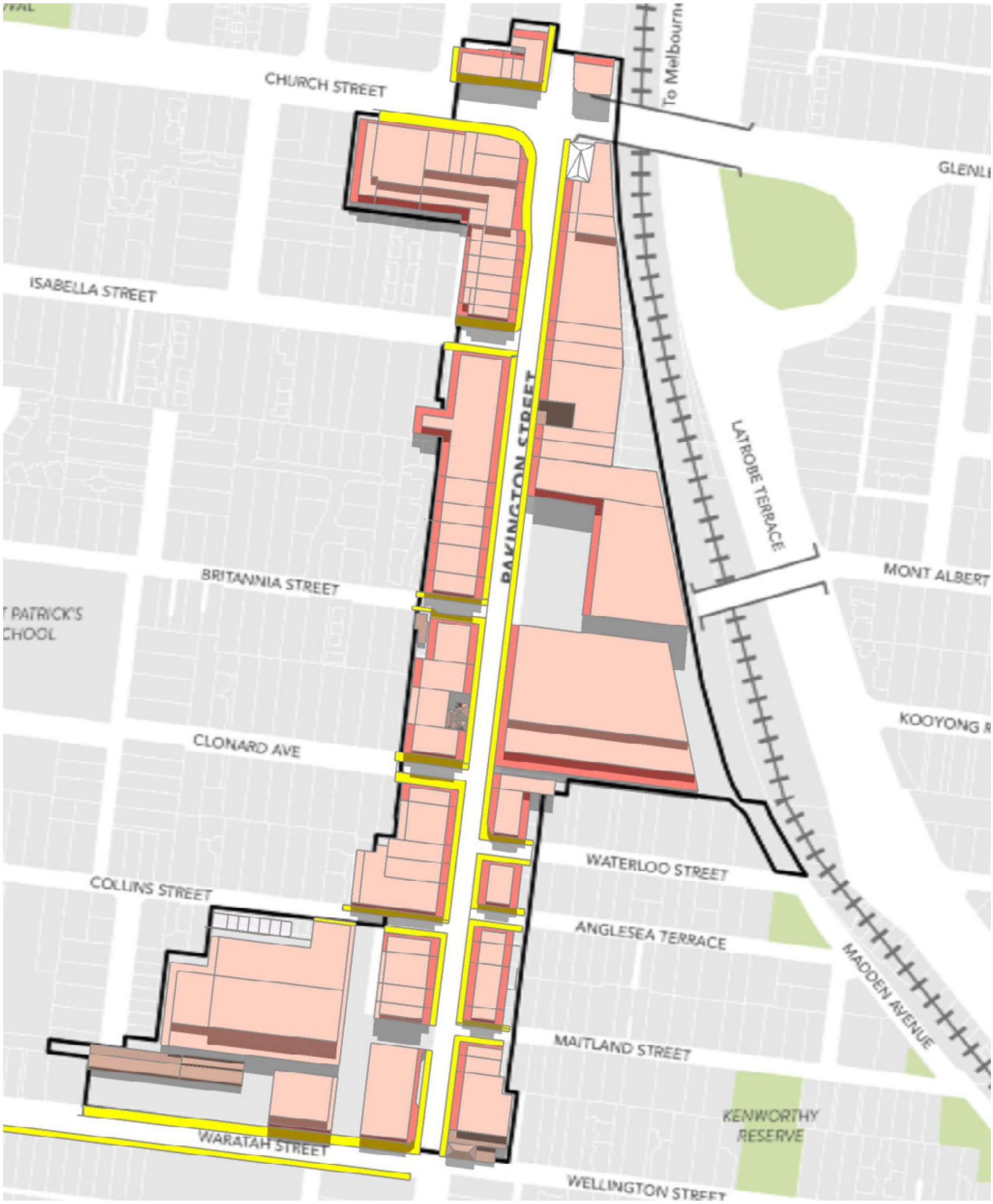
6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 11AM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



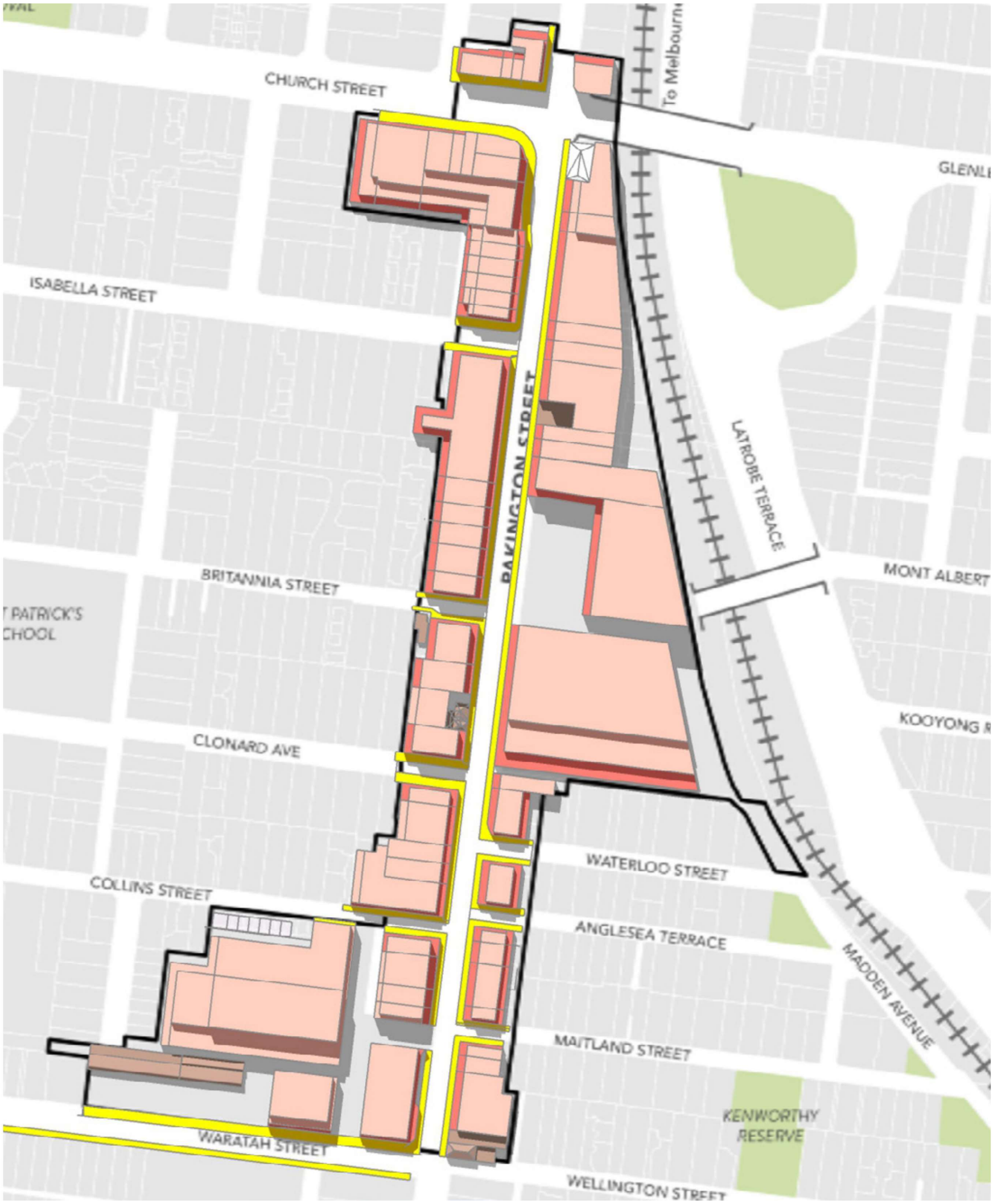
6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 12PM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



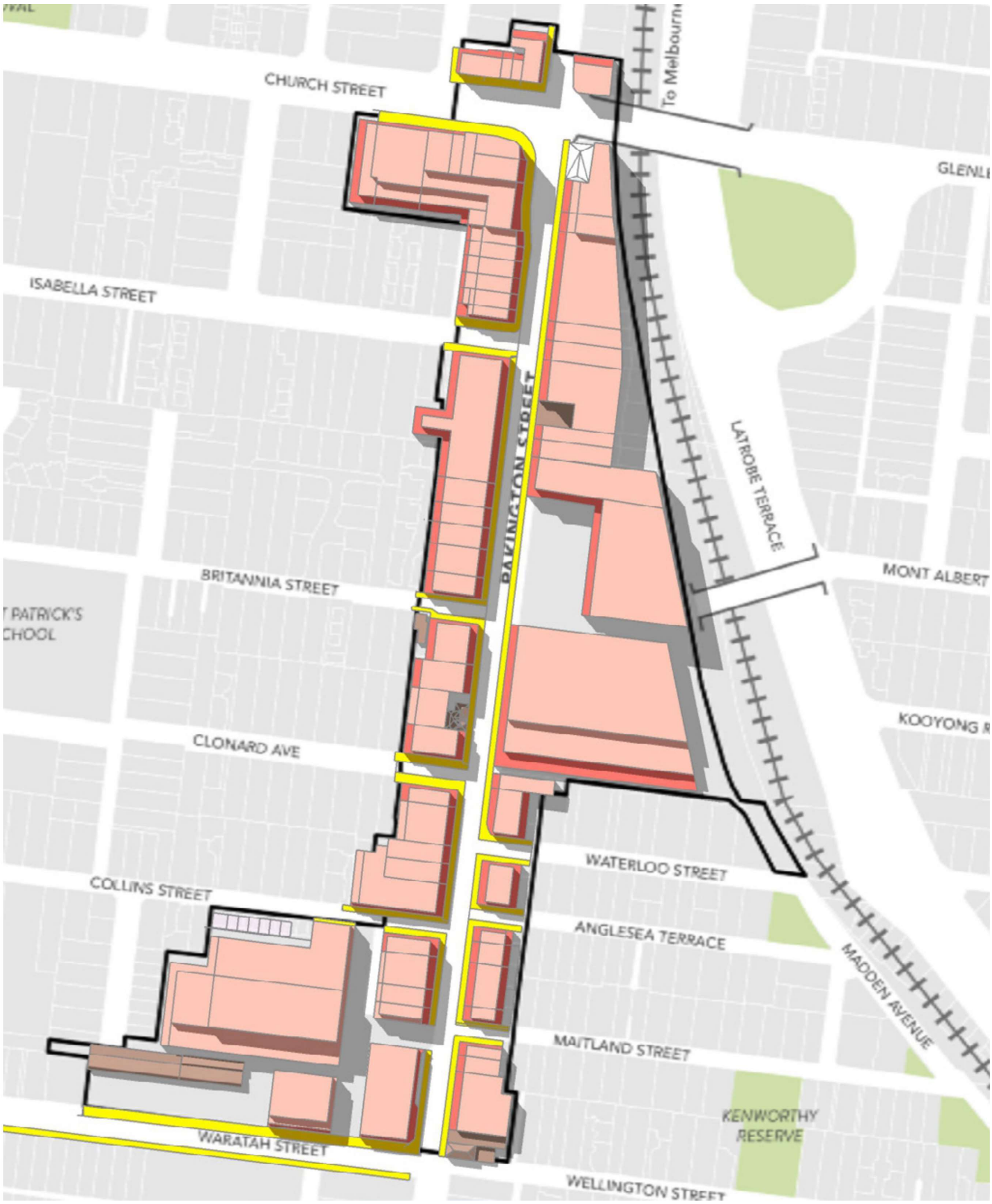
6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 1PM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.

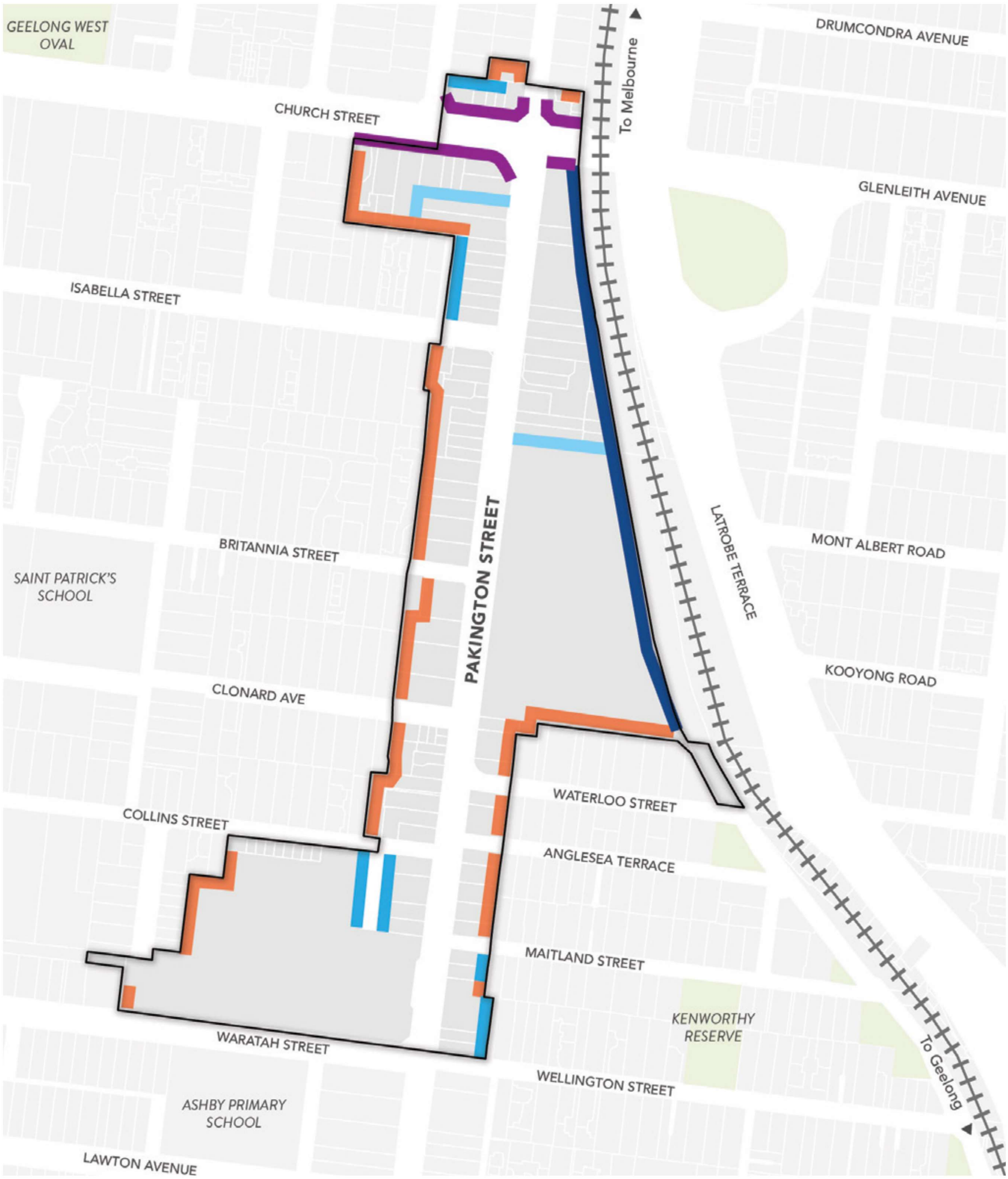


6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 2PM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



6.5 INTERFACES



Sensitive and Non Sensitive Interfaces

0 50 100 200m

KEY

- Precinct Boundary
- Railway track
- Sensitive interface to residential zones or heritage overlay
- Non Sensitive interface to rail line
- Non Sensitive interface to laneway
- Non Sensitive interface to commercial zone
- Non Sensitive interface Church Street

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PAKINGTON ST & GORDON AVE

URBAN DESIGN FRAMEWORK

ADOPTED DECEMBER 2021
UPDATED MAY 2024

As of 14 December 2021, a Final Urban Design Framework has been adopted for two precincts outlined in this document: Gordon Avenue and Heritage Core Precinct.

Further engagement was undertaken for the northern end of Pakington Street. The consultation process was completed in April 2024 and a separate Urban Design Framework has been since adopted by Council.

CITY OF GREATER GEELONG

ACKNOWLEDGEMENT OF COUNTRY

The Greater Geelong municipality is located on the traditional lands of the Wadawurrung people. The land was created by the great ancestor spirit, Bunjil, the wedge tailed eagle.

Wadawurrung territory extends from the Great Dividing Range in the north, to the coast in the south, from the Werribee River in the east to Aireys Inlet in the west - including the major regional cities of Ballarat and Geelong.

The City acknowledges the Wadawurrung people as the Traditional Owners of this land who to this day practise their culture and uphold the dignity of their ancestors.

SUMMARY OF KEY CHANGES

From Interim Final UDF to Final UDF

The following is a list of key updates in the Final UDF:

- Revised the document structure to improve readability.
- Refined development guidelines and controls that respond to concerns regarding amenity impacts to surrounding residential areas including site coverage, solar access and interface treatments.
- Revised preferred building heights and street wall requirements particularly within Pakington North and Gordon Avenue Precinct.
- Refined interface response within Pakington North and Gordon Avenue Precinct.
- Clarified preferred building heights in the Heritage Core Precinct.
- Revised built form response to laneways that enables activation in Gordon Avenue Precinct.
- Clarified existing and proposed laneway connections.
- Completed Traffic Network Assessment with recommendations for road infrastructure requirements.
- Revised transport recommendations to better address traffic concerns.

As of 14 December 2021, a Final Urban Design Framework has been adopted for two precincts outlined in this document: Gordon Avenue and Heritage Core Precinct.

Further engagement was undertaken for the northern end of Pakington Street. The consultation process was completed in April 2024 and a separate Urban Design Framework has been since adopted by Council.

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EXECUTIVE SUMMARY

What is an Urban Design Framework?

Urban Design Frameworks are an important planning tool that assist local planning authorities and their communities in setting an overall direction for the future of a place with local action plans and initiatives.

Urban Design Frameworks (UDF) are an integral part of the planning system and are important tools to translate local action plans and visions for the future of a place into actual projects and guidelines. They are a vehicle to help local authorities and communities set an overall direction for a particular place that fits within the local and wider state planning context.

As a long-term visioning document, an UDF can provide mechanisms to direct investment and renewal in an area while guiding future development outcomes. The results of an UDF process can inform changes to Zones and Overlays in the local planning scheme and initiate design guidelines and policies. Recommendations and projects are fed into capital budgets.

A UDF does:

- Provide a 'road map' to achieve a preferred future vision.
- Highlight key projects and further work to be undertaken as part of the implementation process.
- Provide principles and guidelines to asses project outcomes and future development proposals.
- Provide flexibility for the final design and delivery of specific projects.
- Provide high-level concepts and ideas for further discussion during detailed design and delivery.

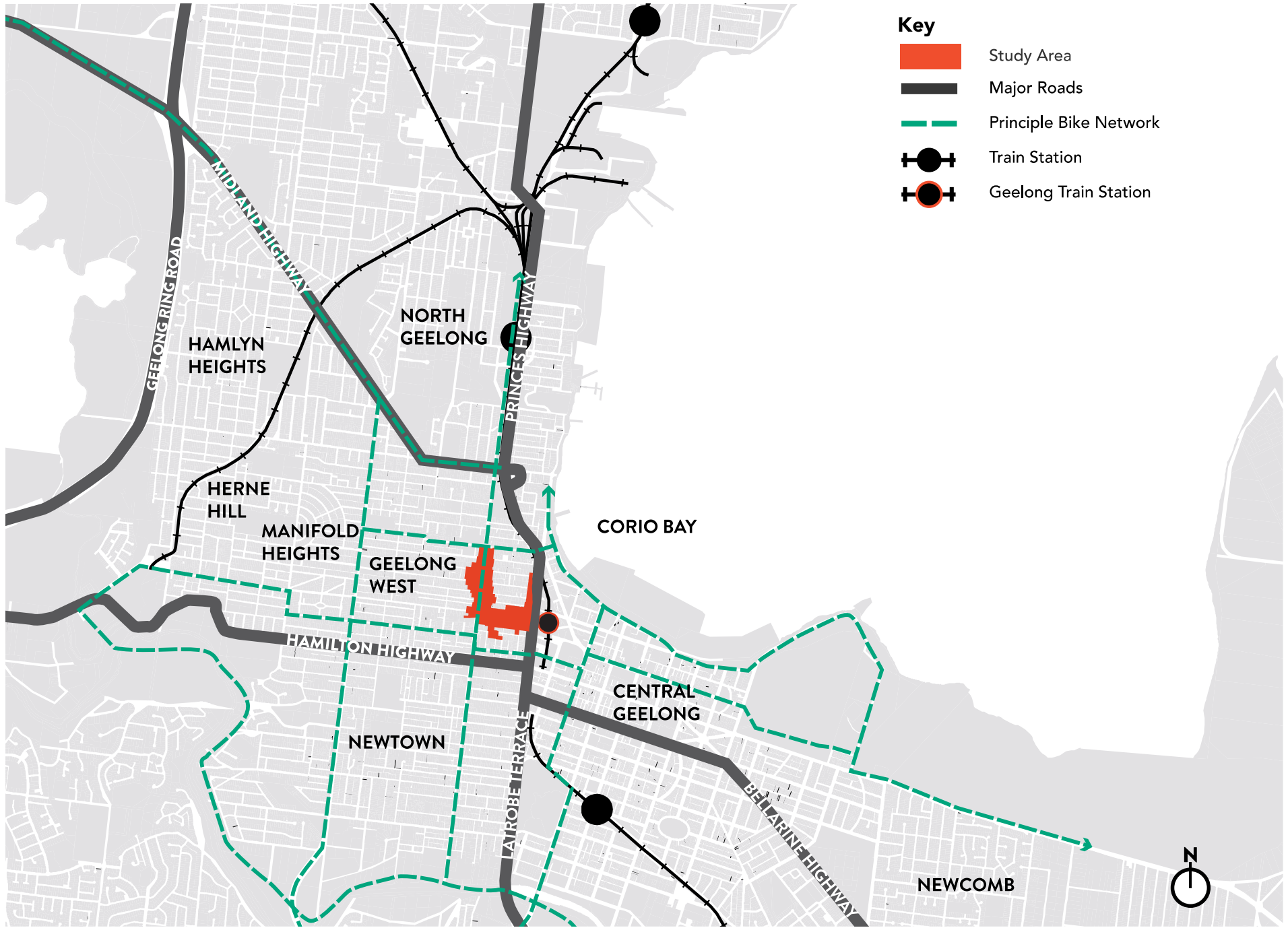
A UDF does not:

- Specifically address individual developments.
- Resolve delivery and timing of highlighted further strategic work.
- Produce detailed designs required for construction.
- Pertain to construction or project management of capital works projects.

EXECUTIVE SUMMARY

Study Area

Located in the established inner suburb of Geelong West, the UDF study area includes all C1Z and C2Z areas (few GRZ areas) along Pakington Street and Gordon Avenue. Pakington Street extends from Church Street to Barwon River to the south. Gordon Avenue connects Pakington Street to Latrobe Terrace. The area surrounding these two key streets have many established dwellings of heritage significance. The areas along Pakington Street and Gordon Avenue are established commercial areas; the central part of Pakington Street is a recognised specialised retail centre, while Gordon Avenue mainly include secondary services and bulky goods.



Site Context

EXECUTIVE SUMMARY

Vision

Over the next 25+ years, the Pakington Street (Geelong West) and Gordon Avenue area will be a vibrant, compact and thriving urban village that is:

A place of Inclusion

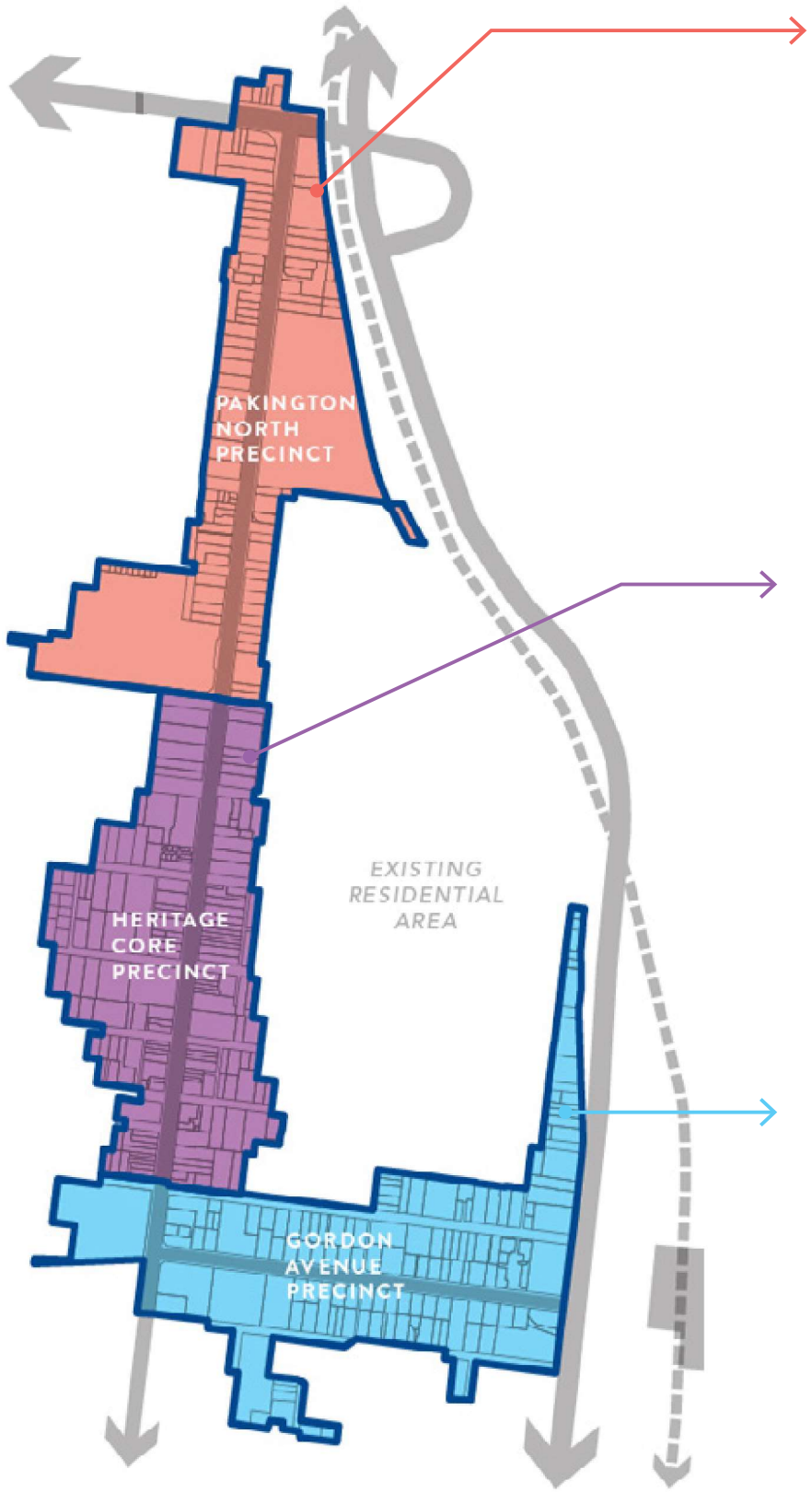
A village that showcases universal design to ensure everyone can access the varied local attractions, services and businesses offering plenty of opportunities for all to participate and contribute to the vibrant street and community life.

A place of Opportunities

A village that provides a variety of spaces and places to rest, reflect and socialise that are comfortable, attractive and relaxing. There's always something happening with plenty of community events showcasing local design, culture and business.

A place for People

A village that puts people first and respects the human scale at the street level. Designing streetscapes that allow for the integration of varied transport modes while providing enough room for activities. The green leafy trees provide shade and comfort helping to create a healthy, safe and attractive urban village.



Pakington North Precinct is a separate document owing to additional community engagement, however certain aspects of this UDF applies to Pakington North. The overall technical, statutory, and regulatory requirements (where not specified in the Pakington North UDF) continue to apply, alongside the overall vision, strategic approach, and guiding principles.

"The Heritage Core Precinct will continue to play an important role as a premier shopping strip and community hub in a backdrop of heritage buildings. Based around a safe, leafy and 'people' friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. Enhancing and celebrating its unique built form and cultural heritage through a high quality public realm that connects people with nature and offers opportunities for 'life' to spill out onto the street. Providing attractive and comfortable urban public spaces that become iconic places for people to meet."

"The Gordon Avenue Precinct will develop into a vibrant sustainable mid-rise precinct that appropriately transitions from the low density character of the surrounding residential area to future high-density scale of Central Geelong whilst delivering a new form of varied residential and mixed-use development set within a green, leafy, high quality environment that supports a diverse and inclusive community.

Over time, Gordon Avenue will be a 'green' street that provides safe and attractive connection to and from 'Pako' to Geelong Train Station and Central Geelong, acting as a key access-way to the western suburbs of established Geelong."

EXECUTIVE SUMMARY

Guiding Principles

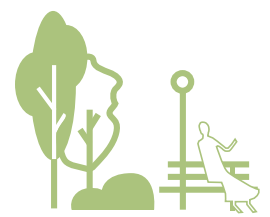


Shared Vision

Thriving Business and Activity



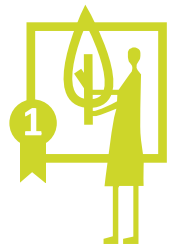
Places for People



Urban Greening and Sustainable Development



A great place for Everyone



Design Excellence



Identity and Place

EXECUTIVE SUMMARY

Key Moves

HERITAGE CORE PRECINCT

1. Introducing Additional Design Guidelines



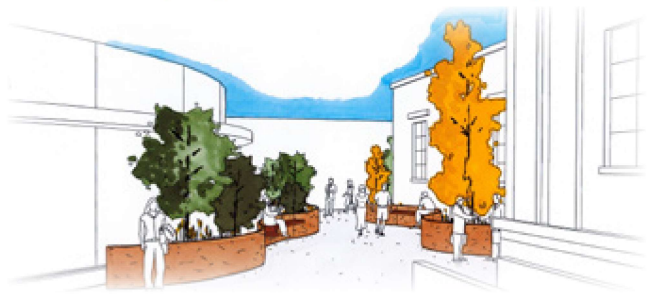
2. Providing a Unified Wayfinding Approach



3. Upgrading Streetscape Quality



4. Identifying Urban Renewal Projects



GORDON AVENUE PRECINCT

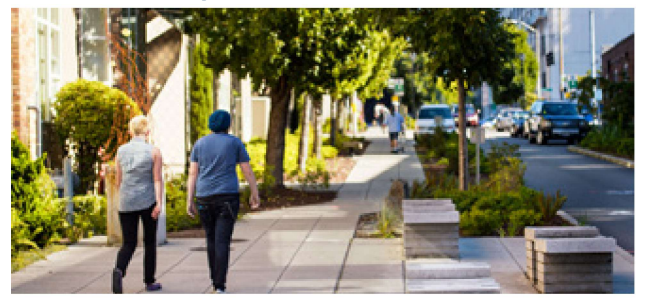
1. Addressing Development Potential



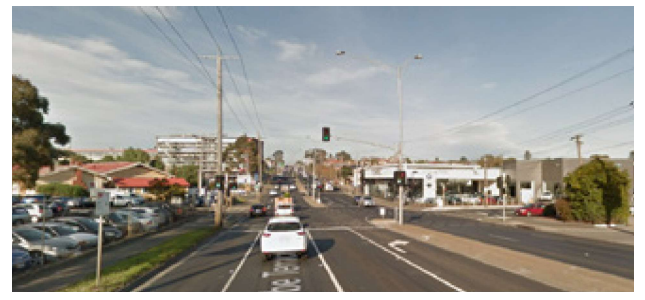
2. Allowing a Greater Mix of Uses



3. Improving Streets and Accessibility



4. Improving Connectivity



EXECUTIVE SUMMARY

Summary of Development Controls

Building Heights

The proposed preferred building heights for the study area are between 2 and 10 storeys with taller built form positioned to Latrobe Terrace owing to minimal impacts to sensitive uses including established residential areas. Whilst the Heritage Core will remain at 1 and 2 storeys owing to its heritage significance, other areas vary between 4 and 6 storeys depending on the context, interface and transitional attributes of the urban block.

Site Coverage

The proposed site coverage controls vary between 60%-80% and are underpinned by the precinct vision and land use considerations. A higher site coverage of 80% has been proposed to areas abutting key movement corridors where landscaping is preferred to the rear of the site. Lower site coverage of 60% is proposed for strategic sites and sensitive locations where their is either opportunity to deliver open spaces or a need to respond to the heritage significance.

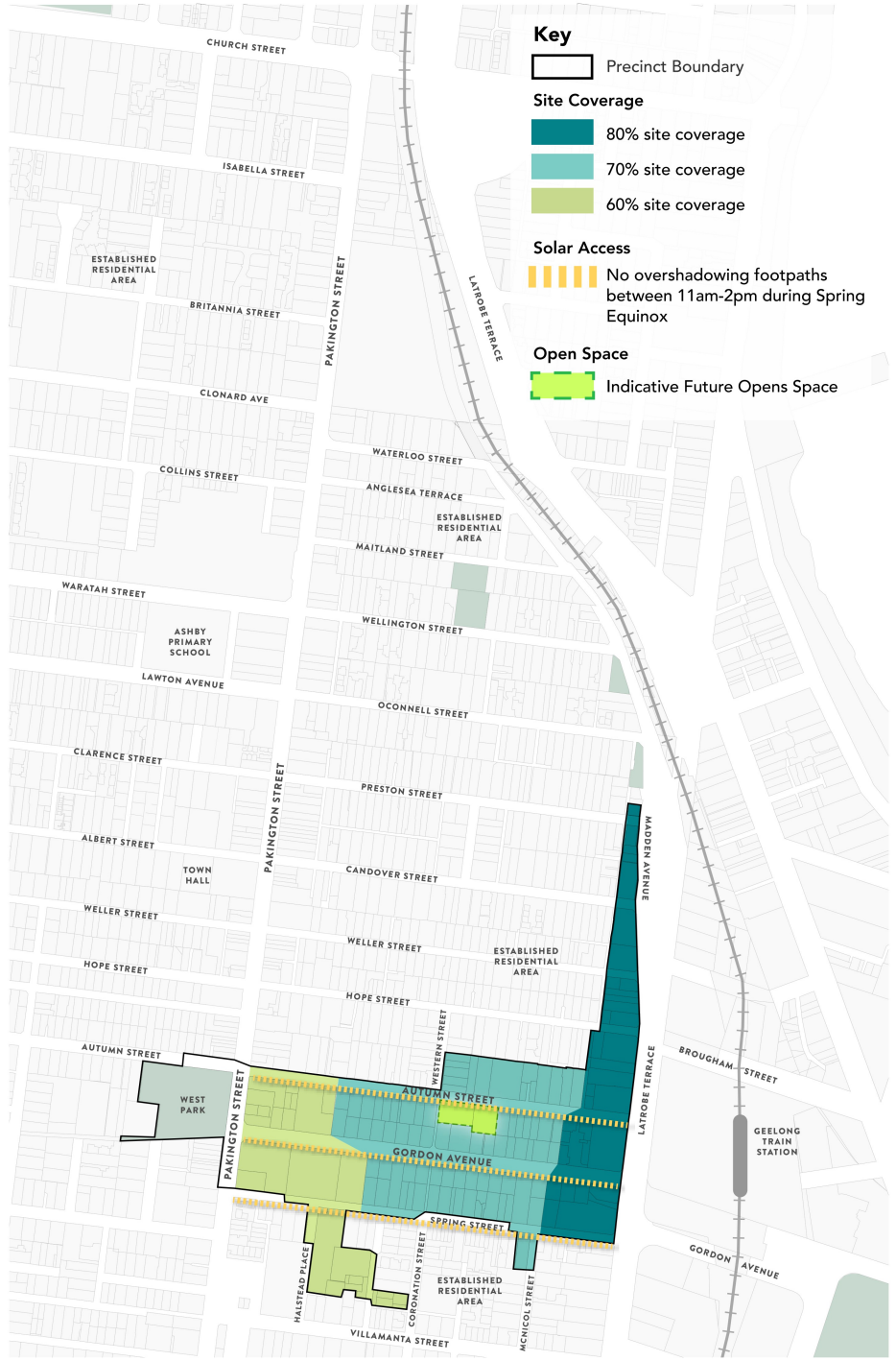
Solar Access

Solar access controls seek to maintain solar access to the streets in order to support the role of footpaths as a key public space. It is proposed that no overshadowing should occur between 11am and 2pm at Spring Equinox. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

Solar access controls are also proposed for potential future open spaces with no overshadowing above 50% of the site between 11am to 2pm at spring equinox, noting that this control will also apply to future open space.



Proposed Preferred Building Heights



Proposed Site Coverage and Solar Access Requirements

EXECUTIVE SUMMARY

Summary of Key Development Controls

Interfaces

The following are the proposed preferred interface response to various site conditions.

G1	Latrobe Terrace	5m	N/A	3m
G2	Madden Avenue	0m	N/A	N/A
G3	Gordon Avenue	3m	4 storeys	3m
G4	Pakington Street	0m	2 storeys	5m
G5	Future Park interface	0m	4 storeys	3m
G6	Ripley Street	2m	2 storeys	5m
G7	Residential street	3m	2 storeys	3m
G8	Direct residential	5m	2 storeys	5m
G9	Laneway interface (pedestrian)	0m	3 storeys	3m
G10	Laneway interface (service)	0m	4 storeys	3m
G11	Laneway interface (new street)	0m	6 storeys	3m



Proposed Interfaces

Density Controls

Floor Area Ratio (FARs) or plot ratio represents the density of a building or buildings within a land parcel. It is measured as the ratio of a new building's total floor area in relation to the size of the site it is being built on. FARs enable site specific responses and sets clear development yield whilst ensuring the delivery of a range of diverse building typologies rather than building out each site to its maximum envelope.

The use of the proposed FAR are limited to the following strategic areas and are mandatory,

- Gordon Avenue Precinct

Site Coverage

Building Heights	60%	70%	80%
4	2.4	2.8	3.2
6	3.6	4.2	4.8
8	4.8	5.6	6.4
10	6	7	8

Proposed Floor Area Ratio Controls


240
BARBER
ALL CLOTHING 1/2 PRICE

01 Introduction

Purpose 14
Process 15
Drivers for Change 16
Strategic Context 18
Policy Context 19
Study Area 20

PURPOSE

This UDF has been prepared to help shape the continued development and renewal of Geelong West extents of Pakington Street and Gordon Avenue. The UDF supports implementation of the aspirations in the Greater Geelong: A Clever and Creative Future 2047 vision, the strategic priorities identified in the Council Plan 2018-2022 and Settlement Strategy 2020.

Recognising the importance of strengthening the role of our existing inner urban areas and balancing multiple priorities and actions, the UDF focuses on creating more compact liveable neighbourhoods that are well connected to Central Geelong through delivery of key public and community infrastructure, providing new lifestyle and business opportunities for our growing population.

This UDF outlines a future focus for three distinct precincts; the Heritage Core, Pakington North, and Gordon Avenue, providing recommendations, urban design strategies, and guidelines and controls for future developments.

Once adopted by Council, it will guide future investment and design decisions in the area. Parts of the adopted UDF will be delivered through a separate planning scheme amendment process, which will involve further community consultation.

The UDF is committed to three overarching outcomes:



Better Places and Streets

Creating great people-friendly places and streets that encourage diversity, build social cohesion, connect people with nature and heritage values, and attract investment and innovation. Contributing to the liveability and attractiveness of our neighbourhoods.



Living Locally

Continuing to offer unique lifestyle choices for a diverse and growing population in neighbourhoods that can meet daily needs within an easy and safe walking or cycling distance. Allowing existing and future residents to live, work and play locally.



Infill Development and Diversity

Facilitating development that respects the character of the area and helps accommodate our growing population. Fostering diversity, design excellence and sustainability. Building on existing character without the loss of amenity that makes Geelong West a great place to live.

The UDF consists of:

- An Introduction which presents the strategic background for the UDF and the wider framework for the study area.
- A summary of what we have heard from local community.
- The overarching Vision and Guiding Principles for the area, as well as specific key moves for each of the three identified precincts; the Heritage Core, Pakington North and Gordon Avenue.
- A discussion of the approach for the future of the public realm of each of the three precincts.
- Recommendations for land use changes for the Pakington North and Gordon Avenue precincts.
- A discussion of proposed built form guidelines and controls for future development Pakington North, Heritage Core and Gordon Avenue precincts.
- An implementation strategy for recommendations and identified further strategic work.
- A glossary with key terms used throughout this document.

PROCESS

We are here

If Council adopts Final UDF

01

Project inception and definition of scope

02

Technical reports and referrals

Urban design report, internal referrals and tenders for other technical work.

03

Stage 1 community engagement

Make my Pako workshops March 2018.

Outputs Reports completed for each activity.

04

Draft UDF completed and Council release for engagement

Car parking and traffic study, universal access audit, place experience reports and Care Factor surveys.

05

Stage 2 community engagement

Community Engagement Outcomes Report

06

Interim final UDF

Changes made to the Draft UDF, responding to engagement findings and further technical work; built form framework and traffic review.

07

Stage 3 community engagement

Consultation period for 6 weeks, receiving submissions from wider community. Community Engagement Summary report prepared and informed the Final UDF

08

Final UDF completed and to be considered Council adoption

09

UDF Implementation

Including budget bids, detailed design options, further strategic work, planning scheme amendments. Each project and implementation process will provide opportunities for further engagement and feedback.

Dec 2017

Jan - Feb 2018

Mar - Apr 2018

May 2018 - Feb 2020

Mar - Aug 2020

Sep 2020 - Jul 2021

Sep - Oct 2021

Sep - Dec 2021

Dec 2021

DRIVERS FOR CHANGE

Situated only 75km southwest of Melbourne, Geelong is Victoria's second largest city and the gateway to the famous Great Ocean Road. Its varied landscapes offer multiple lifestyle opportunities, ranging from wilderness, rural, coastal, suburban and city environments.

Population Growth

As Victoria continues to experience population growth and development pressure, Geelong plays an important role in accommodating future growth. The City's latest estimates project an annual growth rate of 2.5 per cent, resulting in an additional 152,600 people who will be calling Geelong home by 2036.

Growth presents a significant challenge, including the need to provide an additional 73,400 dwellings and ensure access to employment, services, education, recreation, and entertainment opportunities for a diverse community. There is a significantly lower environmental, social and economic cost of infill development; providing new housing in areas which are within a walking or cycling distance to existing services, public transport and activity centres.

Car Dependency

Currently, 86 per cent of all trips in Greater Geelong are in private vehicles, despite the fact that 35 per cent of all car trips are only covering short distances of one to two kilometres. Infill developemnt focused outcomes will need to contribute in a way that reduces car dependence.

Retail Growth

Pakington Street in Geelong West plays an important role as Greater Geelong's only Specialised Retail Centre. The Centre has grown over time from a traditional shopping strip serving the local community, to a hub for retail, civic and community uses capturing niche trade from the wider region. Slow and cultural retail, which are based on customers experience, have the greatest potential to develop the strongest links to the local economy, improve local employment outcomes and the experience of place.

Housing Demand

In terms of housing, considering almost 85 per cent of our housing stock consists of single storey detached homes, any future medium and high rise developments must positively contribute to the character of existing urban areas, while delivering a genuine mix of housing types that cater for a diverse range of lifestyles and demographics.

Increasing housing diversity and facilitating infill development contribute to sustainable development. Both are measures of success for the Clever and Creative Vision, which aims to increase infill development and housing supply by approximately 15% in order to increase its overall contribution to 50% by 2047.

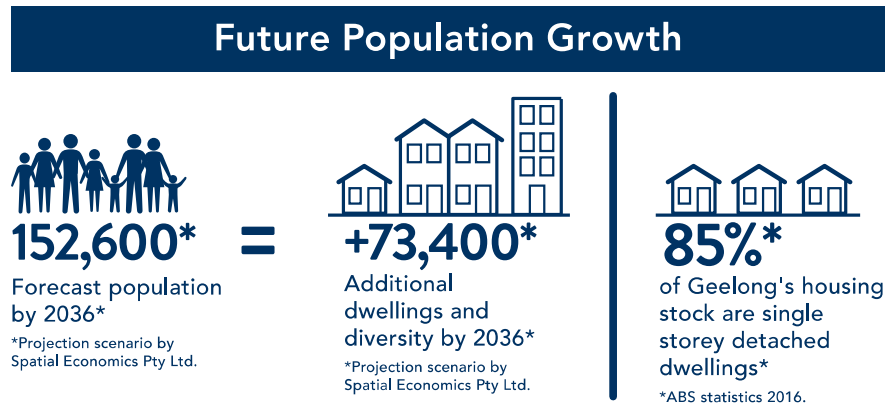


Figure 1. Population growth

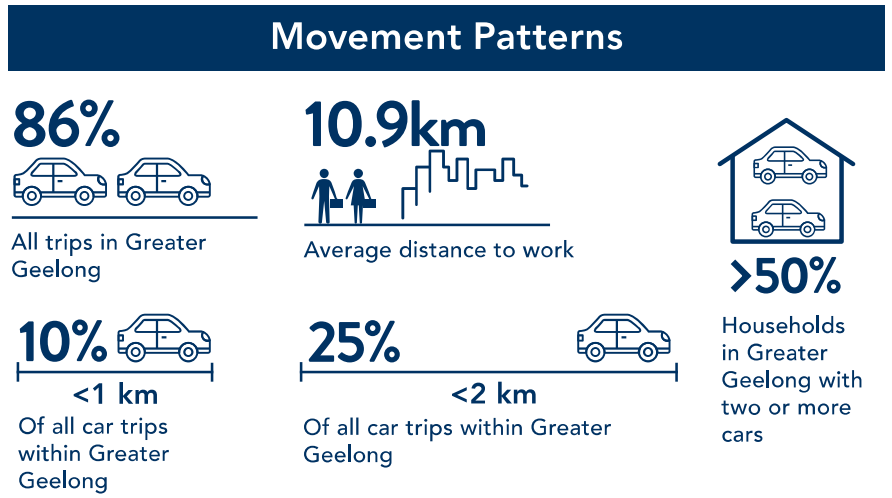


Figure 2. Movement Patterns

Sustainable Development

The significant social, environmental and economic benefits of infill development around public transport corridors and activity centres is now a known concept. Through the adoption of robust ESD principles, it is possible to reduce the negative impacts of development on both people and the environment. A key aspect of sustainability is the need to reduce car dependence and providing improvements to active and public transport.

Albeit an increased interest in living in Geelong over the past few years, the apartment market is lower in revenue when compared to Melbourne, noting that the construction costs remain the same. In order to ensure that this option remains attractive, it is important to locate apartments in areas with high amenity such as Pakington Street and Gordon Avenue. Currently, there exists several small and fragmented parcels, which will need to be consolidated to allow for a variety of dwelling typologies.

Climate Change

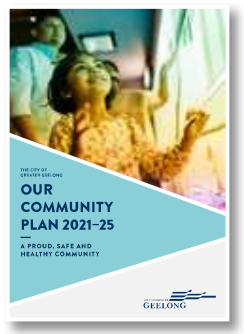
Recognising the effects of climate change and ensuring that neighbourhoods in Geelong remain resilient is a key driver for renewed focus on public and private realm contributions to landscape and biodiversity. This also means that the built form will need to work harder to ensure liveability and sustainability goals are achieved for future generations.

COVID 19 Pandemic

Although the impacts of COVID-19 pandemic on urban areas are still being studied, below are a few to consider regarding built environment:

- Importance of living within easy access to services, public parks, facilities and the natural environment.
- Impacts to rate of immigration and population growth.
- Importance of smaller businesses being surrounded by a strong local resident community.
- Improvements required to apartment design to increase liveability and amenity for residents including size of living areas and private open space.

STRATEGIC CONTEXT



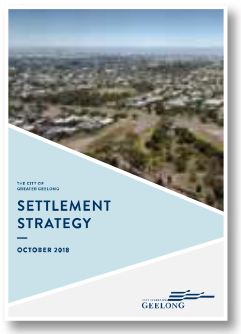
1 *Our Community Plan 2021-25*

The document represents the community's voice and guides resources to deliver infrastructure, services and programs to ensure the social, economic and environmental sustainability of the region



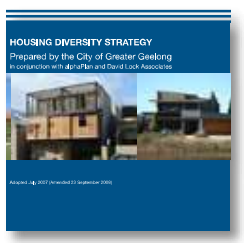
2 *A Clever and Creative Future*

Sets out a Vision for the Greater Geelong Region to be internationally recognised for being forward looking, enterprising and adaptive, and caring for its people and environment by 2047.



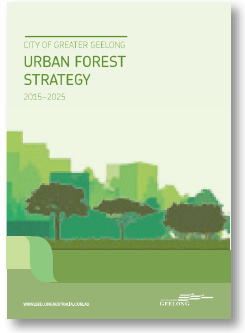
3 *Settlement Strategy Oct. 2020*

Directs 50% of future growth to infill areas which are directly inside or within a 20 minute walk; to our train stations and activity centres.



4 *Housing Diversity Strategy 2007*

Supports a range of housing typologies and increasing supply in areas that are well serviced by infrastructure and facilities.



5 *Urban Forest Strategy 2015-25*

Sets out a strategy to enhance and protect the public and private tree population and vegetation across all of Greater Geelong to 25% canopy cover.



6 *Social Infrastructure Plan 2014 - 2031*

The provision of new social infrastructure in infill areas will rely on redevelopment and re-purposing of existing facilities, due to the limited land availability in established areas and the increasing price of land.



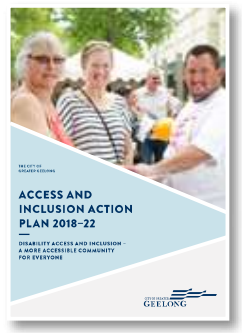
7 *Integrated Comprehensive Transport Plan 2015*

Promoting the change from car dependence to active and public transport. Prioritising streets for the safety and convenience of people instead of the car.



8 *Retail Strategy 2020 - 2036*

Recommends further investigation of Gordon Avenue area transition into residential, office and retail. Considers the Pakington Street Specialised Retail Centre extending from Autumn St to Church St.



9 *Access and Inclusion Action Plan 2018-22*

Sets out actions, strategies and initiatives that continue to build accessible and inclusive communities in the Greater Geelong Region.



10 *Municipal Public Health & Well-being Plan 2018-21*

Goals include, supporting social connection, increase participation in physical activity, improving access to local environments, services and food.



11 *Social Housing Plan 2020-41*

Outlines key initiatives, recommended strategies and actions to increase the supply of social housing in Greater Geelong as a response to an identified need to address housing stress, homelessness and housing poverty.

The strategies and recommendations in the UDF aim to contribute and support Geelong's UNESCO City of Design designation and our commitment to the UNESCO Creative City Network (UCCN) Sustainable Development Goal #11 - Sustainable Cities and Communities.

POLICY CONTEXT

The UDF area is predominantly influenced by two zones - Commercial 1 Zone (C1Z) and Commercial 2 Zone (C2Z). The established retail precinct on Pakington Street is in the C1Z reflecting the area's long-standing history as a retail and community centre. The City's Draft Retail Strategy 2017 highlights an oversupply of C2Z land, there exists opportunity to significantly change the future Pakington Street (Geelong West) and Gordon Avenue. It is important to also note that both C1Z and C2Z do not provide built form controls (see Figure 2). A range over Overlays affect the UDF area including:

- **Design and Development - Schedule 17**
  provides guidance including design objectives, preferred building height of 12m with no setback from property boundary.
- **Special Building Overlay**
  requires developments to respond to flood risk.
- **Heritage Overlay - HO1634 (Pakington Commercial Area)**
  provides guidance on building heights (one and two storey) and response to heritage character.
- **Heritage Overlay - HO1960 (Milton Heritage Area)**
  provides guidance on building height (one storey) and response to heritage character.
- **Heritage Overlay - HO1962 (Waterloo Heritage Area)**
  provides guidance on building height (one storey) and response to heritage character.

Currently, there exists several land parcels that lack built form guidance through Zone and Overlay provisions (see Figure 1). The UDF seeks to resolve these issues and provide certainty in the built form expectations across the area.

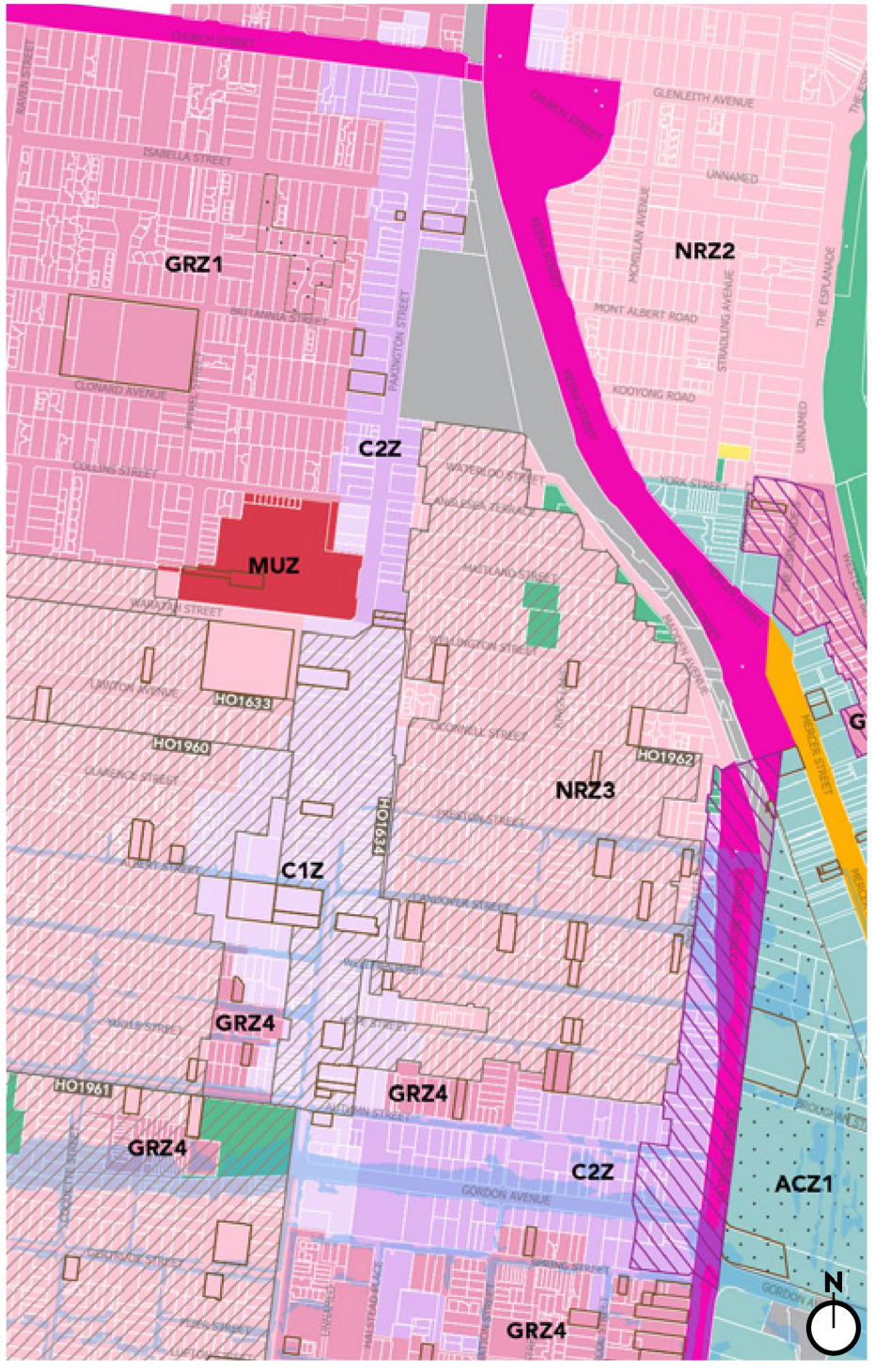


Figure 3. Existing Zones and Overlays

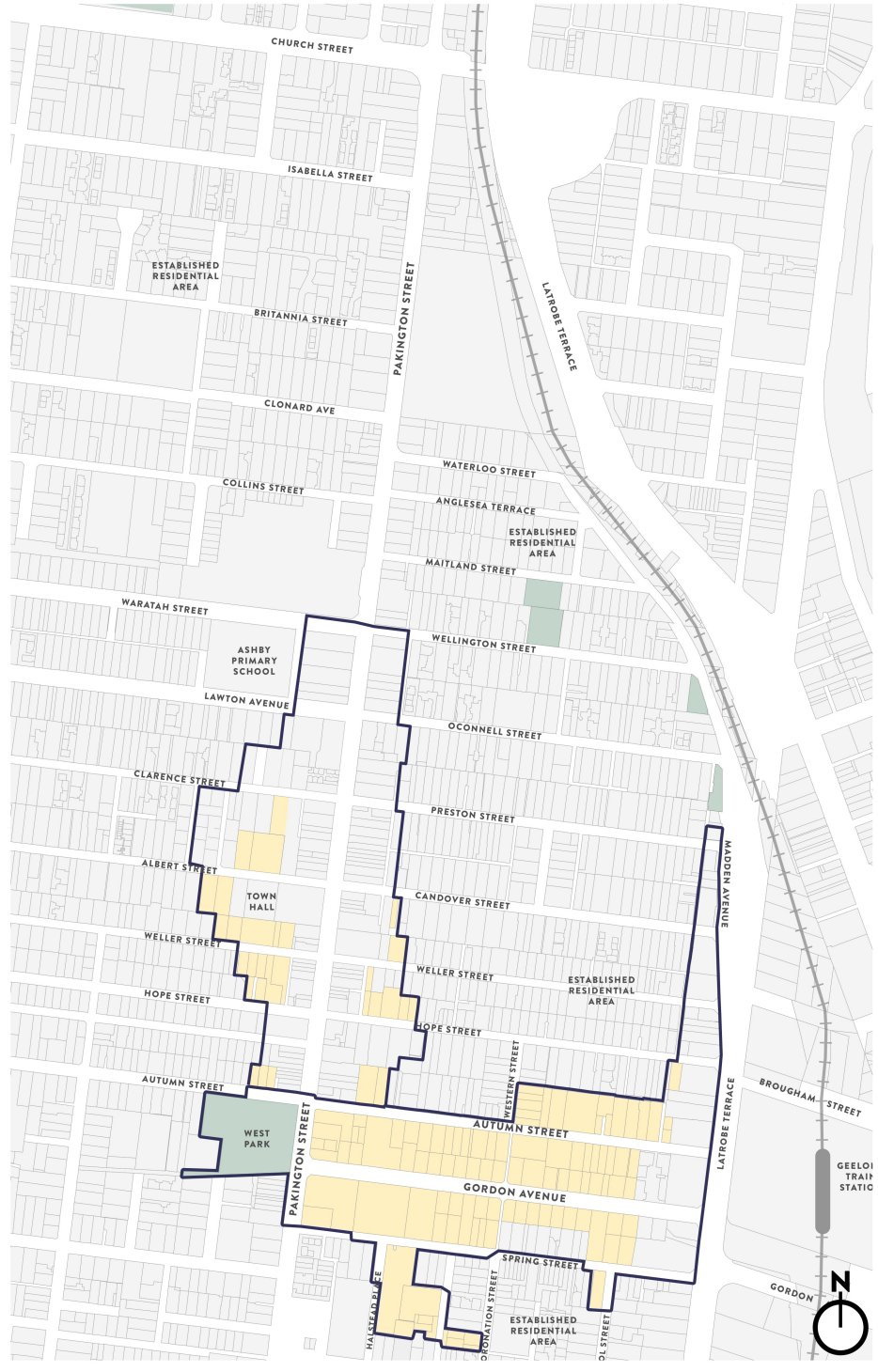


Figure 4. Parcels lacking built form controls

STUDY AREA

The study area is located in the established inner suburb of Geelong West and includes two key streets; Pakington Street and Gordon Avenue. Pakington Street is a key north-south connection bound by Church Street to the north and Barwon River to the south. Gordon Avenue is a key east-west connection between Pakington Street and Latrobe Terrace. They both play important roles in providing connections for the West to key destinations including; Geelong train station, Central Geelong, the waterfront, and the many shops and businesses in 'Pako' itself.

The area surrounding these two key streets have many established dwellings of heritage significance. The areas along Pakington Street and Gordon Avenue are established commercial areas; the central part of Pakington Street is a recognised specialised retail centre, while Gordon Avenue and the northern section of Pakington Street mainly include secondary services and bulky goods.

The location and access to existing services, public and active transport infrastructure, and established community are some of the factors that highlight its infill development potential, contributing to Geelong's sustainable growth.

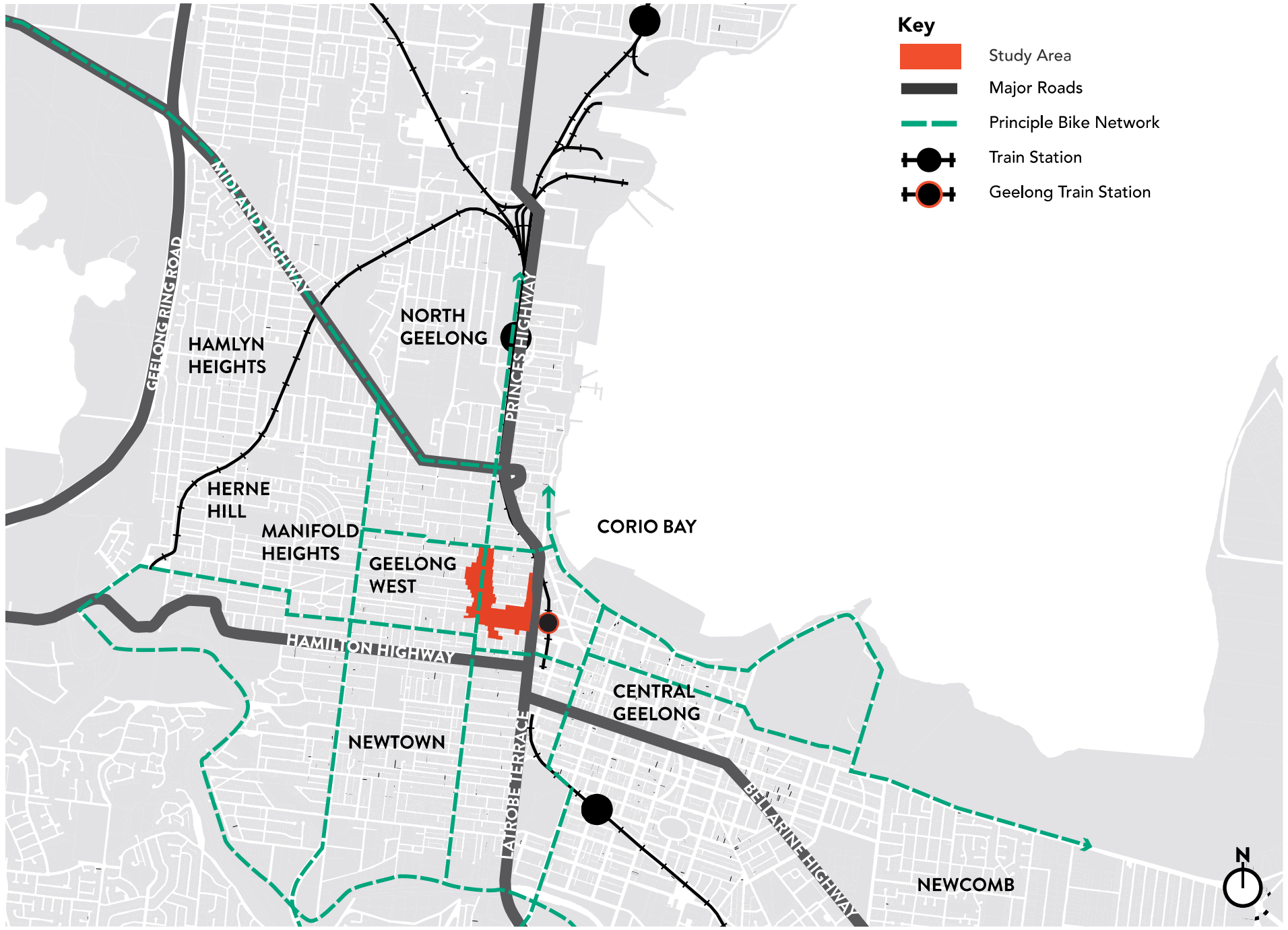


Figure 5. Site Context

02

COMMUNITY & STAKEHOLDER ENGAGEMENT

Stage 1 Vision and Focus Areas 22

Stage 2 Draft UDF 24

Stage 3 Interim Final UDF 28

STAGE 1 ENGAGEMENT

Vision and Focus Areas

A key part of the Stage 1 engagement process in March-April 2018, was to develop a vision for the future of the area and identify key focus areas; issues, opportunities and desired outcomes from a wide range of community members and key stakeholders

The engagement process for developing a Draft UDF involved a wide range of activities including Visioning workshops, an online survey, a trader workshop and Place Assessment and Care Factor surveys which are summarised in the Engagement Report prepared by The NOA Group.

320 Online survey responses

60 Community workshop participants

12 Trader workshop participants

210 Place Experience Assessment

300 Care Factor Responses

Strongly Supported


Green streets with parks and public spaces


More community and street events


Improving the look and feel


Extended trading hours and a local business focus


People walking, riding and enjoying the outdoors


Limit disruption to businesses during construction


Easy for everyone to get around


Greater mix of businesses and services


Design excellence and sustainability


Improve lighting and activity at night


Improve connections to the Station

Mixed Views


Improving active and public transport

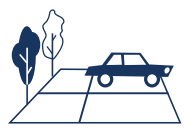

Public art and feature entry treatments


Protecting heritage buildings


Increasing building heights


Providing a mix of housing


Improved signage and wayfinding


More public car parking


Larger buildings with a mix of uses

Some Concerns


Impacts on traffic flow and parking


Poor design outcomes of new development



Losing local business focus


More people competing for amenity and services


Negative impacts from increased building heights


Too many changes resulting in a loss of character


Increasing local resident population











Images from the Make My Pako community workshops and Trader workshop.

STAGE 2 ENGAGEMENT

Draft UDF

Despite the Covid19 restrictions during consultation, 77 submissions were received and 51 individuals participated in consultation activities.

Local traders were offered separate sessions at their own convenience but were largely unable to participate due to the impacts of Covid19. Their input is captured in the submission made by the Geelong West Business Association.

77 **Submissions**

Total submissions received through mail, email and online through 11th March - 31st August 2020.

24 **Weeks**

11th March to the 31st of August 2020.

51 **Participants**

Total participants for engagement activities offered in June; online community meetings, one-on-one phone or online interviews and online trader sessions.

51% Female

49% Male

60% local residents

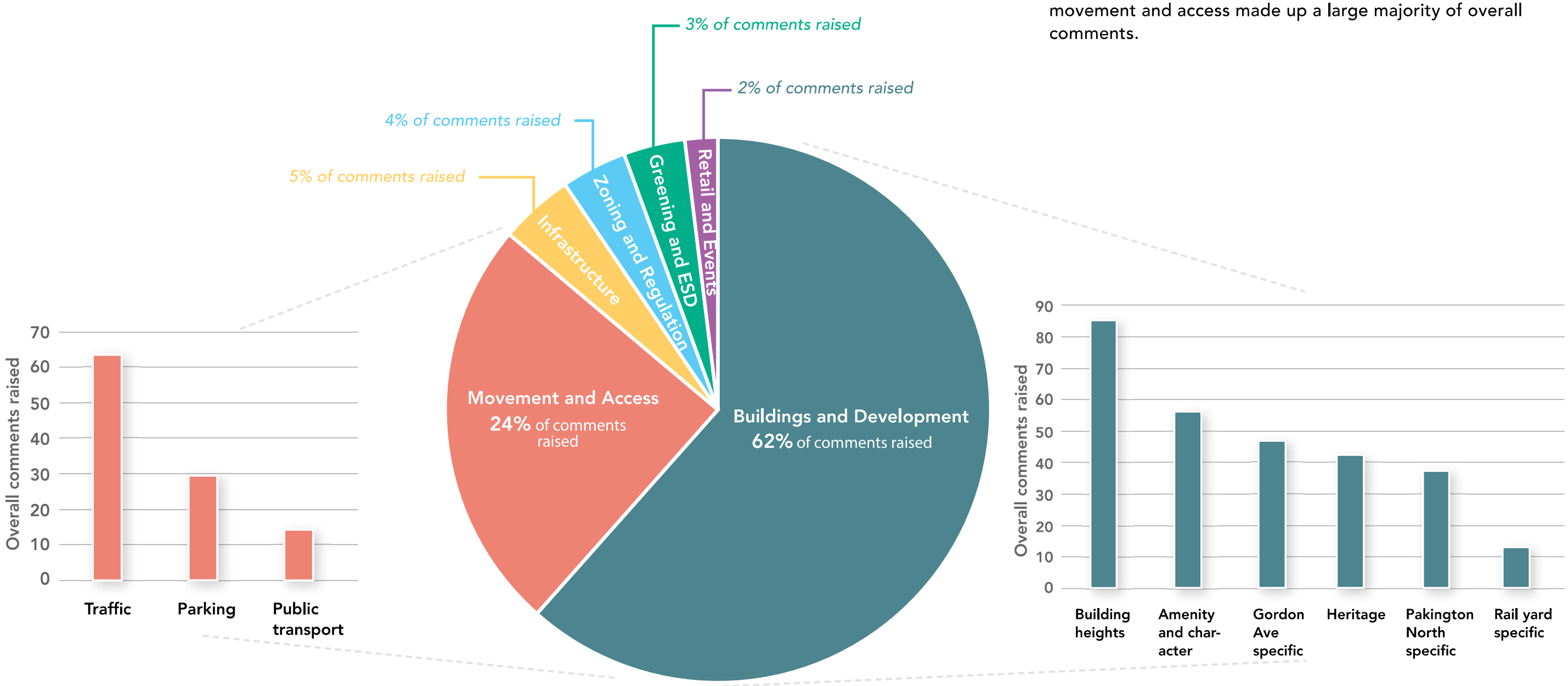
17% business / land owners

21% visitors

2% Gov. agency / industry group

STAGE 2 ENGAGEMENT
Draft UDF

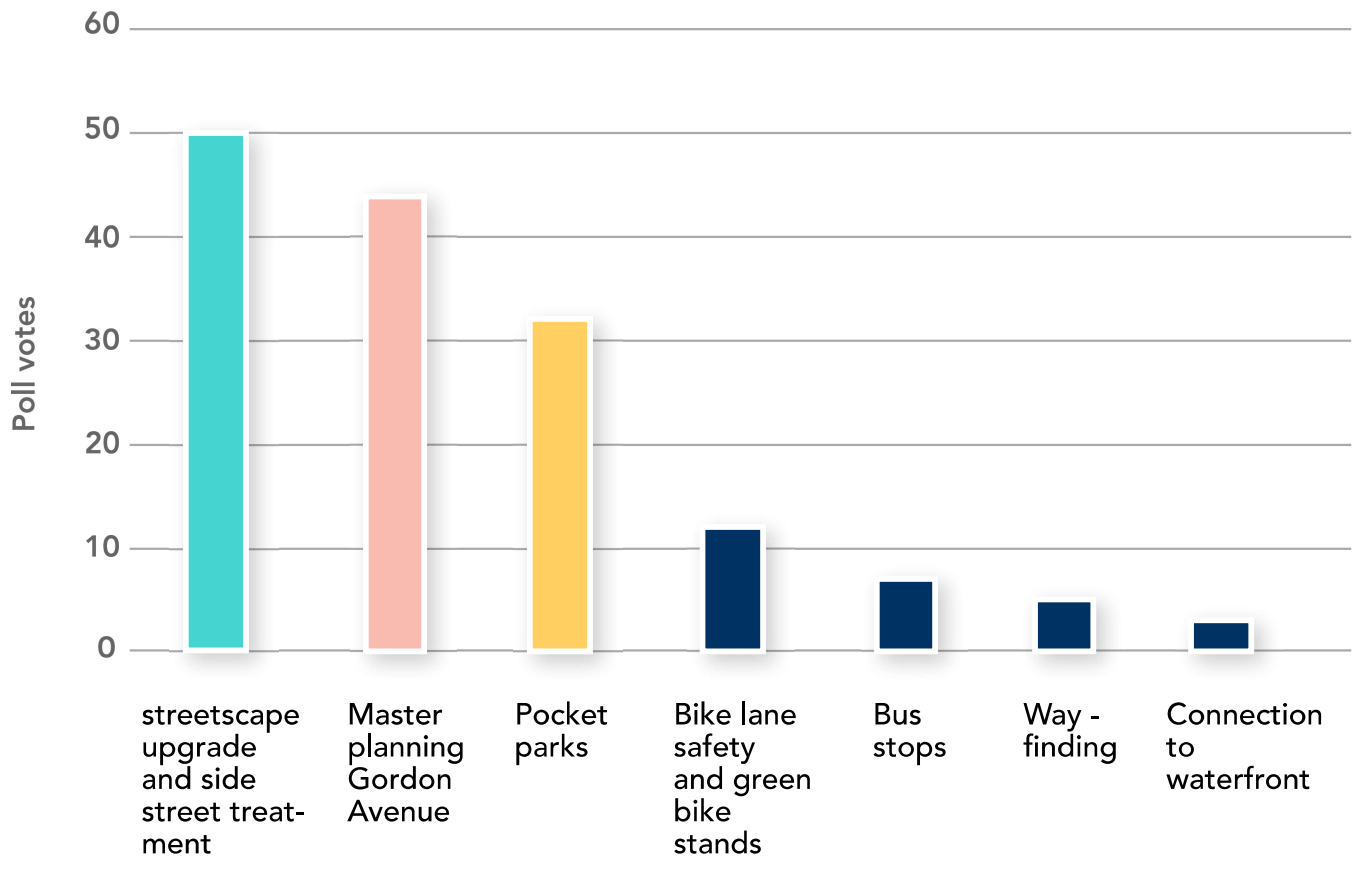
The following graph shows the total number of comments raised across various themes. Community engagement feedback was throughly reviewed and key topics or themes were identified. The buildings and development and movement and access made up a large majority of overall comments.



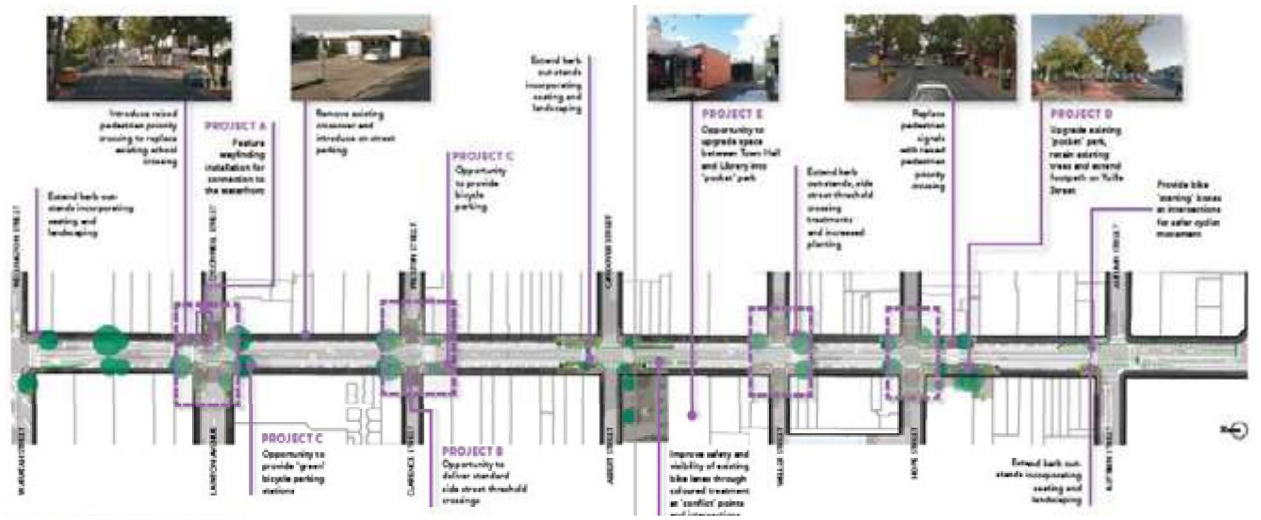
STAGE 2 ENGAGEMENT
Draft UDF

Priority project poll - online sessions

During the online sessions, participants were asked to poll their three priority projects, those that they thought would make the biggest positive difference to the area. The graph below shows that streetscape upgrade, masterplanning Gordon Avenue and pocket parks were the top three priority projects. Additionally, key concerns raised during these conversations have been summarised below.



Streetscape upgrades and side street treatments





Artists illustration showing a concept design for side streets.



Brunswick Raised Threshold Treatment

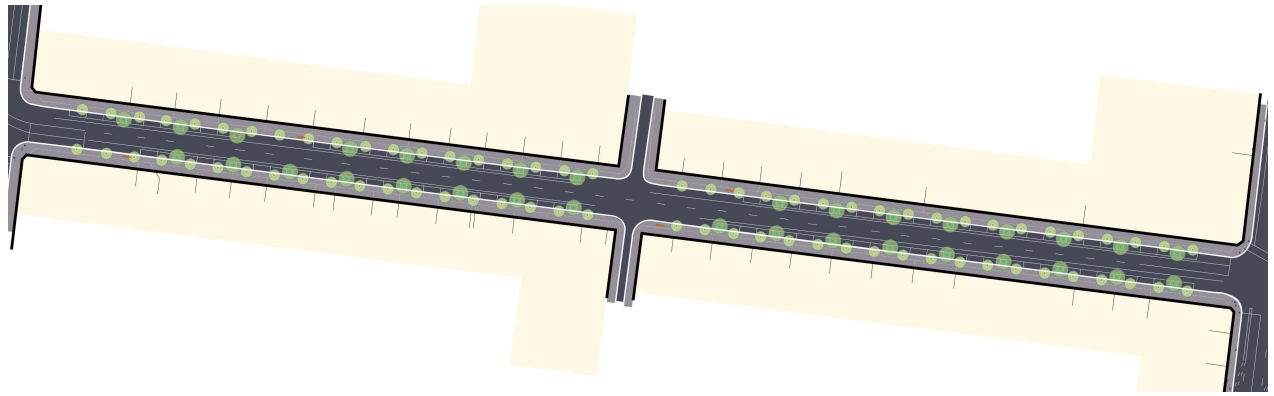


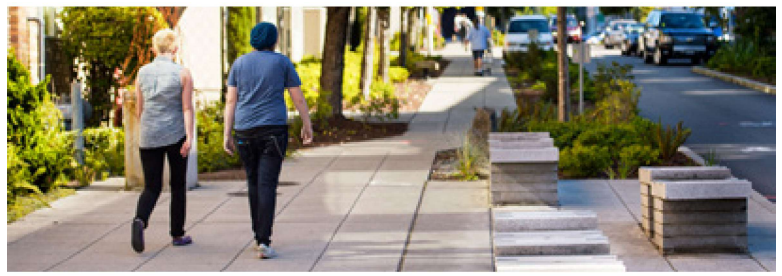
Raised pedestrian crossing, Taradale, New Zealand

Comments

- Further information on street furniture design and footpath materials.
- Understand cleaning and maintenance required for street.
- Consider plant and tree selection to improve biodiversity in the area.
- Ensure trees selected have capacity for large canopies.
- Address any potential impacts on car parking and lower speeds to 30km/h.
- Address lighting concerns - especially in laneways.
- Clarify interruption of works to locals and businesses.

Master planning Gordon Avenue

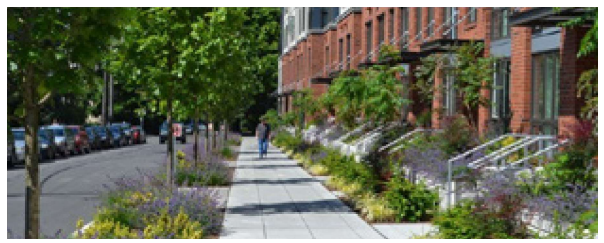






Artists illustration showing a concept design for side streets.





Comments

- Consider plant and tree selection, involvement of Wadawurrung.
- Address Spring Street and Autumn Street as well.
- Address flooding and drainage issues.
- Managing existing space to fit in all movement and large trees.
- Improve pedestrian and cyclist connection across Latrobe and into the Geelong Train Station.
- Consider interruption to locals and businesses during construction.

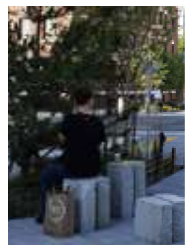
Pocket parks (library and post office)

















Comments

- Further information on landscaping and paving, improvements to lighting and consideration to plant and tree selection to maximise use of space.
- Clarify any impacts to car parking.
- Improve usability of town square in front of Town Hall.
- Ensure community is involved in final design of these spaces.
- Address opportunities for public art as part of these projects.
- Consider interruption of works to locals and businesses.

STAGE 3 ENGAGEMENT

Interim Final UDF

Comments from submissions were sorted into theme areas. The Building and Development theme which included building heights, village heritage and character attracted the most comments. Movement and Access which included traffic and parking was second.

During the consultation period, a group of residents raised concerns with a focus on their perception of building heights and over-shadowing, privacy, noise, loss of village feel, Geelong West heritage, and charm. The volume and similarity of submissions around these issues made it clear that the group had successfully raised awareness of their concerns and encouraged others to submit similar comments.

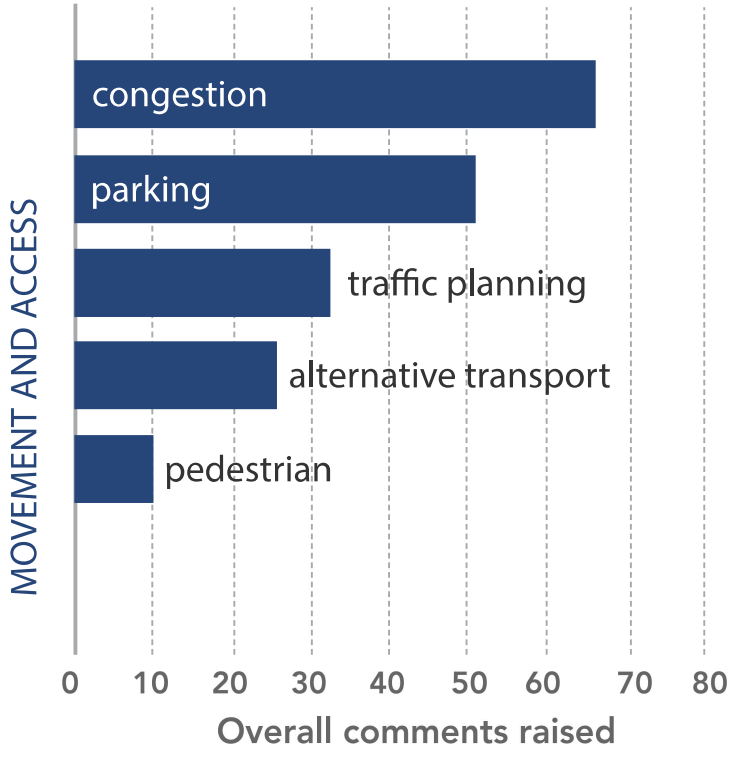
However, the communications from the group of residents, did not reflect what was being proposed by the UDF. Instead, development was understood as high-rise when the UDF proposes low to medium rise infill development in response to previous community consultation undertaken in 2020.

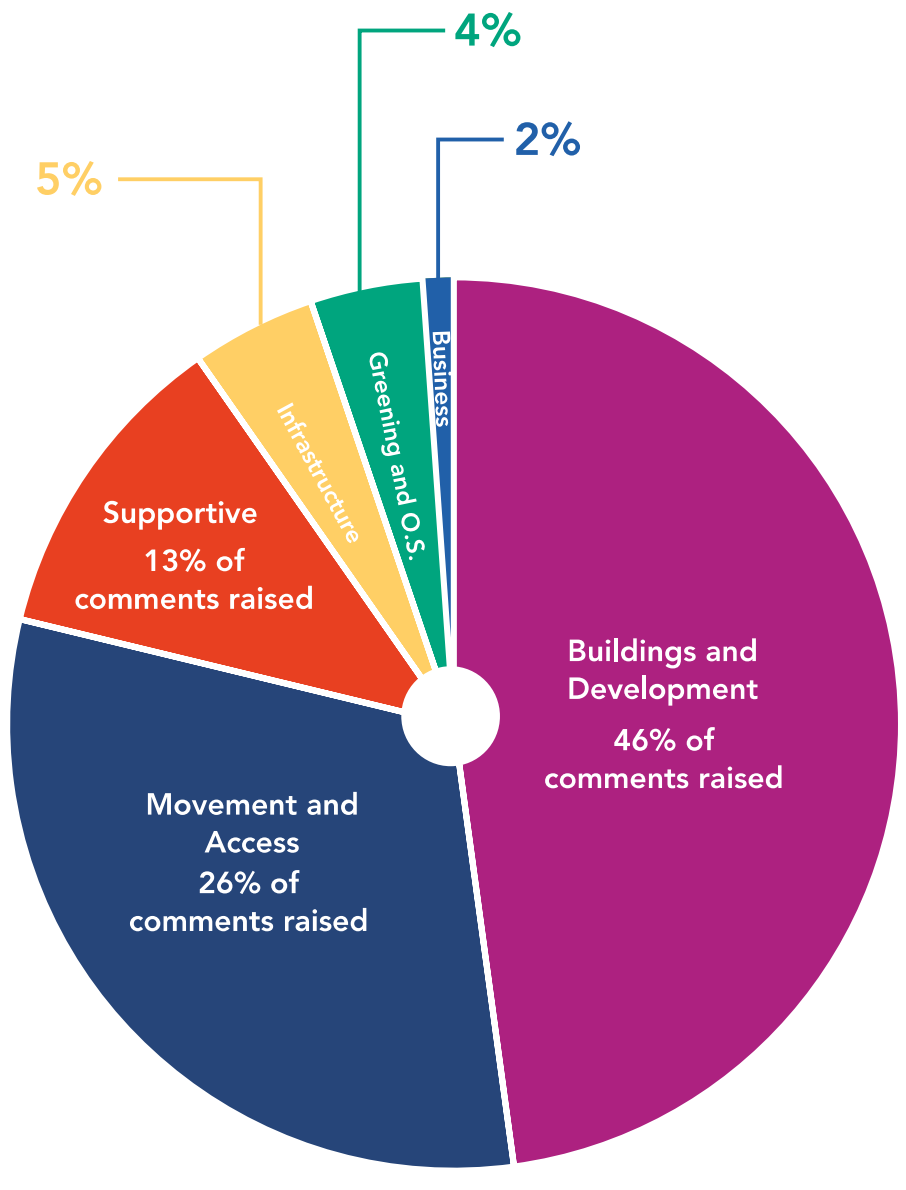
81 positive responses

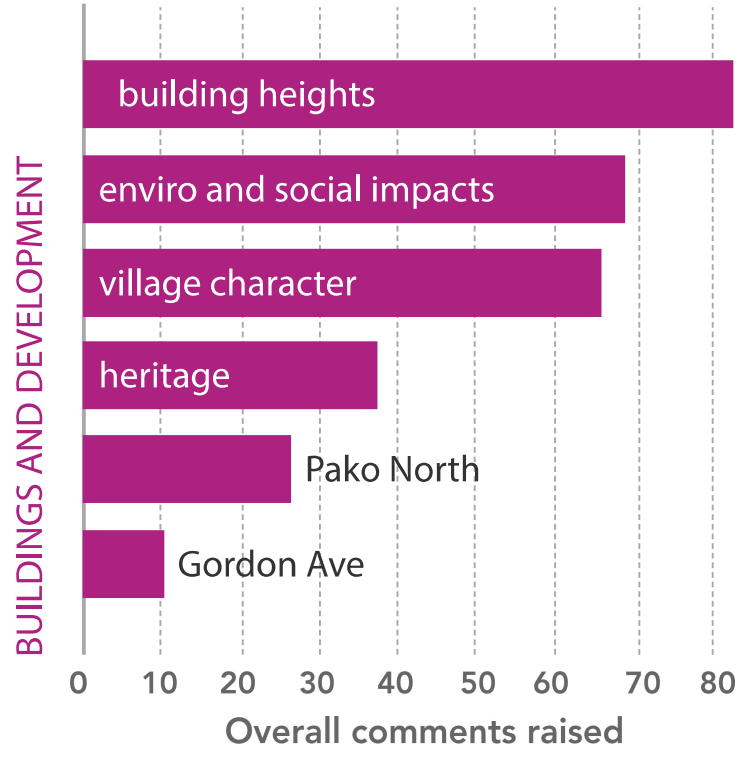
53 generally positive responses

379 Online survey responses

245 strongly against UDF







03 Wider Framework

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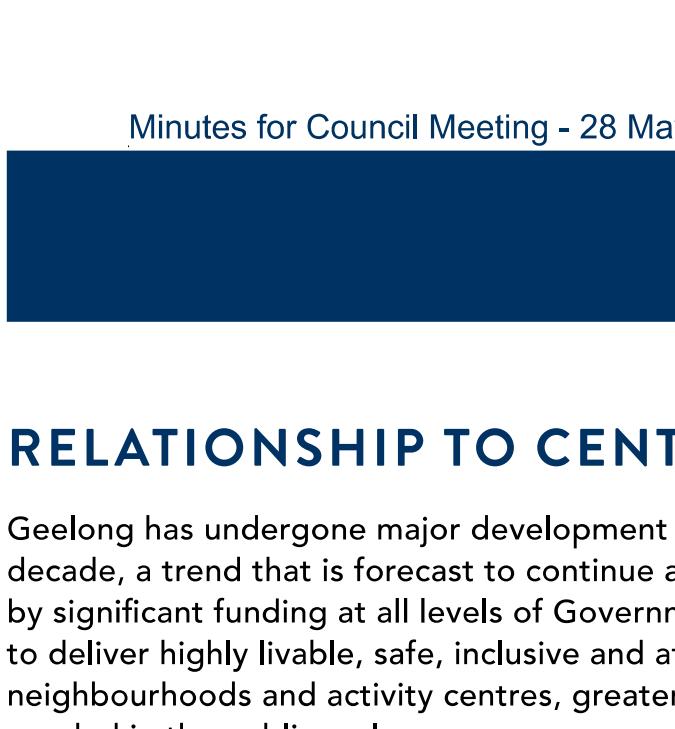
RELATIONSHIP TO CENTRAL GEELONG

Geelong has undergone major development over the last decade, a trend that is forecast to continue and underpinned by significant funding at all levels of Government. In order to deliver highly livable, safe, inclusive and attractive neighbourhoods and activity centres, greater investment is needed in the public realm.

The public realm relates to places that belong to everyone, comprising streets, squares, parks, green spaces and other outdoor spaces that are accessed without charge for all, offering opportunities for people to move while facilitating a variety of uses and activities.

Unlocking their potential to become people-oriented green streets is key to building a more sustainable and liveable future for our existing and future communities.

A City of Many Activity Centres



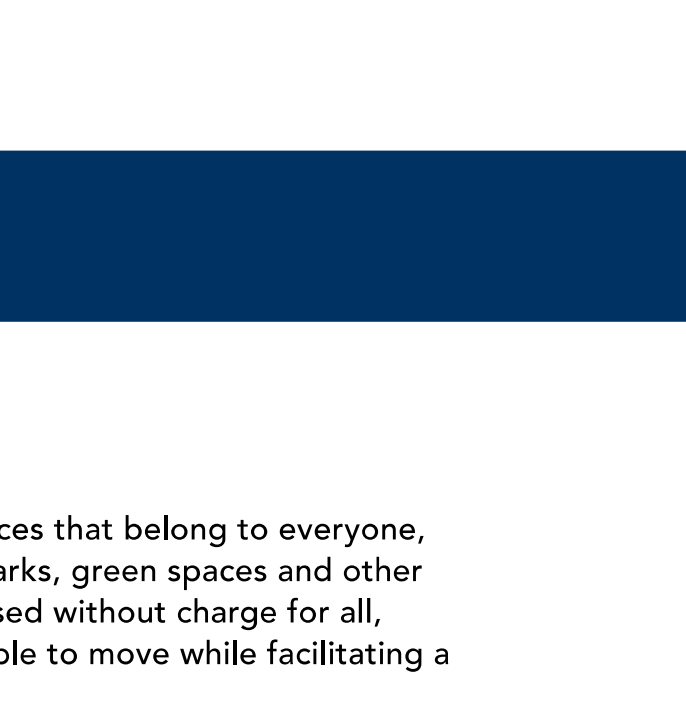
The structure of urban Geelong consists of a central city surrounded by established residential neighbourhoods with local activity centres ranging from small shopping strips, iconic specialised retail centres like Pako and large format premises like the Waurn Ponds shopping centre.

A City in a Park



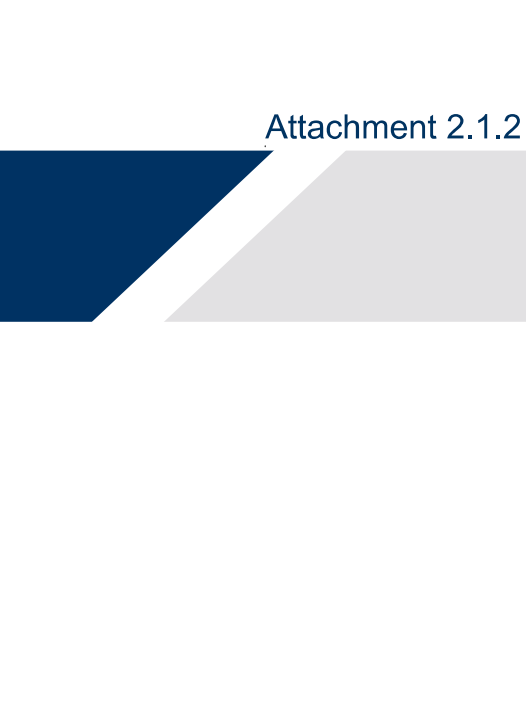
A key vision for revitalising Central Geelong is to create a City in a Park. Creating green people - friendly and environment - friendly activated streets connecting public open spaces. The green spine project through Malop Street connects Johnstone Park and Eastern Park.

A City of Well Connected Places



Looking outside the city boundaries, there exists opportunity to create a network of well-connected places where people live, work and play. Acknowledging that together, they create a more resilient, diverse and adaptive urban and city environment.

A City of Diverse Housing

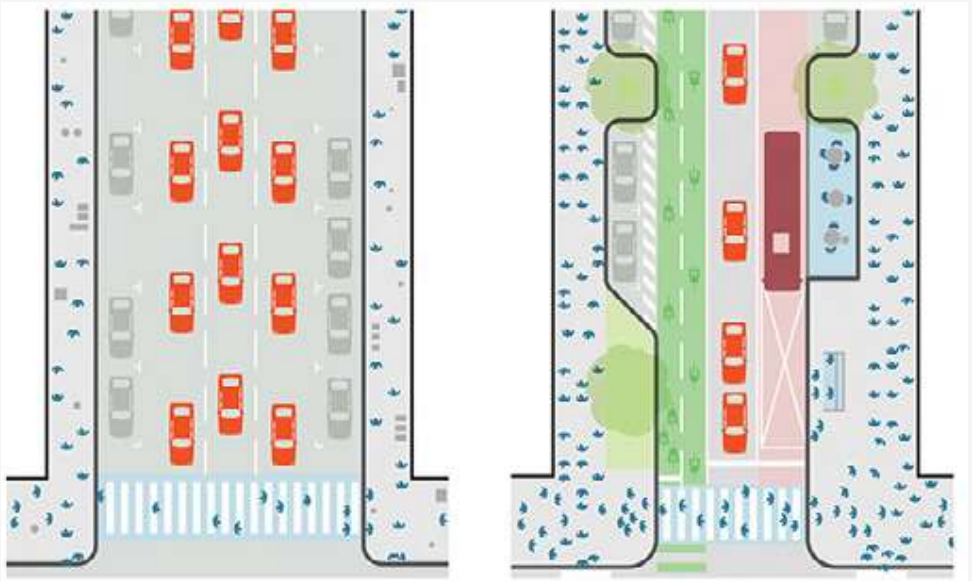


This UDF seeks to improve the vibrancy, liveability and amenity of Pakington Street and Gordon Avenue to provide better connections to key destinations. Building on their different roles and unlocking their capacity to accommodate new infill development that contributes to housing diversity.

STRATEGIC APPROACH

Street as "Place"

- Adopting a more flexible approach to how we design and experience Pakington Street and Gordon Avenue.
- Taking a people-oriented approach that promotes walking, cycling and public transport over car use.
- Creating nodes of activity with seating and vegetation that add interest to the street and generate more foot traffic.



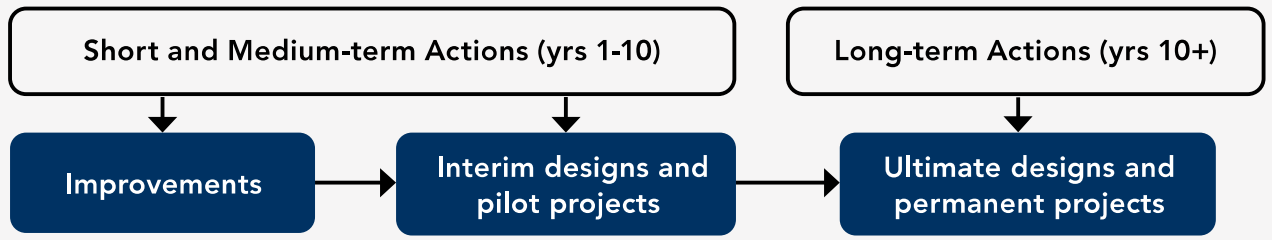
Car-oriented street Multi-modal street

Global Street Design, Global Designing Cities Initiative, Island Press 2016



Incremental change in the public realm

- Recognising that large-scale projects can be costly, disruptive and difficult to implement.
- Maximising the opportunity to partner with the community and stakeholders.
- Allowing flexibility in decision making through pilot and trial projects.

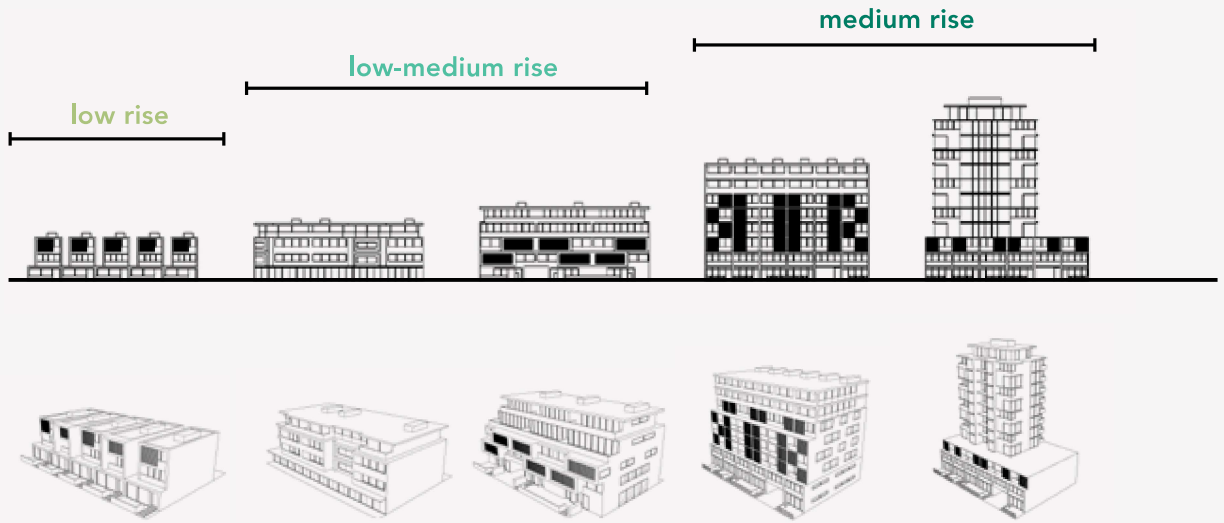




STRATEGIC APPROACH

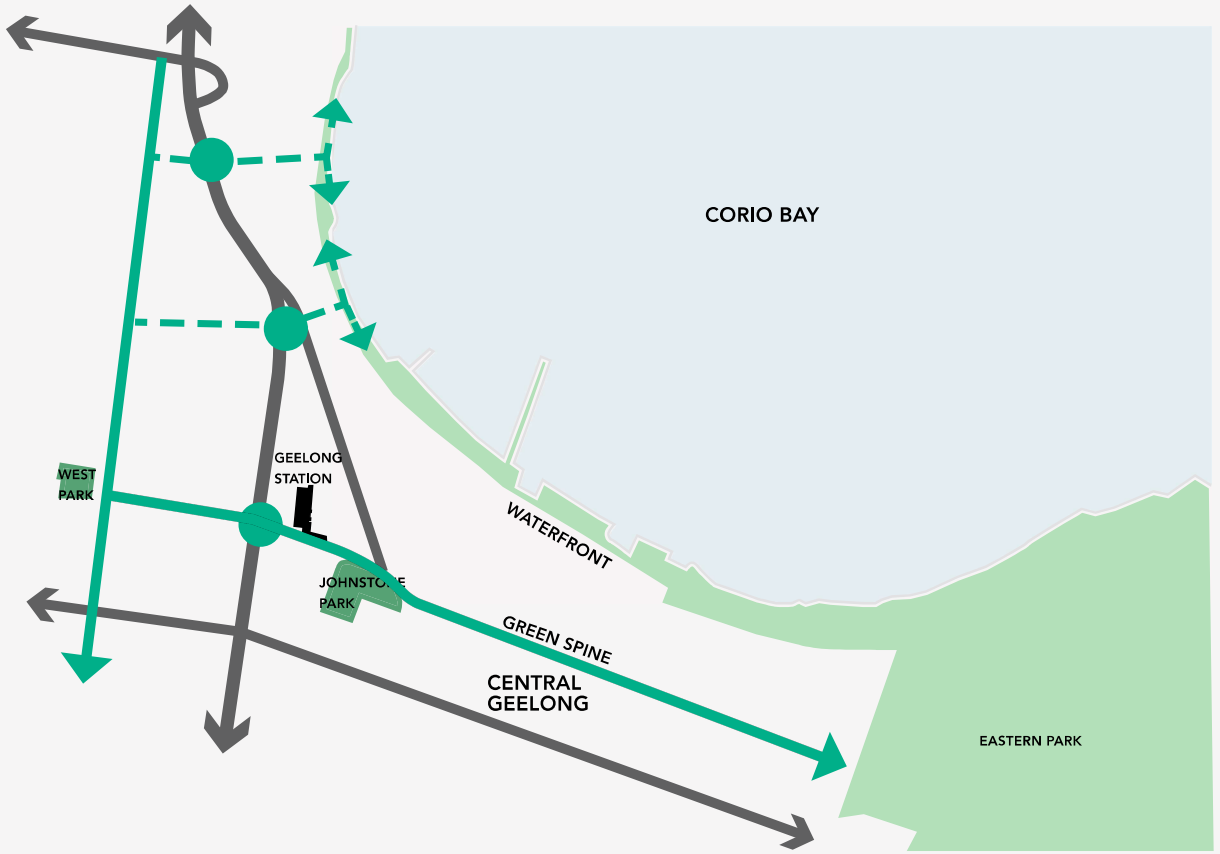
Infill development and housing choice

- Recognising the development potential in areas along Pakington Street and Gordon Avenue.
- Ensuring future development responds to context and adds to existing or desired character.
- Increasing housing mix to cater for a wider variety of lifestyles and demographics.



Connecting key destinations

- Advocating for better connections from the West to the Geelong Station, Central Geelong and the open space reserve along Corio Bay.
- Recognising the need to redesign the Geelong Station to allow better access across Latrobe Terrace, including upgrades to the Gordon Avenue intersection.
- Highlighting the opportunity for a new connection over the top of Latrobe Terrace.

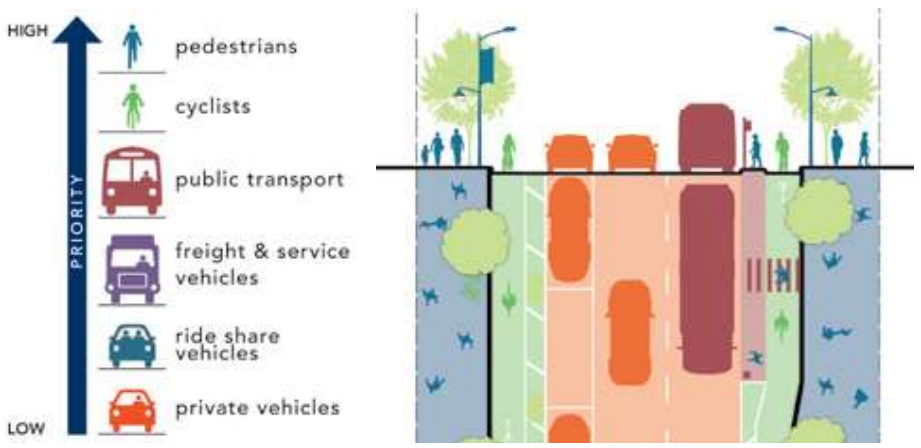


KEY STREETS

Pakington Street and Gordon Avenue

Aspiration

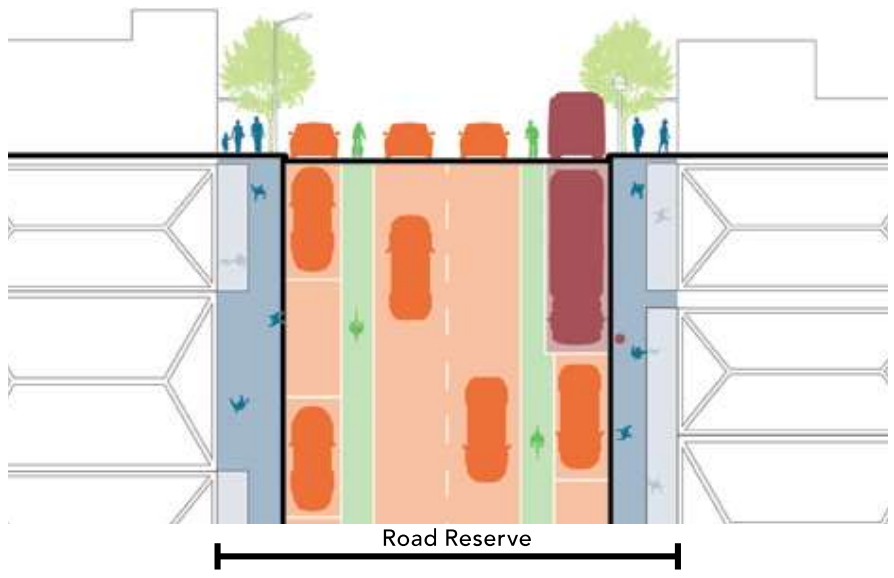
Our aspiration is to transition Pakington Street to a shared space. Works to deliver this aspirational design in Pakington Street and Gordon Avenue do not form part of the UDF. These works would be subject to future design and planning processes following implementation of the short term and interim actions.



- **Pedestrians:** wide footpaths (3.5m - 3.8m), allowing clearance zone (1.8m - 2m) for wheelchair, pram, mobility scooter access. Greater opportunity for seating, outdoor dining and/or street trading.
- **Cyclists:** buffered bike lanes located adjacent to footpath provide safest design. Note that buffer is at-grade and delineated with line-marking to avoid tripping hazards.
- **Public transport:** bus stop design and treatment optimises level of service.
- **Vehicles:** on-street parking provision and loading zones, recognising on-street parking works towards visitor convenience and calming traffic speeds.

Existing

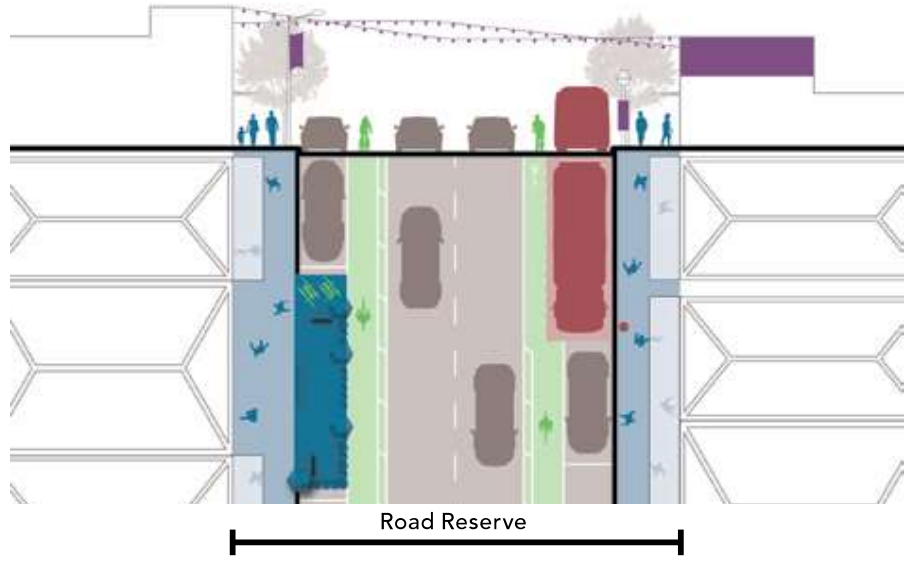
Typical street layout, noting Gordon Avenue does not currently provide for cyclists.



- **Pedestrians:** average 2.8m wide footpaths (or narrower) allow limited opportunity for street trading and outdoor dining whilst maintaining the 1.8m clearance zone for wheelchair, pram, mobility scooter access.
- **Cyclists:** average 1.4m on-road bike lane located between parked vehicles and traffic with no clearance for opening doors on Pakington Street. There is currently no provision for cyclists on Gordon Avenue.
- **Public transport:** bus stop design requires buses to leave and enter traffic lanes.
- **Vehicles:** average 3.2m two-way carriageway with on-street parking provision on both sides of the street.

Short to Mid-term

Formalising successful elements of short-term projects, including side-street design.



- **Pedestrians:** side-street upgrades. Parklet program formalised with both temporary and long-term options. Investigate widening footpaths on Gordon Avenue.
- **Cyclists:** existing bike lanes on Pakington Street remain. Investigate introducing bike lanes on Gordon Avenue. At grade buffer next to traffic lane and improved signage for cycling lanes. Increase visibility through paint treatment.
- **Public transport:** improve seating provision and bus priority.
- **Vehicles:** existing on-street parking remains on both sides of Pakington Street. On-street parking provision on Gordon Avenue to be reviewed. Potential to introduce parklets in temporary or long-term options along Pakington Street.

VISION

Over the next 25+ years, the Pakington Street (Geelong West) and Gordon Avenue area will be a vibrant, compact and thriving urban village that is:

A place of Inclusion

A village that showcases universal design to ensure everyone can access the varied local attractions, services and businesses offering plenty of opportunities for all to participate and contribute to the vibrant street and community life.

A place of Opportunities

A village that provides a variety of spaces and places to rest, reflect and socialise that are comfortable, attractive and relaxing. There's always something happening with plenty of community events showcasing local design, culture and business.

A place for People

A village that puts people first and respects the human scale at the street level. Designing streetscapes that allow for the integration of varied transport modes while giving enough room for activities. The green leafy trees provide shade and comfort helping to create a healthy, safe and attractive urban village.



Artists illustration of a concept design at intersection of Hope and Pakington Street opposite the Geelong West post office.

GUIDING PRINCIPLES

Shared Vision

The long term success of the Precincts requires collaboration between the local community and the public and private sectors, who all have an interest in the area and benefit from ensuring it continues to thrive.

Thriving Business and Activity

There is a unique range of niche specialised retail, offices and cafés in the three Precincts that benefit from the exposure and address to Pakington Street. Improvements to the public realm, access for everyone and a growing residential population will continue to support growing local businesses.

Places for People

Streets should be designed for people to enjoy public life. Attractive, friendly and safe streets are key to providing amenity for residents and visitors of all ages and abilities; having the potential to attract and retain business and economic activity. There exists opportunities for public and private investment.

Urban Greening and Sustainable Development

Apart from the aesthetic benefits of incorporating more trees and landscaping, quality green urban areas positively impact biodiversity, human health and well-being and liveability of Geelong West. In order to build a better future for the area, we must advocate and support sustainable development.

A great place for Everyone

As the Precincts continue to develop into people-friendly environments, serving a diversity of local residents and visitors, their built environment and streetscapes must showcase universal design, ensuring services and public infrastructure that is safe, convenient and accessible to everyone.

Design Excellence

Well designed and maintained buildings are a key part of what creates local identity and influences the attractiveness of the area as a place to visit or invest in. Built form should respect the human scale, showcase heritage buildings and invite activity to spill out onto the street.

Identity and Place

There are many opportunities to enhance the sense of identity and place in the area. Celebrating its history and adding public and community art that can promote local creative talent and supports more events.

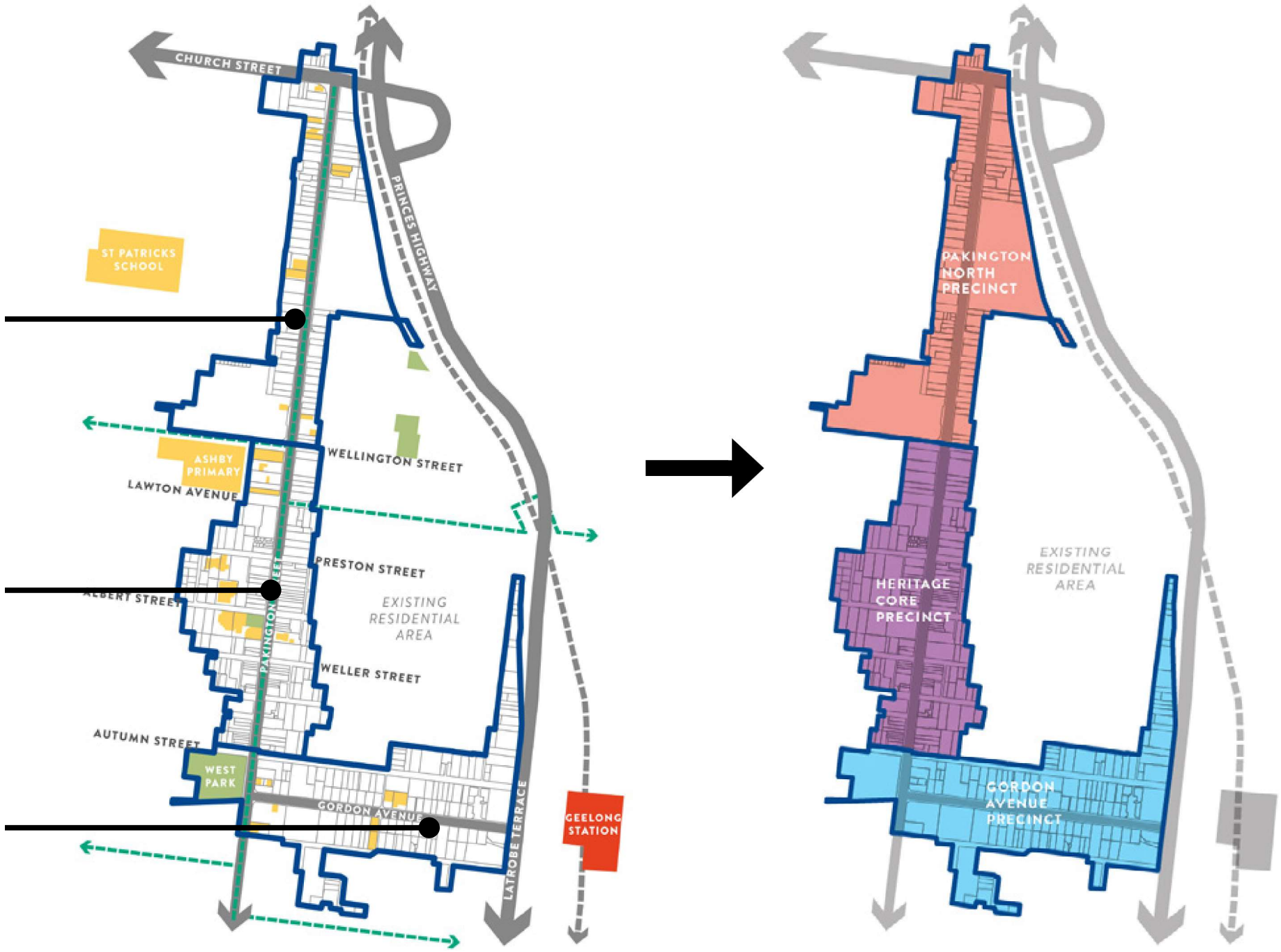
THREE DISTINCT PRECINCTS

The UDF recognises the existing distinct character of three areas which are referred to as 'precincts'. The boundaries generally reflect transitions in character, land use and built form, informing potential to enhance their character. The approach is to enhance these distinct areas, to maximise what they each have to offer and improve their connections to each other and key attractors such as Central Geelong.

The Pakington North Precinct *Pakington North Precinct is a separate document owing to additional community engagement, however certain aspects of this UDF applies to Pakington North. The overall technical, statutory, and regulatory requirements (where not specified in the Pakington North UDF) continue to apply, alongside the overall vision, strategic approach, and guiding principles.*

The Heritage Core Precinct is the area that comes to mind when you hear the term 'Pako' - stretching along Pakington Street from Waratah/Wellington Street to Autumn Street; with a mix of locally owned specialty retail, cafés and restaurants, the Town Hall, library and post office, among others. This precinct is currently in a Commercial 1 Zone.

The Gordon Avenue Precinct stretches along Gordon Avenue from Pakington Street to Latrobe Terrace; with a mix of large format retail, warehouse and office space. This precinct is currently in a Commercial 2 Zone, though parcels opposite West Park are currently in a Commercial 1 Zone.

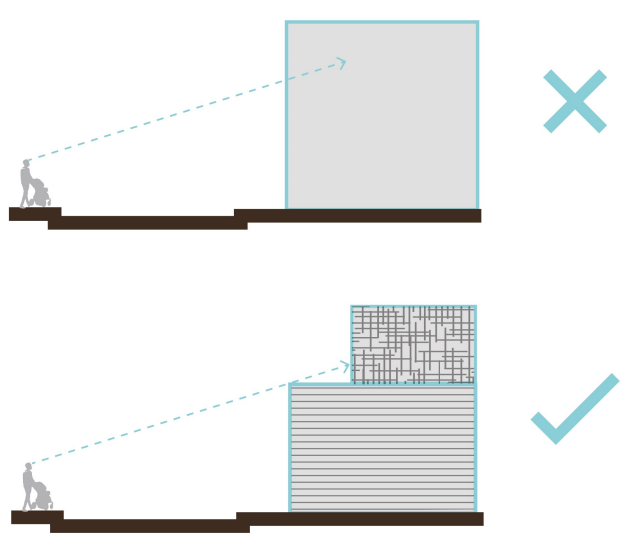


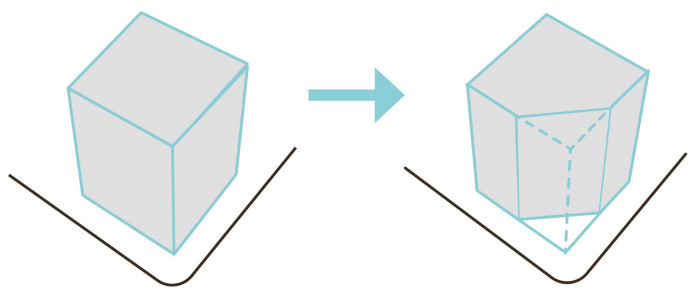
BUILT ENVIRONMENT

Objectives

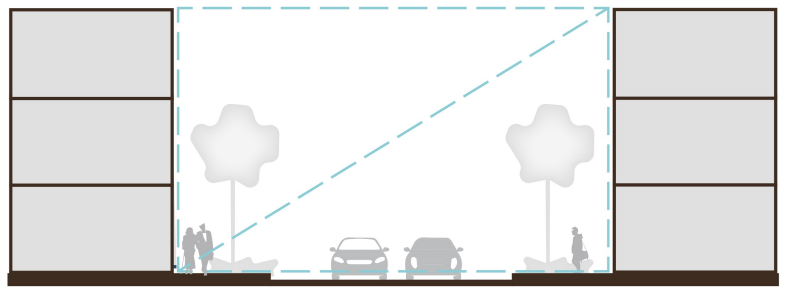
A. Design buildings that are sensitive to the context

- To reduce visual bulk by using vertical recesses in buildings, changes in facade design and a mixed palette of materials to present larger-scale buildings as a series of smaller, complementary buildings.
- To minimise the scale of taller building elements and carefully locate them to reduce visual bulk as seen from the street and overshadowing in the public realm.
- To provide a distinction between the lower building levels and the upper building levels through changes in form, details and materials that create visually recessive upper levels.





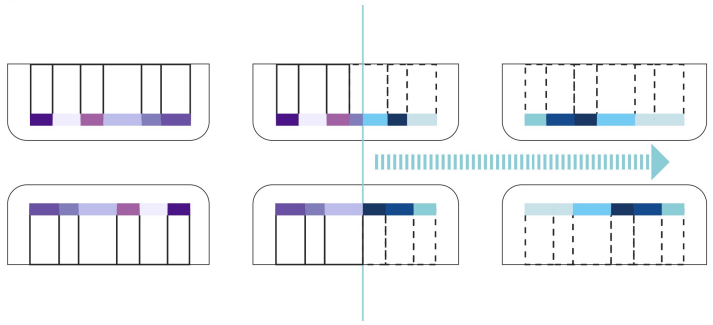
- To maintain solar access to identified streets and open spaces between 11am and 2pm at the spring equinox.
- To encourage developments that fit within the low-scale residential heritage context of predominantly 1-2 storey detached dwellings with front and back gardens.
- To encourage developments that respond to the corner location by providing an expanded public realm at intersections through the provision of chamfered corners.
- To provide street walls that relate to the overall width of the street and create a positive sense of enclosure.



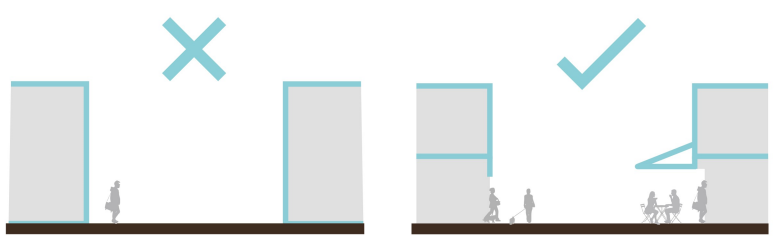
- To predominantly provide a more consistent street wall in the Pakington North precinct that relates to the existing character of Pakington Street in the Heritage Core precinct.
- To moderately increase street wall heights at intersections (1-2 storeys) if the building facade is well-resolved and designed to minimise visual bulk.

B. Create engaging streets and laneways

- To provide high-quality retail frontages (nominally 5-10m wide) along Pakington Street and western portion of Gordon Avenue to extend the fine-grain character of the historic Pakington Street retail precinct.



- To encourage a mix of small and medium scale tenancies along Pakington Street and Gordon Avenue that support a mix of different uses.
- To encourage high quality active frontage and passive surveillance of the public realm.
- To encourage provision of laneways which are open to the sky, publicly accessible, attractive, provide a direct route and where opportunities for activation and passive surveillance are maximized.



- To minimise the extent of servicing located on primary street and pedestrian link / laneway frontages and integrate the design of servicing into the overall design of the ground floor.
- To integrate signage into the design of the ground floor facade.
- To discourage signage that dominates buildings or obstructs glazed areas.
- To minimise wind effects of taller built form and improve amenity within existing and proposed new connections.
- To ensure façades turn the corner at the intersection of streets and laneways to create continuity in the public realm.



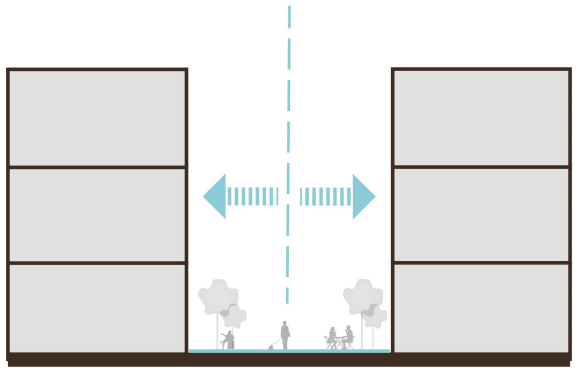
9 Smith St, Neometro



Nightingale 2.0, 6 Degrees

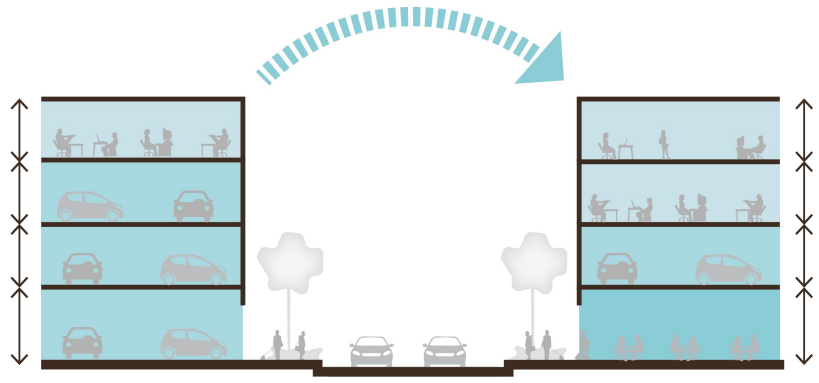
C. Deliver high-amenity housing and commercial tenancies

- To deliver high quality buildings that range in height and integrate landscape as a key driver of building design.
- To deliver internal amenity and development equity between sites by providing adequate building separation.



- To ensure that internal privacy is well-managed in buildings through building separation, landscape interventions and the careful location of windows.
- To avoid reliance on screening to manage privacy issues at the ground floor and at upper levels.

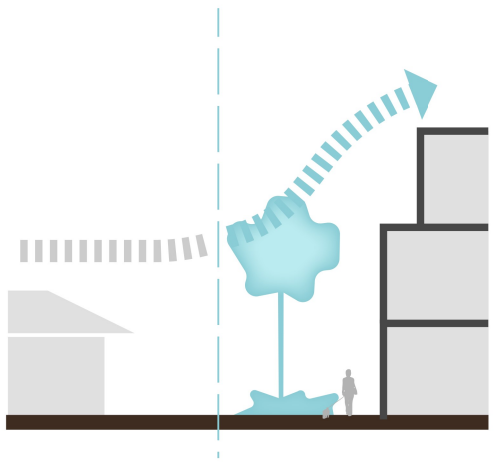
- To provide adequate floor to floor heights that support good internal amenity outcomes and the adaptability of floorspaces over time.



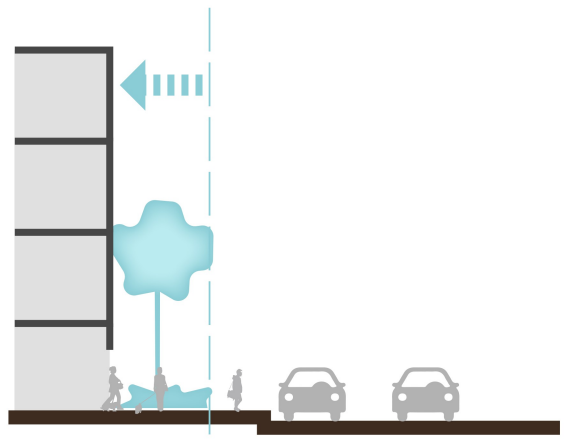
- To provide an integrated design response to manage flood risk that integrates landscape and eliminates the need for steps at the street interface in the Gordon Avenue precinct.

D. Integrate landscape as a key driver of building design

- To integrate landscape as a key driver of building design through the provision of functional open spaces (e.g. central courtyards) and landscaped areas to the front and rear of buildings.
- To provide ground floor landscape setbacks at the interface to low-scale residential streets that reflect the consistent character of ground floor setbacks along the street.
- To provide rear landscape setbacks at interfaces to sensitive residential areas to manage the transition to low-scale residential areas.



- To provide landscape setbacks along traffic streets to improve ground floor amenity in the precinct.





Roseneath St, Fieldwork



Arkadia, Breathe Architecture

BUILT ENVIRONMENT

Controls

Balancing Design Flexibility and Certainty

The proposed built form outcomes have been developed through analysis of existing conditions and the application of the design objectives within each precinct and character area. Attention has been paid to holistic design outcomes and to specific relationships between new development and the existing context, for example, to the street, or to adjacent low-scale residential areas.

Specific site conditions of an individual site may support variations to the proposed built form outcomes. Providing opportunities for flexible design responses to these localised conditions can lead to enhanced design outcomes.

The following Table (Table 1) assesses the potential impacts of variations to the preferred design outcome. This assessment demonstrates that variations to the ground level building setbacks and the solar access controls would result in an unacceptable outcome. A mandatory built form control is therefore proposed to apply to ground floor setback requirements and solar access requirements.

However, minor variations to buildings heights, upper level setbacks to streets and laneways, setbacks to adjacent residential uses and site coverage could be acceptable if it could be demonstrated that the design objectives could still be met. This would need to be demonstrated through a site specific design response.

Table 1: Potential Impacts of Variations to Preferred Design Outcomes

Proposed control	Are minor variations on individual sites acceptable?	Explanation	Proposed method of regulating the outcome
Ground level setbacks to streets, laneways and parks	No	A reduction in the setback would have a number of negative consequences: • Varied building setbacks will create an incoherent, visually cluttered streetscape resulting in a precinct of poor character. • This could also introduce safety issues due to the introduction of concealed spaces. • Loss of dedicated landscape areas which would undermine the delivery of the vision and design objectives, • Poor amenity internally for ground level apartments	Mandatory
Upper level setbacks to streets and laneways	Yes	A minor variation to these setbacks could be acceptable on some sites in response to existing adjacent conditions or as a result of detailed building design that reduces the visual bulk of upper levels.	Preferred (discretionary)
Buildings setbacks to adjacent residential uses	Yes	A minor variation to these setbacks could be acceptable on some sites in response to existing adjacent conditions.	Preferred (discretionary)
Site coverage	Yes	A minor variation could be acceptable, however, a high degree of landscape planting would need to be delivered, including large scale canopy trees (on sites with 60 or 70% coverage) and sufficient communal and public space.	Preferred (discretionary)
Overall building height	Yes	A minor variation in building height is likely to be acceptable on some sites without compromising the overall character of each precinct. This would need to consider impacts on heritage and amenity outcomes.	Preferred (discretionary)
Street wall	No	A variation in street walls will have detrimental impacts on the scale and enclosure of the street and potentially impact sunlight access to public space.	Mandatory
Solar access controls to streets and parks	No	No variation is acceptable as the incremental loss of sunlight to public space would permanently reduce the quality of the environment for pedestrians and park users.	Mandatory

Building Density

Owing to the proximity to amenities such as the Geelong Train Station, Central Geelong and the popular 'Pako' retail strip, the UDF area is increasingly seeing development interest in the recent past. The proposed rezoning will only further escalate development pressure in and around the area. Presently, most parcels lacks built form controls that can adequately achieve high quality outcomes and it is pertinent to put in place controls that not only provide flexibility but also a level of certainty in terms of density which facilitates efficient planning of future infrastructure. Floor Area Ratios (FARs) have increasingly become a common tool to manage density of development and maintain the character of the area whilst managing competing interests.

"Floor Area Ratio (FAR) or plot ratio represents the density of a building or buildings within a land parcel. It is measured as the ratio of a new buildings total floor area in relation to the size of site it is being built on".

FARs enable site specific responses and sets clear development yield whilst ensuring that a range of varied building typologies can be delivered rather than building out each site to its maximum envelope.

The flexibility enabled in this approach allows for new laneways, heritage retention and additional open spaces which do not affect the total development yield of the site. A developer would need to determine which FAR applies based on the building height and site coverage control that applies to their site. The proposed FAR is to be a mandatory in nature so as to be effective in responding to aspirations for the precincts.

There are 3 key areas of the UDF where FARs will apply owing to presence of larger parcels and increased opportunities for landscape and new open spaces.

Building Heights	Site Coverage 60%	70%	80%
4	2.4	2.8	3.2
6	3.6	4.2	4.8
8	4.8	5.6	6.4
10	6	7	8

Proposed Floor Area Ratio Controls



Figure 7. Strategic areas.

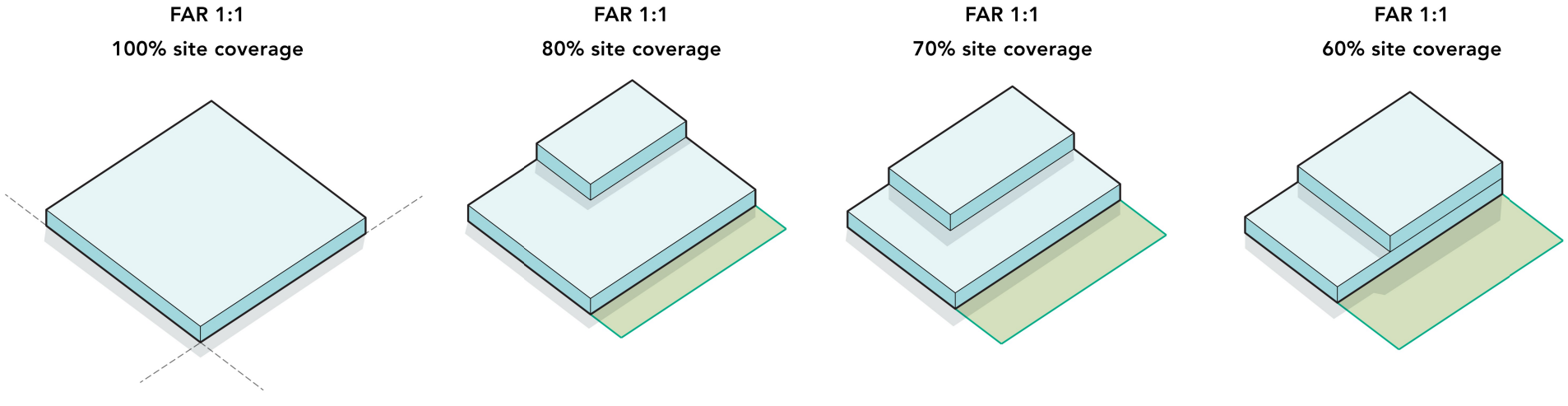


Figure 6. Example illustration of 1:1 FAR across 60%, 70% and 80% site coverage

Floor heights

In order to ensure that new development allows for the future adaptation of lower levels for a different use over time and high internal amenity for residential uses above the street wall, buildings should provide a minimum floor-to-floor height of:

- At least 4m at ground floor.
- 3.5m for upper levels for non-residential uses (including car parking structures).
- 3.2 metres for upper levels for residential uses.

Building Separation

Adequate building separation distances are required to ensure that good levels of daylight and sunlight enter into buildings and into private or communal open spaces. Building separation also ensures that an outlook is provided from within buildings to connect occupants to the outside world. Both of these improve internal amenity for future residents.

Building separation is also important to provide development equity, ensuring that the way one site is developed does not diminish the potential to deliver a well-designed building on the adjacent site. Building separation is achieved by setting buildings back from side and rear boundaries and by separating buildings within sites. The following are the side setbacks requirements if building is built to boundary:

- 4 storeys or less - No minimum side setbacks within preferred maximum street wall height.
- 5 - 8 storeys - 6m minimum side setbacks above 4 storeys.
- 8 or more storeys - 10m minimum side setbacks above 4 storeys.

Car Parking

Though basement car parking is preferred, where car parking is provided above ground it must be sleeved with active uses along street frontages and laneways are designed and located to minimise impacts on footpaths of vehicle entries and ramp access.

Standalone multi-storey car parks should not be visible from the street and be located behind buildings.

Developments should design off-street car parking facilities to have the ability to convert standard parking spaces into additional electric vehicle charging spaces in the future, should the demand increase.

Provision of electric vehicle charging stations equipped with at least 50kw charging facilities is encouraged.

Developments are encouraged to provide less than the preferred maximum number of car spaces where there is a genuine commitment to providing alternative transport options. A suitable sustainable transport strategy should be produced to the satisfaction of the Responsible Authority as part of the permit application.

Developments are encouraged to explore the possibility of providing shared car parking between different land uses, pairing land uses that are expected to experience different peak car parking demand times.

Access

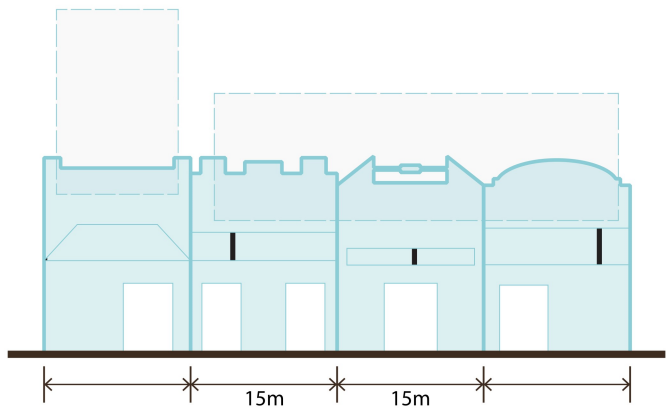
- Vehicle access to private car parking is to be located away from the primary pedestrian network where possible, to support increased amenity and safety for pedestrians.
- Ramp grades into new basement car parks should be designed to ensure the safety of pedestrians along footpaths.
- Impacts of private vehicle access points related to new developments on pedestrian, public transport and bicycle priority routes is to be reduced.
- Developments are to consolidate vehicle access points (including loading, car parking, etc.) to minimise the number of crossovers.
- Larger developments are encouraged to provide facilities to have waste collection and loading undertaken on-site or from side streets.
- Developments are required to maintain a balance between providing car parking and shared resources / promoting sustainable transport options.
- High levels of and easy access to bicycle parking facilities in new developments should be provided, including end of trip change rooms, showers and lockers.

Designed for People

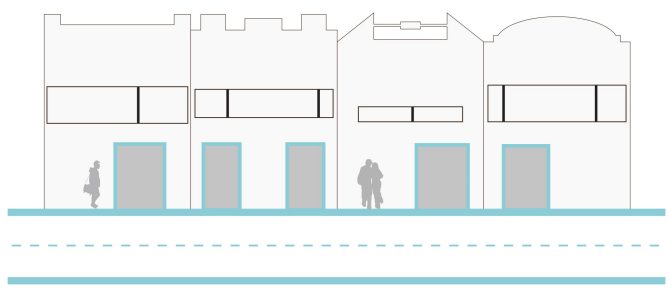
- Developments should adopt and demonstrate the use of the latest Crime Prevention Through Environmental Design (CPTED) principles.
- Developments that directly face or are adjacent to public open space should provide views (passive surveillance), movement and activation to these spaces.
- Proposals should incorporate and promote a diversity of building types.
- Developments should minimise the potential for off-site impacts, including from noise, fumes, odour or vibrations.
- Developments should ensure that waste and recycling facilities are accessible, adequate and integrate with the building design.
- Developments should provide opportunities for the ground floor to spread out onto and interact with the street.
- Residential components of developments should consider meeting a Silver Level performance in Liveable Home Design.
- Wind reports should be provided for all developments of 5 storeys or more.
- Wind mitigation strategies should be provided on site.

Architectural Expression

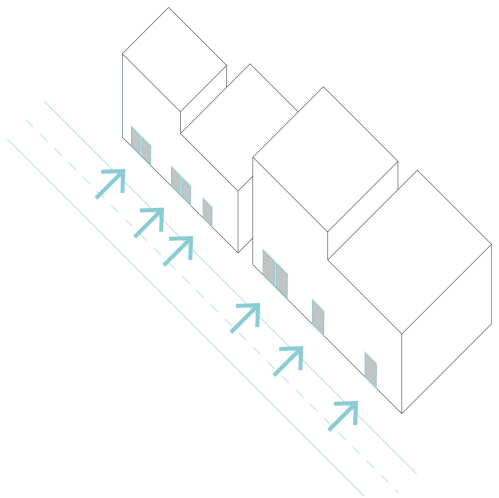
- Ensure new developments enhance streetscape character and respect adjoining residential and heritage areas and landmark buildings.
- Modulate façade frontages to provide visual interest, allowing continuous façades for no more than 15m. Avoid using surface effects to provide modulation.



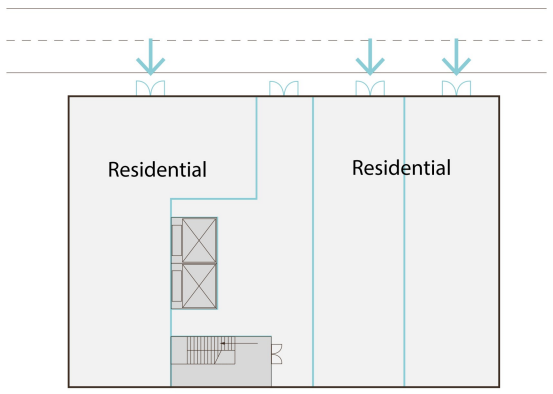
- Design buildings to address the street, with legible and direct entries to support street activation.Maximise the number of doors which face the street.



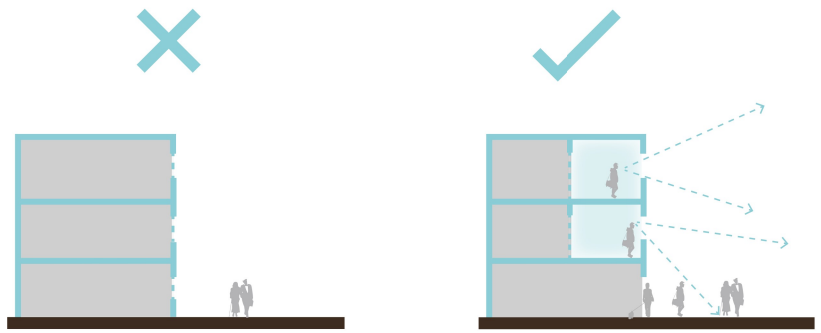
- If ground level residences are proposed, encourage provision of direct access.



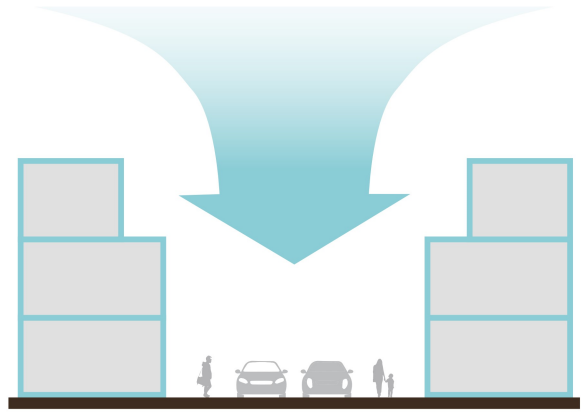
- Encourage active frontages which employ depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazed façades. Encourage providing operable windows.
- Encourage use of natural, tactile and visually interesting materials and façade treatments at ground and upper levels.



- Avoid large signage or graphic displays which interrupt views in/out from tenancies and dominate built form.
- All walls visible from the public realm should be designed as an integrated three-dimensional component of the building. Avoid blank walls or walls with only colour or minimal textural variation. Where side elevations adjoining other properties are built on a boundary, or reasonably anticipated to be obscured by future development, they should continue to be designed to be viewed.
- Building design is to comply with the City's Environmentally Sustainable Design policy.
- Provide balconies and habitable windows towards laneways to increase passive surveillance opportunities. Encourage providing doors and operable windows at ground level to support activation.



- Ensure laneways are open to the sky and publicly accessible.



- Integrate plant equipment and services into the built form design. Avoid placing services on main streets and grouping them together to create long inactive edges.
- Avoid using solid roller shutter doors or security grills.
- Roof plant and services should be designed to be located out of sight from the public realm. If screening is visible from the street, it should be integrated with the façade of the building.
- Use low-height or semi-transparent front fences to assist informal surveillance of the street.
- Allow a maximum 75% glazing on any façade and provide 50% visually permeable balcony balustrades.

Exceeding preferred built form controls

Noting that the primary purpose of performance based schemes is to *"accommodate variation, innovation, unforeseen uses and development or circumstances peculiar to a particular application to produce results beneficial to the community"* (PPN59). In instances where the preferred built form controls are varied by development applications, one or more of the following criteria should be met:

- Architecture and urban design excellence (determined by Design Review) as a mandatory requirement for consideration for variation,
- Exceeding the minimum GreenStar rating for ESD,
- Community benefit (e.g. social and affordable housing, public realm enhancements, and additional open space)

SOCIAL AND AFFORDABLE HOUSING

Social and affordable housing contributes to our urban infrastructure just like transport, water management, open space, health, education and other community infrastructure. They are all essential infrastructure necessary to support sustainability, health and economic productivity of the Pakington Street and Gordon Avenue precincts as well as the broader Greater Geelong community.

Social and affordable housing are also required within the Pakington Street and Gordon Avenue Urban Design Framework (UDF) to fulfil Council's vision for a "vibrant, compact and thriving urban village" and to achieve objectives set out in the City's Social Housing Plan.

The Pakington Street and Gordon Avenue UDF has both state and local policy support as well as strategic justification for introducing a social and affordable housing requirement that are applicable to all development applications in order to address the severe shortage and need. This requirement would see proponents entering into enforceable agreements as a condition of development approval.

In 2050, the Geelong community will require approximately 11,000 social housing dwellings which is 14% of total dwellings to be delivered in Geelong. One third of these, or 3,700 units (4.6%), could reasonably be expected to be delivered through planning and development approval process.

In calculating an appropriate contribution rate, a reasonable assumption has been made that the Commonwealth Government, the state government, and developers and the planning system each share responsibility for meeting measured existing and future need. As such, each is required to deliver one third of the total social housing infrastructure required for healthy, sustainable communities.

In order to address the need, a requirement for social housing floor space via a cash or dwelling contribution shall be attributed to each successive unit of development. By attributing the 1/3 (or 4.6%) of social housing need to the total residential and commercial floor space to be delivered, the indicative equivalent contribution can be then negotiated through a Section 173 agreement to either:

- Include social housing units in the project at the rate of 0.022 sq m (GFA) for each square metre of commercially saleable or leasable floorspace (GFA) in the building(s) in question, with these social housing units being delivered at zero consideration to registered community housing provider, or
- Provide a cash-in-lieu payment into the Geelong Affordable Housing Trust at the rate of $161.87 (indexed annually to movements in unit dwelling prices in Geelong) for each square metre of saleable or leasable floorspace, or
- A combination of these two to reflect the value of partial dwellings to be indicated.

The City has appointed a qualified expert to determine the appropriate level of social and affordable housing contributions noted above. Further work will be undertaken as part of the planning scheme amendment process to apply the local policy framework and site-specific planning requirements to give guidance to the implementation of the contributions.

05

Heritage Core Precinct

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CONTEXT APPRECIATION

The activity core of Pakington Street (Geelong West), stretching from Wellington / Waratah Street to Autumn Street is the area that comes to mind when you hear "Pako". It's home to one of Geelong's biggest celebrations of cultural diversity and offers some of the best shopping and dining experiences in a backdrop of heritage buildings and community spirit.

Pakington Street itself is the glue that brings everything together, the space between the buildings that belongs to everyone and from where shops and services are accessed and where interactions and activity take place.

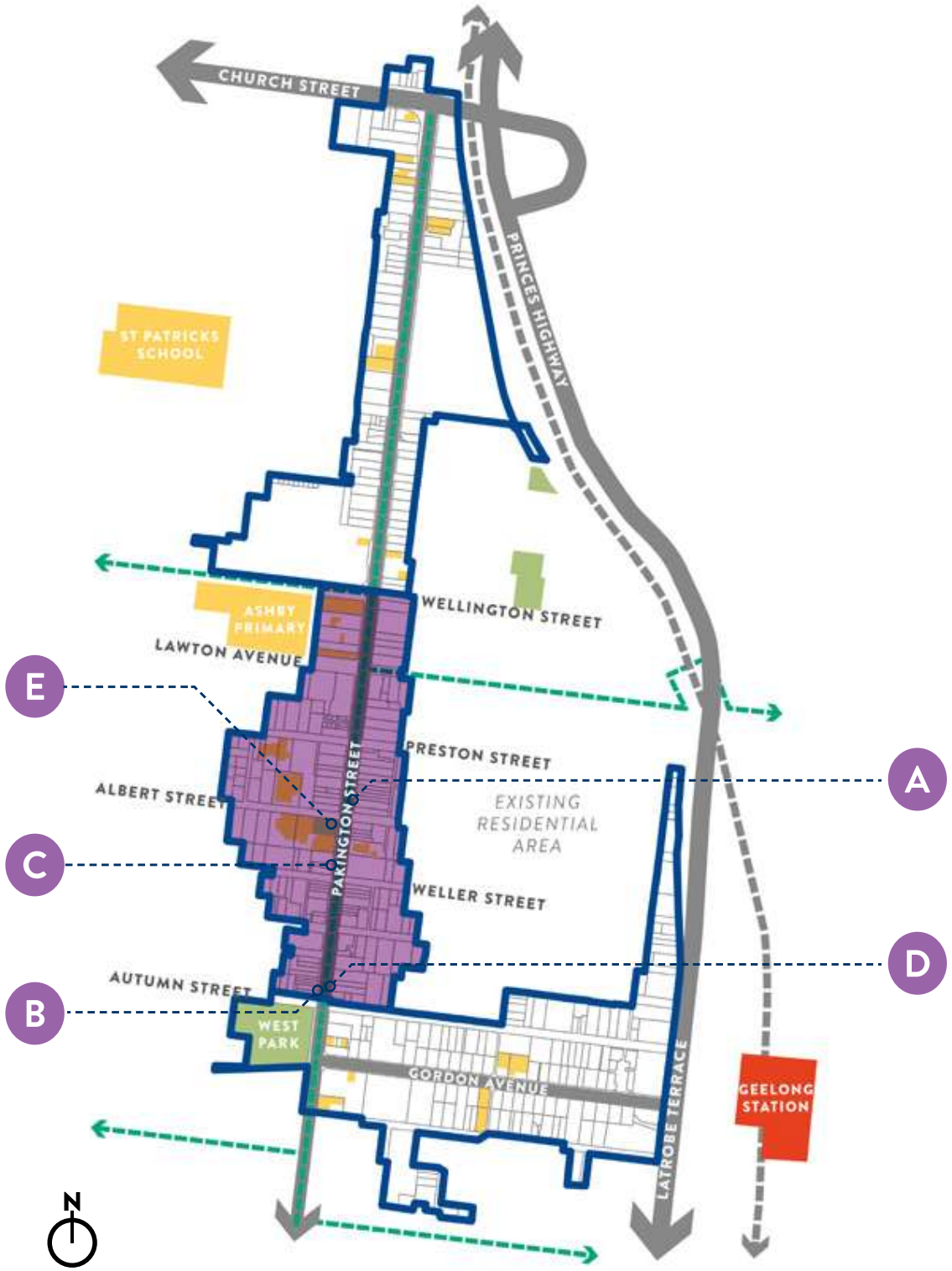
The retail and community hub function of this section of Pakington Street requires it to be a safe, inclusive and attractive part of the public realm. Embracing its role and catering for the different ways people move, with nodes offering seating, shelter and interest.

Recognising that this is a successful and well-known part of Geelong with a distinct character and strong community, design interventions should focus on improving, rather than changing the area in order to ensure the precinct continues to thrive.

Opportunities

Key opportunities that were identified through analysis of existing conditions, the community engagement process and review of existing policy:

- Cleaning up the street and improving footpaths.
- Public art, festive lighting and places to sit.
- Wayfinding and clear signage.
- Making it easier for everyone to walk around and cross the street.
- Activating existing laneways.
- Extending activity on the street after hours.
- Free wi-fi in public spaces.
- Better use of existing pocket parks and kerb outstands.



Along this section of Pakington Street, there are a variety of shops and local businesses in older heritage buildings with fine grain and narrow frontages.

Refer to map on previous page for image locations.

C



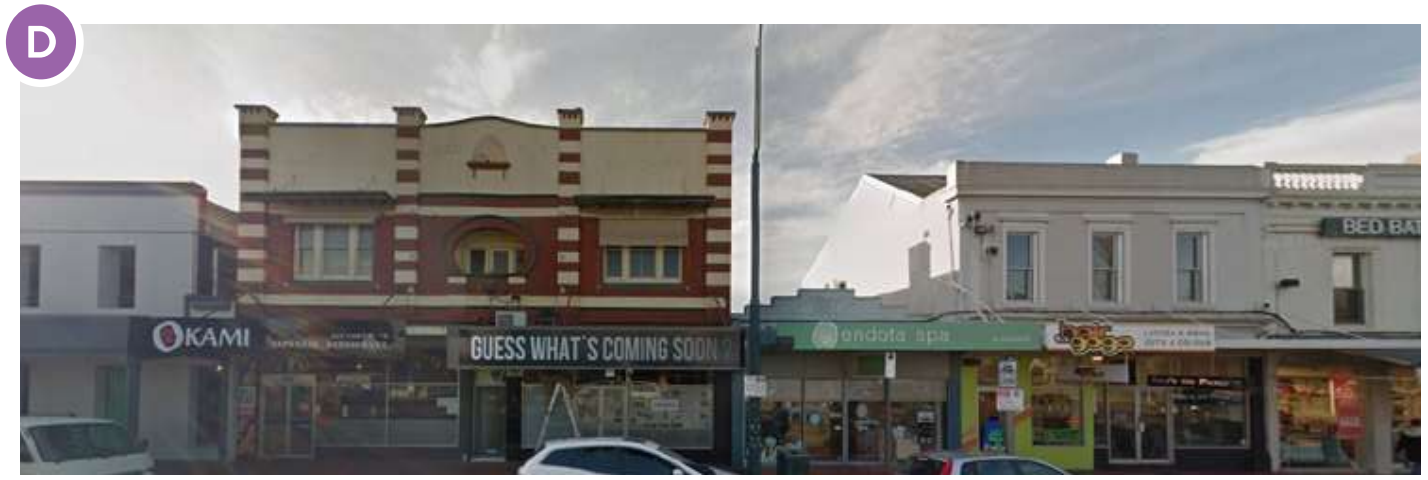
Shop frontages along Pakington Street between Weller and Albert Streets.

A



Shop frontages along Pakington Street between Preston and Candover Streets.

D



Shop frontages along Pakington Street between Autumn and Hope Streets.

B



Shop frontages along Pakington Street between Autumn and Yuille Streets.

E



Geelong West library and Town Hall along Pakington Street near corner of Albert Street.

VISION

The Heritage Core Precinct will continue to play an important role as a premier shopping strip and community hub in a backdrop of heritage buildings. Based around a safe, leafy and people friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. Enhancing and celebrating its unique built form and cultural heritage through a high quality public realm that connects people with nature and offers opportunities for life to spill out onto the street. Providing attractive and comfortable urban public spaces that become iconic places for people to meet.

Key Moves

The following key moves for the Heritage Core Precinct builds on the Vision and Guiding Principles to ensure that Pakington Street continues to evolve into a great people-friendly street that encourages diversity, builds social cohesion, connects people with nature and heritage values and attracts investment and innovation. It is acknowledged that there is a need to protect the low rise scale of existing heritage buildings that significantly contribute to the character of the area.

1. Introducing Additional Design Guidelines



Existing heritage buildings on Pakington Street. Images by David Rowe

- Improve existing policy and heritage guidelines to further enhance these heritage buildings that play a key role in Pako's identity and character.

2. Providing a Unified Wayfinding Approach



Concept designs for way finding elements for Pakington Street.

- Establishing a suite of signage for Pakington Street and integrated wayfinding.
- Capitalising on existing services and public infrastructure by ensuring directional signage is visible, easily understood and does not clutter the streetscape. The designs presented are concepts presented for discussion.

3. Upgrading Streetscape Quality

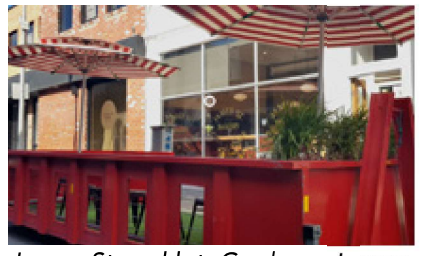




Rough & Ready Cubes and Shrubtubs by Streetlife®, Catalogue 2021-2022



Commercial space lighting, Nashville by Outdoor lighting company



James St parklet, Geelong. Image by James Street bakery.



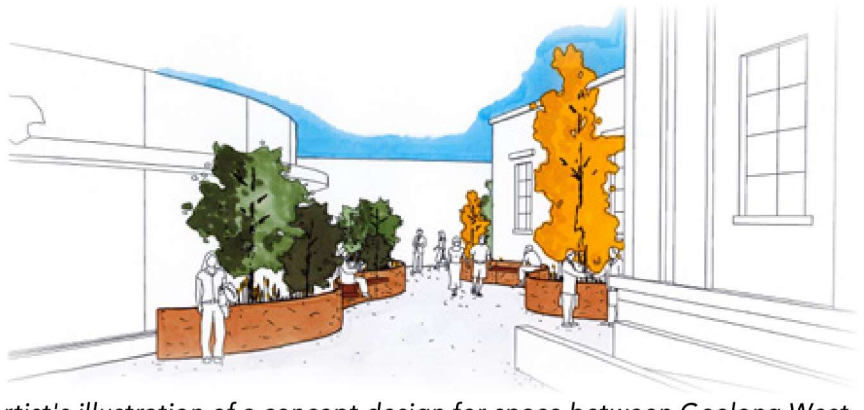
Bell Street Park, Seattle, NACTO

- Addressing existing slip/trip hazards and issues raised by the universal access audit along the footpaths.
- Replacing existing materials with contemporary, practical and long-lasting materials for an attractive strip-shop environment.
- Introducing existing kerb out-stands with increased planting and investigating introducing feature lighting.

4. Identifying Urban Renewal Projects



Artist's illustration of a concept design for side street treatments along Pakington Street.



Artist's illustration of a concept design for space between Geelong West Library and Town Hall.

- Key projects that aim to transform currently underused or inactive spaces into urban pocket parks.
- Addressing the issue of connectivity across side streets, including greening and activating kerb out-stands. The designs presented in the UDF are concepts only and presented for discussion.

BUILT FORM

Building Heights

The Heritage Core Precinct comprises of largely one and two storey shopfronts to both sides of Pakington Street with a strong heritage character that is reflected by the incorporation of HO1634. The precinct is intended to deliver built form that remains consistent with the requirements in the Heritage Overlay, i.e., one and two storey forms that ensures the prominence of the heritage façades and containment of the streetscape.

A Design and Development Overlay will be introduced to ensure that the design objectives and controls are consistent across the precinct.



Figure 16. Building Heights Map

BUILT FORM

Heritage Design Guidelines

A. Encourage paint removal on masonry walls and parapets by approved chemical methods for the following significant buildings:

- 109-113 Pakington Street.
- 126 Pakington Street.
- 1-3/138-140 Pakington Street.
- 142-144 Pakington Street.
- 163 Pakington Street.
- 165 Pakington Street.
- 167A-171 Pakington Street.
- 172-176 Pakington Street.
- 175-177 Pakington Street.
- 204-206 Pakington Street.
- 208A Pakington Street.

B. Encourage the removal of introduced parapet cladding and repairs to currently obscured parapets for the following significant buildings:

- 152-154 Pakington Street.
- 168-170 Pakington Street.

C. Encourage the retention of original signage lettering on significant building parapets.

D. Encourage the removal of introduced panel sign on parapet at 167A-171 Pakington Street that disguises the original signage lettering.

E. Encourage originally painted surfaces to significant buildings to be painted in colours compatible to their era and design.

F. Encourage the retention of existing original shop-fronts to the following significant buildings:

- 106-116 Pakington Street (except one shop-front bay of this six bayed building).
- 1-3/138-140 Pakington Street.
- 142-144 Pakington Street (except the window frames).
- 148 Pakington Street (the glazed tile surrounds to the sides of the shop-front have been removed).
- 149 Pakington Street.
- 151A Pakington Street (except the introduced tile surrounds and doors).
- 199 Pakington Street.
- 206 Pakington Street.

G. Encourage the reconstruction of the standard cast iron post-supported convex verandahs for the following buildings:

- 137A Pakington Street.
- 159 Pakington Street.
- 163 Pakington Street.
- 165 Pakington Street.
- 167A-171 Pakington Street.
- 167 Pakington Street.
- 168-170 & 172-174 Pakington Street.
- 173 Pakington Street.
- 175-177 Pakington Street.
- 208A Pakington Street.

H. Encourage the reconstruction of verandahs with timber signage valances and posts (applicable to the scale, design and era of the buildings) for the following buildings:

- 138-140 Pakington Street.
- 142-144 Pakington Street.
- 143-147 Pakington Street.
- 197-199 Pakington Street.
- 151 Pakington Street.

I. Where it is unsafe or detrimental to accessibility to re-install historical verandah posts as per the above (G and H), adapting the historical number or spacing of the posts to rectify the problem whilst preserving the historical character, or accommodating the historical roof/awning form within a cantilevered design may be encouraged as an alternative.

J. Encourage the retention of cantilevered verandahs for the following buildings:

- 106-116 Pakington Street.
- 148 Pakington Street.

K. Encourage no verandahs for the buildings located at:

- 126 Pakington Street.
- 149 Pakington Street.
- 200-202 Pakington Street.

L. Encourage new development that presents one or two Victorian/Edwardian storey heights to the street, to complement the significant buildings in the precinct; mezzanines or a third storey may be permitted to the rear of heritage and non-heritage sites where they can be accommodated in an overall building height comparable to two Victorian/ Edwardian storeys and do not detract from the character of any heritage buildings within or alongside the property.

M. Additional signage is allowed as long as it complies with the following:

- Does not obscure any architectural detailing on the façade.
- Are in proportion to the building and are framed by architectural elements (such as building parapets and verandah fascias).
- Are not in excessively bright colours.
- Are not internally illuminated panels and boxes (apart from below verandahs or within shop windows). Consideration may be given to back-lit individually illuminated letters (but not illuminated flashing) so long as the installation has no physical impact on significant building fabric.
- Floodlight and spot lights may be appropriate alternatives to internally illuminated signs.
- Use clear, simple lettering styles and include not more than two type faces.
- Are placed no higher than the fascia line of a verandah unless affixed to the façade and conform to the above.
- Sky signs along parapets or rooftops should be avoided.
- Projecting signs perpendicular to a wall should be modest in scale and suspended from a bracket attached in a manner that has negligible and easily reversible physical impact on significant building fabric.
- Shop window signage should retain some transparency into the premises and not block out majority of window shop-fronts.
- Photographic and digital imagery may be incorporated within shop windows but should be avoided on building exteriors.

These additional guidelines will need to be incorporated into the existing Heritage Overlay (HO) 1634 Pakington Street Commercial Heritage Area in Clause 22.37 of the Greater Geelong Planning Scheme once a Final UDF is adopted by Council.

PUBLIC REALM

Streetscape Upgrades

Owing to no existing streetscape infrastructure of heritage value, there is an opportunity to replace kerb and channel, footpath paving and street furniture. From a heritage perspective, it is recommended that replica 19th or early 20th century designs are avoided. It is an overarching intent of streetscape design not to negatively impact existing on-street parking supply.

Materials







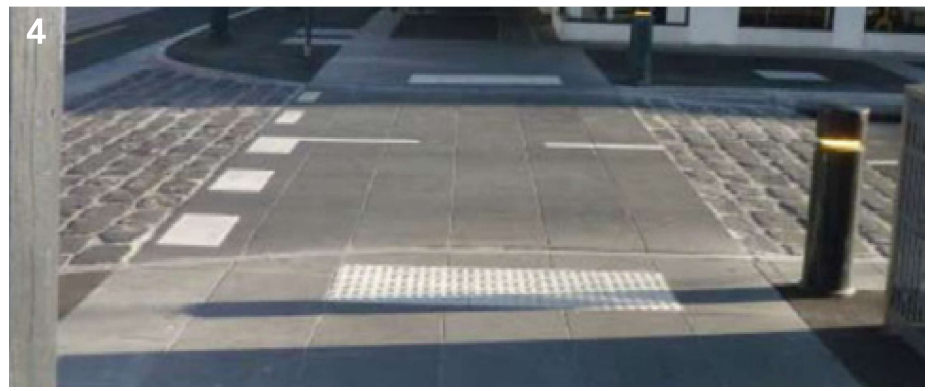
Kerb and channel following the City's Engineering Services Unit standard design







Following design of Town Hall Civic Square



Side street threshold crossing



Existing Swanston Street treatment

1 **Main footpath**
- asphalt
- feature bluestone
- bluestone kerb
- coloured concrete channel

2 **Side footpath**
- asphalt

3 **Kerb outstand**
- exposed aggregate

4 **Side street threshold crossing**
- bluestone flat top
- rough bluestone pitchers

5 **Coloured bike lane**
- coloured pavement

6 **Existing trees**

Side street improvements and threshold crossings

PUBLIC REALM

Streetscape Upgrades

1 **Main footpath**
- asphalt
- feature bluestone
- bluestone kerb
- coloured concrete channel

2 **Side footpath**
- asphalt

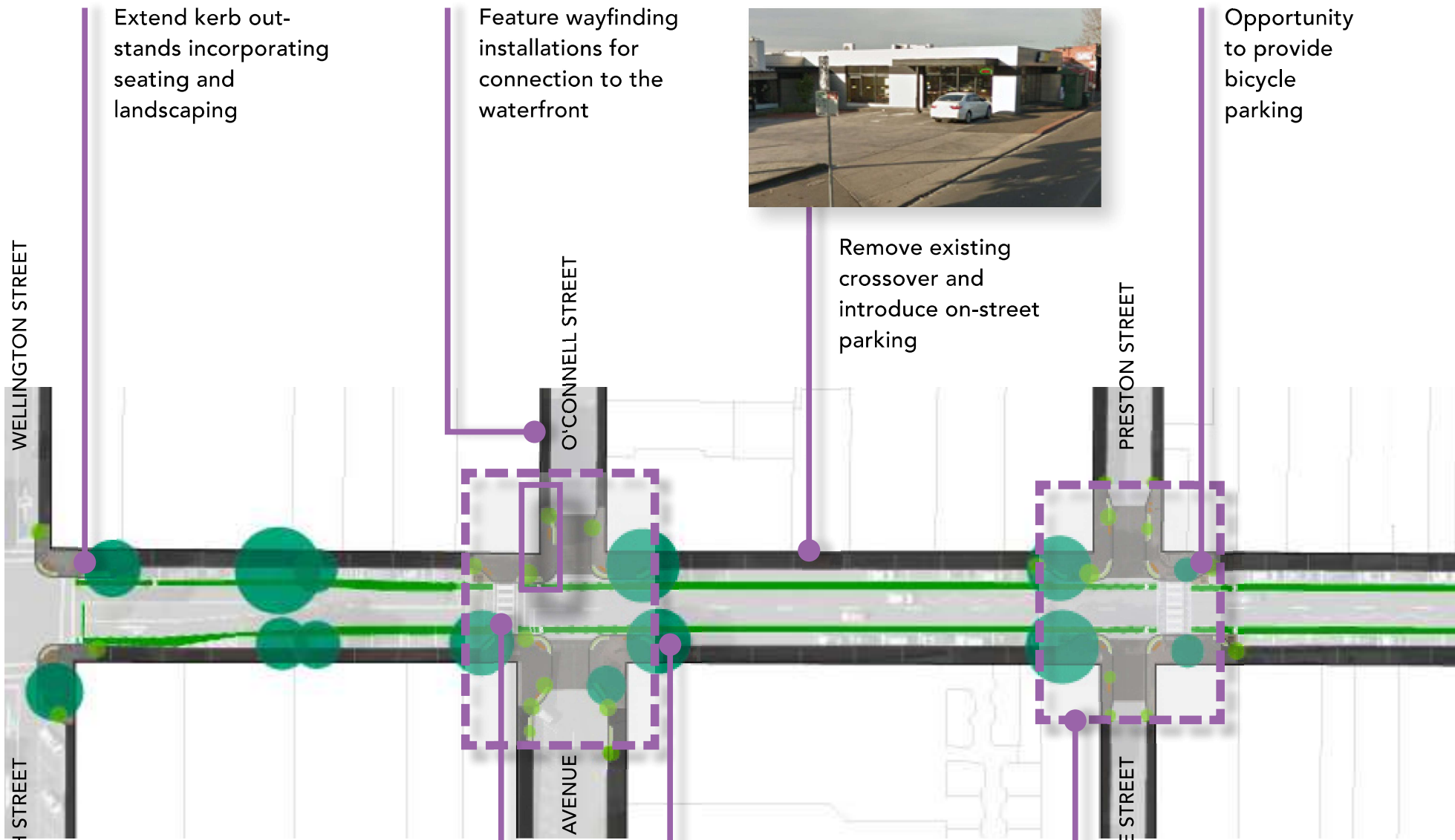
3 **Kerb outstand**
- exposed aggregate

4 **Side street threshold crossing**
- bluestone flat top
- rough bluestone pitchers

5 **Coloured bike lane**
- coloured pavement

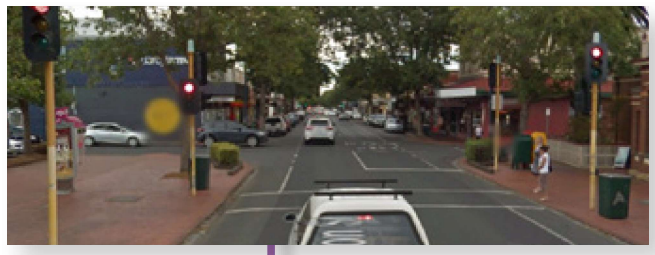
6 **Existing trees**

Side street improvements and threshold crossings



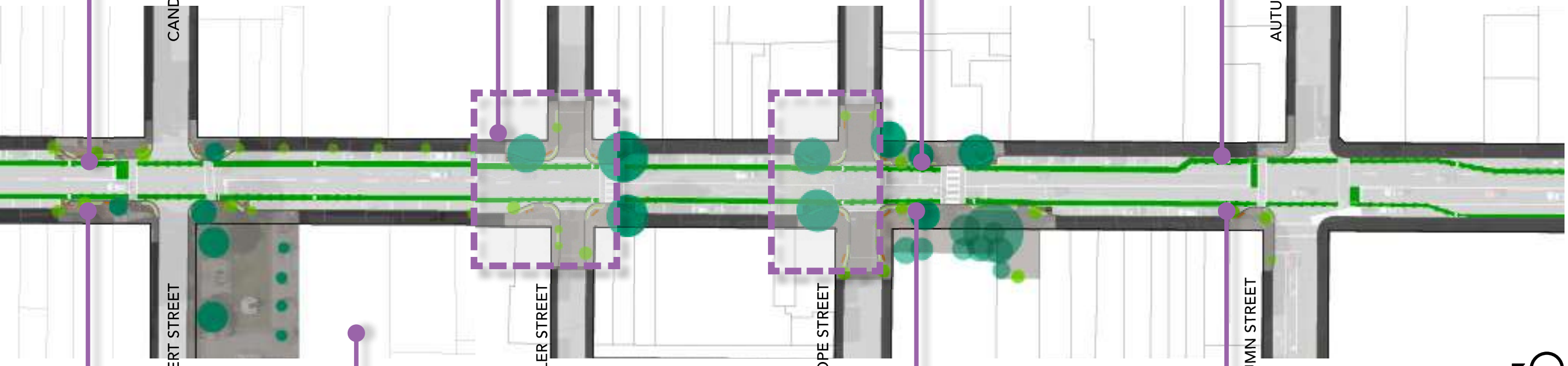
Improve safety and visibility of existing bike lanes through coloured treatment at conflict points and intersections

Extend kerb out-stands, side street threshold crossing treatments and increased planting



Replace pedestrian signals with raised pedestrian priority crossing

Provide infrastructure at intersections for safer cyclist movement

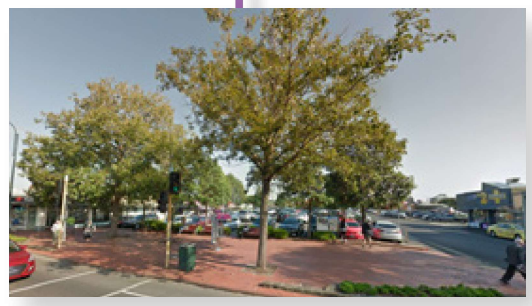


Extend kerb out-stands incorporating seating and landscaping

Upgrade space between Town Hall and Library into pocket park



Upgrade pocket park, retain existing trees and extend footpath on Yuille Street



Extend kerb out-stands incorporating seating and landscaping

PUBLIC REALM

Urban Renewal Projects



Project A



Project B





Project C

This presents concepts and indicative locations for suggested urban renewal projects; providing a broad outline of the desired outcome for each and what they could look like. Noting that a final design will be decided through a separate process that will involve further community input as part of the implementation process of a Final UDF adopted by Council.

PUBLIC REALM

Urban Renewal Projects



Project D

LANEWAY IMPROVEMENTS AND ACTIVATION

The project would involve preparing a Laneway Activation Strategy to identify opportunities to improve the 'look' and 'feel' of existing laneways; including lighting, greening and improvements to parking.

Project F





Project E

PUBLIC REALM

Projects A and B - Standard Side Street Treatment and Wayfinding to the Waterfront



Tree lined street, WGI.



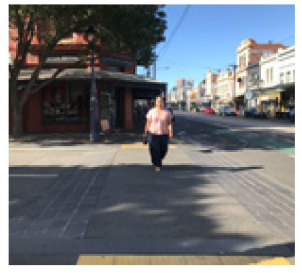
WestConnex project Sydney, Image by McGregor Coxall



Raised pedestrian crossing, Taradale, New Zealand image by Simon Devitt.



Northcote Raised Threshold Treatment, City of Darebin



Brunswick Raised Threshold Treatment

Side street crossings can present a challenge for people to move around the Precinct, having to change levels twice and move across a wide length of carriageway. There is an opportunity for side streets to reflect the leafy pedestrian-friendly character of the Precinct.

Design intent: A raised threshold crossing prioritises pedestrians and allows for a seamless connection between side streets and the main footpath. Kerbside planting and additional street trees announcing arrival to the wider Precinct.

Project A



Existing

Artist's illustration showing a concept design for side street treatments with raised pavement and additional planting.

Project B





Existing

Artist's illustration showing a concept design for side street treatment and wayfinding to the waterfront.

PUBLIC REALM

Project C - Kerb Extensions



Existing

Artist's illustration showing a concept design for a green bike station along Pakington Street. Note that these interventions could introduce seating areas.

Existing no-standing areas, including those near raised pedestrian crossings present opportunities to extend the kerb, using this space to introduce more planting, trees bicycle parking and seating. The projects to be proposed in locations without impacting parking.

Design intent: Introducing convenient bike parking stations or seating areas featuring planters for additional vegetation and street trees provide an interesting, contemporary and green element to enjoy.



Solid Seat Strips by Streetlife®, Catalogue 2021 - 2022.



Solid Bike Parking by Streetlife®, Catalogue 2021 - 2022.



Derbyshire St Pocket Park, London by Greysmith Associates.



Levinson Plaza, Boston by Mikyoung Kim, image by Landezine.

PUBLIC REALM

Project D - Yuille Street Pocket Park



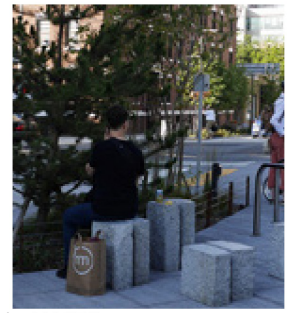
Existing

Artist's illustration showing a concept design for the space in front of the Geelong West post office at the corner of Hope Street.

There is an existing space in front of the Geelong West Post Office at the corner of Hope Street that is currently underutilised, with limited seating or interesting features. Existing footpath along Yuille Street is narrow, limiting activity to spill out. This project aims to use the existing space without impacting existing parking provision.

Design intent: Using the existing space, raised concrete beds, a shelter structure and paved areas create a green urban pocket park that seamlessly ties in urban living and the natural environment, creating a small oasis with plenty of seating and shade in a busy and active street.





Bell Street Park, Seattle, image by NACTO

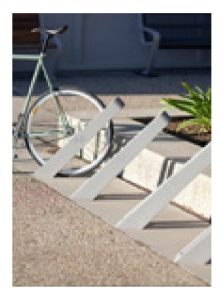


Downtown Seattle, image by Downtown Seattle Association.



New York High Line, image by DeZeen.

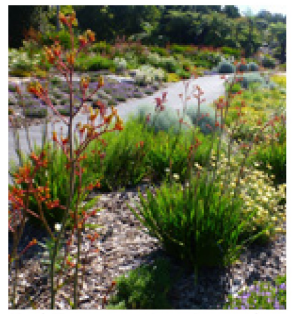




Capitol Bike Rack and Bay City Bike Rackby Forms + Surfaces.

PUBLIC REALM

Project E - Town Hall and Library Pocket Park



Red Kangaroo Paw, image by Gardening with Angus.



Tree Grilles CorTen by Streetlife®.



Weathering steel edging, image by Henderson Garden Supply.



Yellow Kangaroo Paw, image by Hello Hello Plants and Garden supplies.



Weathering steel edging, image by Henderson Garden Supply.



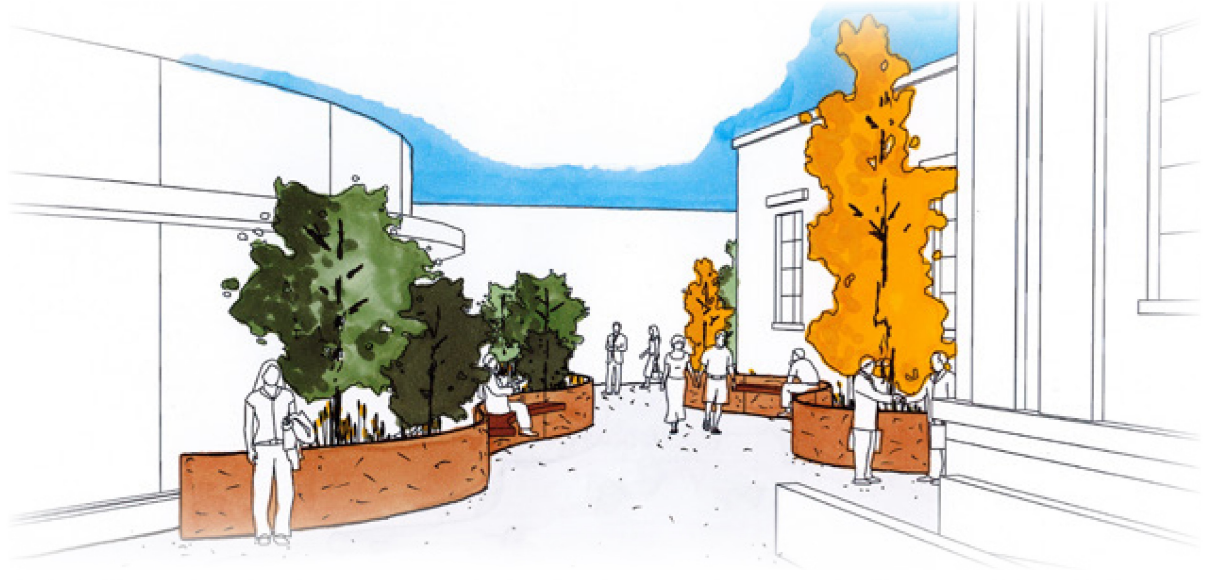
CorTen signage, image by Baldwin Signs.



Artist's illustration showing a concept design for the space along the back of the Town Hall.



Existing



Artist's illustration showing a concept design for the space between the library and Town Hall

The space is currently underutilised with little vegetation or interesting features despite it providing entry to the Town Hall and access to the public toilets. Directional signage is lacking.

Design intent: Raised garden beds weave through the space, connecting the Geelong West Library and Town Hall, creating pockets where people can sit and rest surrounded by elements of native flora and fauna. Integrated signage directs locals and visitors to key destinations including, Town Hall and library entrances.

PUBLIC REALM

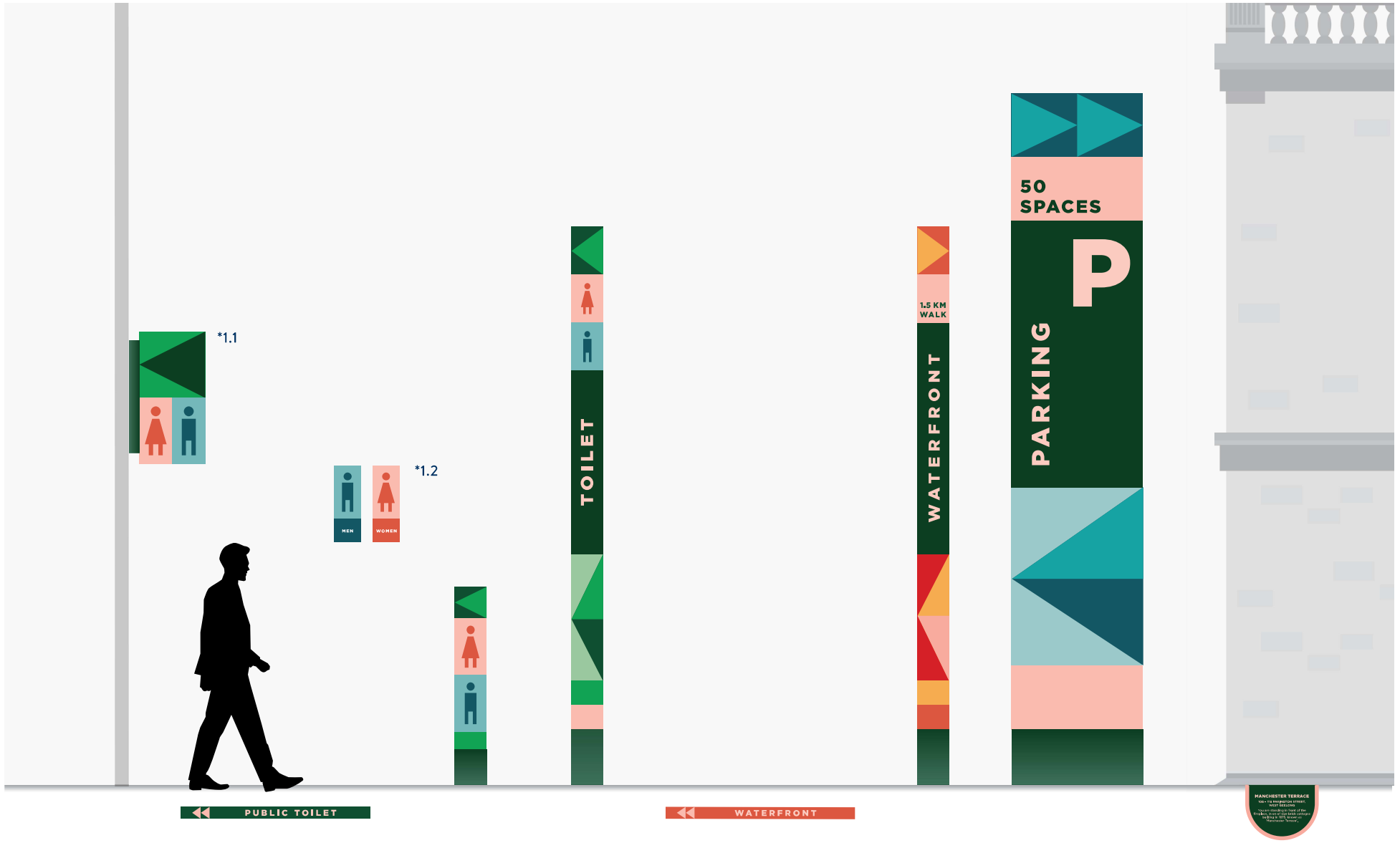
Unified Wayfinding

These concepts illustrate how a unique wayfinding and signage could be implemented to Pakington Street in order to unify the Street, promote sense of place and build on existing character. These concepts illustrate how wayfinding elements and signage could be seamlessly and effectively integrated into the streetscape.

These concepts are indicative and have been provided as a guide to how unified wayfinding could be implemented.

Concepts for wayfinding elements; providing a broad outline of the desired outcome and what they could look like. Noting that final designs will be decided through a separate process that will involve further community input as part of the implementation process of a Final UDF adopted by Council.

Potential Wayfinding Signage - Concept Design



PUBLIC REALM

Unified Wayfinding

Potential Signage Locations

1 Gateway / Entrance Signage

2 Main Parking Signage

3A Main Waterfront Post Signage

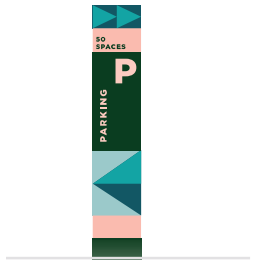
3B Footpath Directional Signage

4A Main Toilet Post Signage

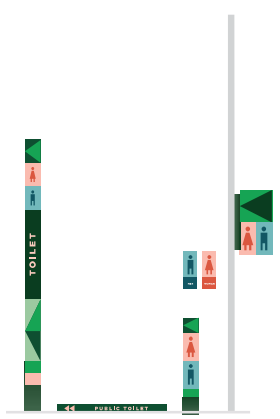
4B Footpath Directional Signage

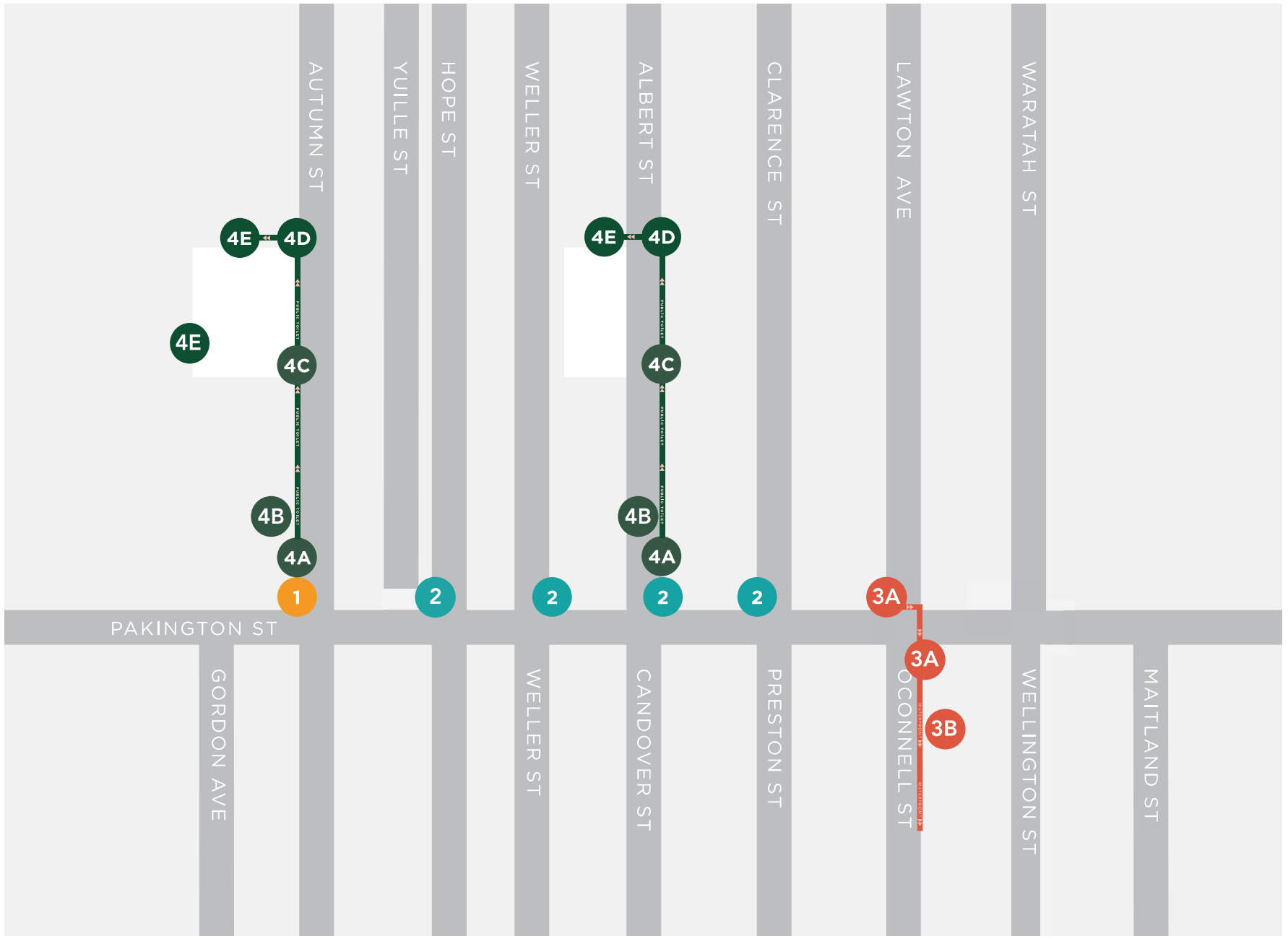
4C Secondary Post Signage

4D & 4E Wall Mounted Signage









RECOMMENDATIONS

1. Zone and Overlay Provisions

- A Design and Development Overlay will be introduced to ensure consistency across all future developments.

2. Public realm upgrades

- Investigate opportunities to raise awareness and appreciation of local Aboriginal Cultural heritage through consultation and collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.
- Encourage the use of native plants and natural materials.
- Ensure streetscape projects retain existing car parking provisions where safe to do so.
- Increase the width of existing bicycle lanes as far as practical without impacting on-street parking.
- Encourage removal of any redundant crossovers to provide additional on-street parking. Additional vehicle crossovers onto Pakington Street in the Heritage Core precinct will not be supported.
- Reduce the speed limit to 30km/hr along Pakington Street in the Heritage Core Precinct.
- Locate public bicycle parking spaces near pram ramps or raised pedestrian crossings to improve access convenience from existing on-road lanes.
- Kerb outstand bus stops should be considered at strategic locations to improve bus priority along the route.
- Consider a painted treatment for existing bicycle lanes to further increase the visibility of cyclists and give greater awareness to all road users.
- Include Smart poles, which can offer intelligent LED lighting, wi-fi access, charging stations and parking sensors, as part of streetscape upgrades.

Further Work

- Commission a parking plan for the Heritage Core to improve the long term management of car parking as the areas change and develop.
- Investigate improvements to existing laneways in the precinct to improve public realm outcomes and parking arrangements.
- Review existing outdoor dining and street trading guidelines that apply to the street.
- Investigate improvements to landscaping and lighting in existing public off-street parking areas.
- Collaborate with key stakeholders to organise and design a Heritage Walk that showcases heritage buildings in the Heritage Core precinct.
- Investigate installing a community board in a visible public building.
- Produce a night-time economy strategy for the Heritage Core precinct.
- Ensure wayfinding elements are designed to be universally legible, reflect the local context and are integrated into the built form or landscape.
- Investigate funding and grant opportunities for restoration of significant buildings in the Precinct.

06

Gordon Avenue Precinct

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CONTEXT APPRECIATION

The Gordon Avenue Precinct stretches along Gordon Avenue from Pakington Street to Latrobe Terrace; large format retail is predominant in the area with some office and educational uses. The precinct developed over time as a peripheral area to the Heritage Core Precinct and Central Geelong.

The streetscape reflects its more car-oriented uses, characterised by large warehouse built form, front setbacks accommodating private car parking, frequent cross overs and a lack of street trees and street furniture. Activity in the precinct is limited and centred primarily on visitation.

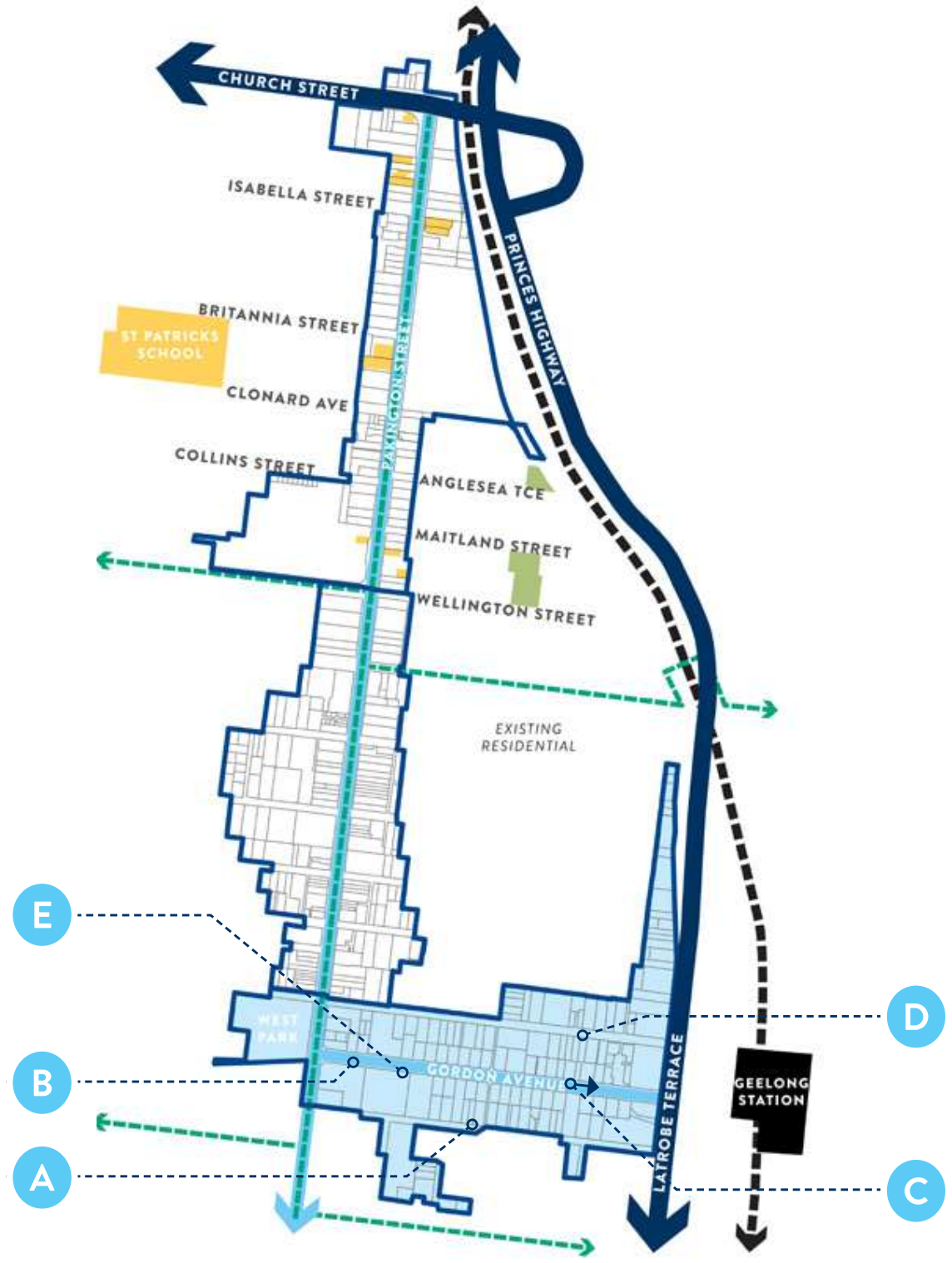
Existing large property sizes and its proximity to 'Pako', Central Geelong and the Geelong Train Station means the precinct has potential to support a wider mix of uses including residential. Gordon Avenue is a key link between Geelong West and Central Geelong.

The City recognises the need to advocate for sustainable growth by encouraging development in areas that are within walking distance to existing services and public transport and can support a range of building types catering for a diverse community by providing greater housing diversity and choice.

Opportunities

Key opportunities that were identified through the analysis of existing conditions, the community engagement process and review of policy:

- Development potential of larger sites.
- Introducing street trees and vegetation.
- Improving connections to Central Geelong and Geelong Train Station.
- Providing more open space.
- Public art and street furniture.
- Improving bus stops.
- Making it easier for everyone to walk around and cross the street.
- Clear signage and wayfinding.
- Renewal and investment through new development.



These images show the different streetscapes in the Gordon Avenue Precinct; along Autumn Street, Spring Street and Gordon Avenue. Autumn Street has a mix of existing low density houses and established businesses in warehouse style buildings. Spring Street is a narrow mostly residential street and Gordon Avenue has a mix of businesses in large buildings with very wide frontages.

Refer to map on previous page for image locations.

A



Residential buildings along Spring Street near corner of Coronation Street.

B



Large building with wide frontage along Gordon Avenue near the corner with Pakington Street.

C



Existing car dealerships in large buildings with wide frontages along Gordon Avenue.

D



Industrial style buildings along Autumn Street along the Latrobe Terrace end.

E



Large building with wide frontage along Gordon Avenue.

VISION

The Gordon Avenue Precinct will develop into a vibrant sustainable mid-rise precinct that provides an appropriate transition from the low density character of the surrounding residential area to the future high-density scale of Central Geelong. Delivering a new form of varied residential and mixed-use development set within a green, leafy, high quality environment that supports a diverse and inclusive community.

Over time, Gordon Avenue will be transformed into a green street that provides a safe and attractive connection to and from the Geelong Train Station and Central Geelong, acting as a key access-way to the western suburbs of established Geelong.

Key Moves

The following key moves for the Gordon Avenue Precinct aims to ensure that the overarching Vision and Guiding Principles for the area are acted on, while providing a way forward for the precinct to become an attractive place to live and work with easy access to the Geelong Train Station, Central Geelong and 'Pako'.

With the ultimate goal to redevelop the area with new development which will provide a greater mix of uses and activities while improving the public realm.

1. Addressing Development Potential



Existing lot size plan.

- Larger lot sizes have the potential to deliver a range of mid-rise developments and building typologies in a prime location, while managing potential impacts to existing low-rise residential areas.
- Ensuring development outcomes have wider community benefits and contribute to sustainable growth.

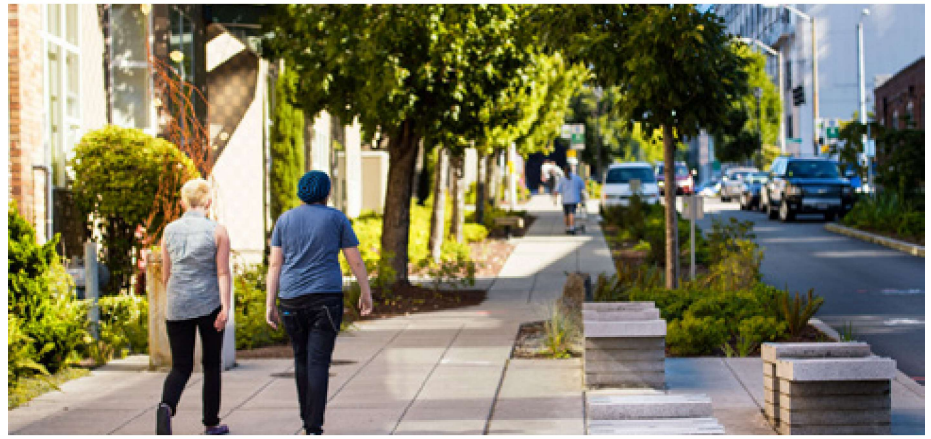
2. Allowing a Greater Mix of Uses



Proposed zones.

- Generating a greater mix of uses in the precinct, with a focus on increasing residential and complementary uses in a prime location within walking distance to the Geelong Train Station and Central Geelong.

3. Improving Streets and Accessibility



Terry Avenue, Seattle, image by Seattle In Progress.



Lonsdale Street, Dandenong designed by BKK Architects. Image by John Gollings.

- Providing a Vision for streetscapes to capitalise on private investment and development.
- Prioritising greening that provides an inviting and comfortable urban environment.
- Encourage new developments to setback for increased planting along streets and to protect internal amenity at lower levels as streets transition into safer and more walkable environments.
- Providing a new central park to create a central meeting point for the community.

4. Improving Connectivity



Latrobe Terrace and Gordon Avenue intersection.



Pakington St and Gordon Avenue intersection.



Latrobe Terrace and Gordon Avenue intersection.

- Highlighting the need to address key projects that will significantly improve connectivity between the area and surrounding services, employment opportunities and public open spaces in Central Geelong and 'Pako'.

LAND USE

Allowing A Greater Mix of Uses

The Gordon Avenue Precinct developed as a peripheral area, with a focus on manufacturing and bulky goods retailing. This role is reinforced through the existing application of the Commercial 2 Zone.

This zone encourages bulky goods and office uses and prohibits residential uses other than a caretaker's house or a residential hotel. The area continues to have a significant proportion of industrial and bulky goods uses, with some office and educational uses.

The lack of residential uses, along with discontinuous building frontages and blank walls limit the activity of the precinct to standard working hours, with little activity and people present in the area after hours.

The area has significant potential to accommodate a wider mix of uses; with a particular focus on residential uses that increase the local resident population, taking advantage of its proximity to the Geelong Train Station, Central Geelong and 'Pako' itself.

Other complementary retail and commercial uses that support a growing local community would extend the Precinct's activity after hours and provide passive surveillance onto Gordon Avenue.

Social housing contributions will be sought as part of the rezoning of the precinct, this is further detailed in section 07 - Implementation of this report.



Figure 17. Existing Planning Provisions



Figure 18. Proposed Planning Provisions

Key

- Precinct Boundary
- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Mixed Use Zone (MUZ)
- General Residential Zone 4 (GRZ4)
- Residential Growth Zone (RGZ)
- Public Park and Recreation Zone (PPRZ)
- Special Building Overlay (SBO)
- Design and Development Overlay (DDO)
- Heritage Overlay

BUILT FORM

Addressing Development Potential

Additional height is considered in order to introduce new housing and building typologies in Geelong West, which currently predominantly consists of single storey detached dwellings and a limited amount of terrace and unit developments.

Proposed heights range from 4 - 10 storeys and respond to a series of existing conditions including consideration of interfaces and street widths.

At the edges of the precinct, buildings reduce in scale and landscape setbacks are introduced to create a buffer between the low-scale residential areas to the north and south. There is opportunity for developments to have a range of uses at ground level with residential units or commercial tenancies above the street.

The design objectives and controls listed in this section will inform planning controls, such as a Design and Development Overlay (DDO), to ensure the built form outcomes sought will be delivered in future development proposals.

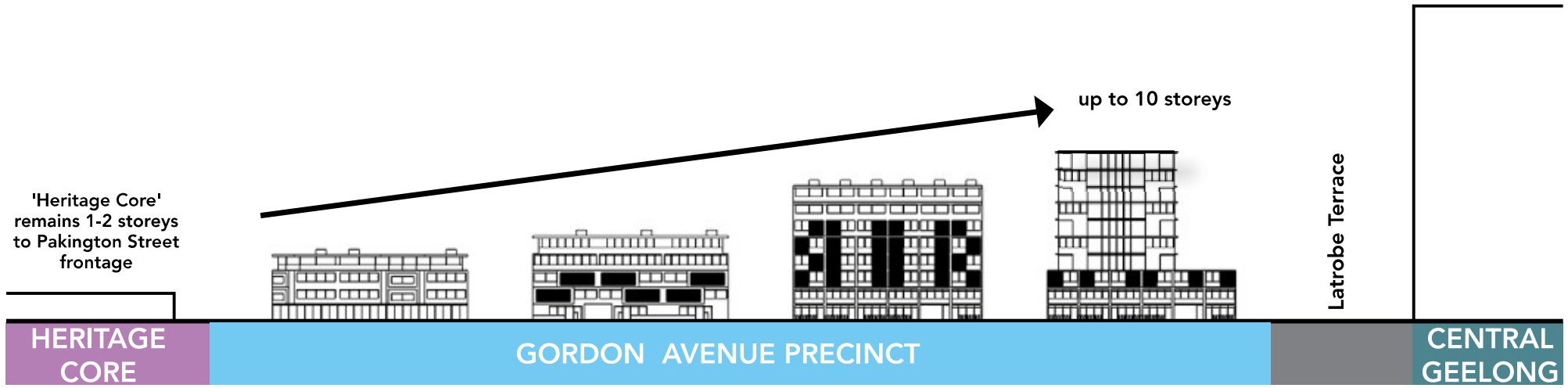


Diagram showing proposed increase in height



Proposed heights in a Geelong context

BUILT FORM

Character Areas

The analysis of existing conditions led to the identification of three different character areas in the Gordon Avenue precinct - Gordon West, Gordon Central and Latrobe Terrace.

Gordon West includes sites fronting Pakington Street, several large-scale industrial sites along Gordon Avenue and a series of sites that sit south of Spring Street within the residential area. The existing buildings are predominantly industrial buildings with some retail uses at the Pakington Street interface. The street quality is low with limited trees and narrow footpaths.

Gordon Central includes the majority of sites along Gordon Avenue, Spring Street and Autumn Street. These lots are of moderate scale and interface with sensitive residential areas to the north and south. The existing buildings are predominantly industrial, interspersed between at-grade car parks. This includes a large at-grade carpark owned by the City on Autumn Street.

Latrobe Terrace predominantly includes the sites directly fronting La Trobe Terrace. These sites interface with sensitive residential areas to the west. Latrobe Terrace is a very low-amenity street with four lanes of traffic and limited street trees. The buildings include a mix of industrial and commercial buildings as well as a petrol station at the entrance into Gordon Avenue.

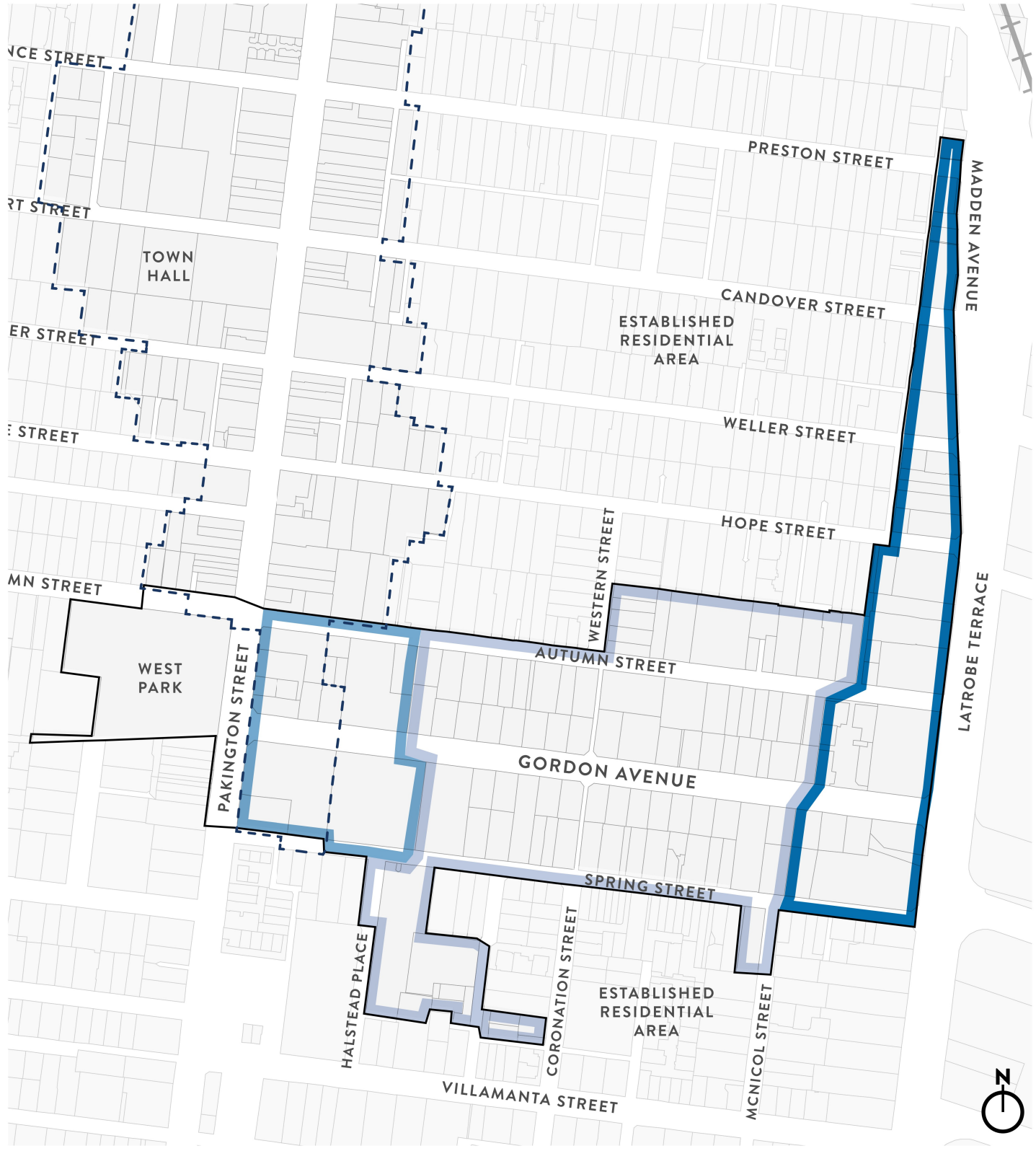


Figure 19. Character Areas Map

Gordon West

The Gordon West area will become a mixed use precinct of 4-6 storey buildings interspersed between new laneways and open spaces. Fine-grain retail tenancies will be provided at the ground floor along Pakington Street and Gordon Avenue to extend the valued character of Pakington Street into the precinct. A ground floor landscape setback will be provided at the southern and northern interfaces to create a sensitive transition to lower-scale residential areas.



Hawke & King, 6 Degrees

Gordon Central

Gordon Central will be a vibrant, green and predominantly residential precinct with 4-6 storey buildings that are well spaced and set within a thriving landscape. A broad range of housing will support a diverse population to live in close proximity to the Geelong Train Station. At the centre of the precinct will be a sunny new open space that is surrounded by community and retail uses. Buildings interfacing Gordon Avenue will be setback to allow for mature trees to establish and provide shade. Solar access will be protected to the south side of Gordon Avenue to ensure that the street remains sunny in the long-term.



Belfe Park, KTA

Latrobe Terrace

Latrobe Terrace is a predominantly commercial precinct that benefits from its close proximity to Geelong Railway Station and Central Geelong. A landscaped setback protects internal amenity at the ground floor and contributes to the improvement of the public realm along major traffic routes. Buildings reduce in height and apply rear setbacks to respond to the sensitive residential interfaces.



Lumina Apartments, DKO

BUILT FORM

Building Heights

The proposed heights are predominantly mid-scale and intend to deliver built form between 4 - 10 storeys which responds to the context and is sensitive to adjoining low-scale residential areas while increasing development potential.

In the Gordon Avenue precinct, the tallest buildings are proposed along Latrobe Terrace and Gordon Avenue intersection reflecting the scale of development proposed on the east side of the street as per Central Geelong Framework (Railway Precinct). These sites are large with minimal sensitive interfaces and amenity impacts. Further north, heights then transition down to 4 storeys responding to more sensitive low-scale residential surrounds and allotment sizes.

The remainder of the precinct sits at 4 and 6 storeys responding to various considerations such as overshadowing to footpaths, sensitive residential interfaces and human scale.

To Pakington Street, the heritage street scale and composition will be maintained by providing a 2 storey streetwall with an overall building height of 6 storeys that responds to the park interface to the west of the street.

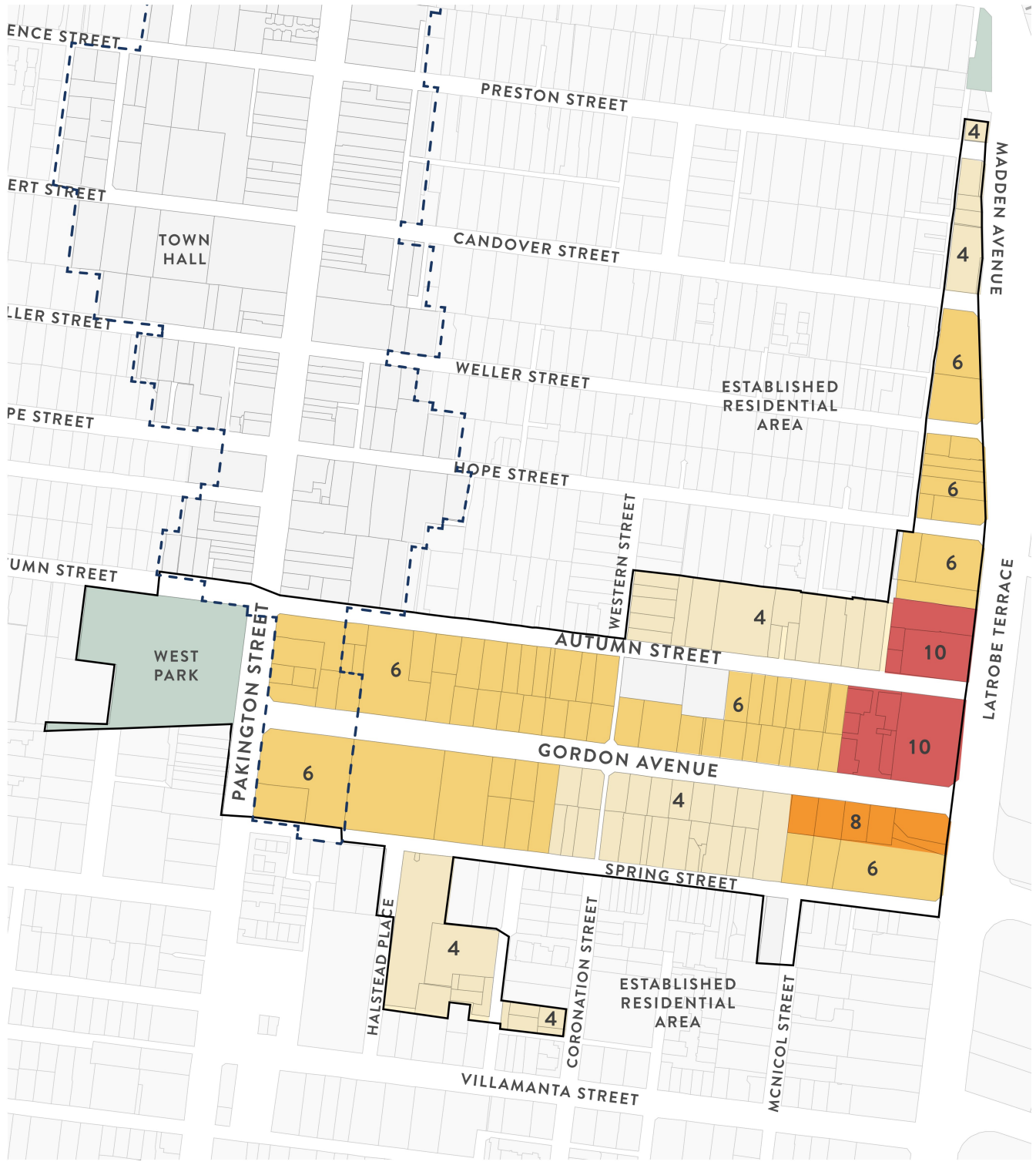


Figure 20. Building Heights Map

BUILT FORM

Site Coverage

The proposed site coverage controls are underpinned by the key attributes and context of Gordon Avenue Precinct.

The higher site coverage of 80% has been proposed along Latrobe Terrace where landscape will predominantly be delivered to the front and rear of sites to improve streetscape amenity.

Moderate site coverage of 70% is proposed in Gordon Central as it seeks to support landscape at interfaces and internal courtyards. The lowest site coverage control of 60% in Gordon West owing to large allotment sizes and potential to deliver significant open space with sufficient internal amenity.

Solar Access

Solar access controls seek to maintain solar access to the southern footpaths of Autumn Street, Gordon Avenue and Spring Street. In order to support the role of footpaths as a key public space, it is proposed that no overshadowing should occur between 11am and 2pm at Spring Equinox. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

Solar access controls are also proposed for potential future open spaces with no overshadowing above 50% of the site between 11am to 2pm at spring equinox, noting that this control will apply to future open space regardless of final location.

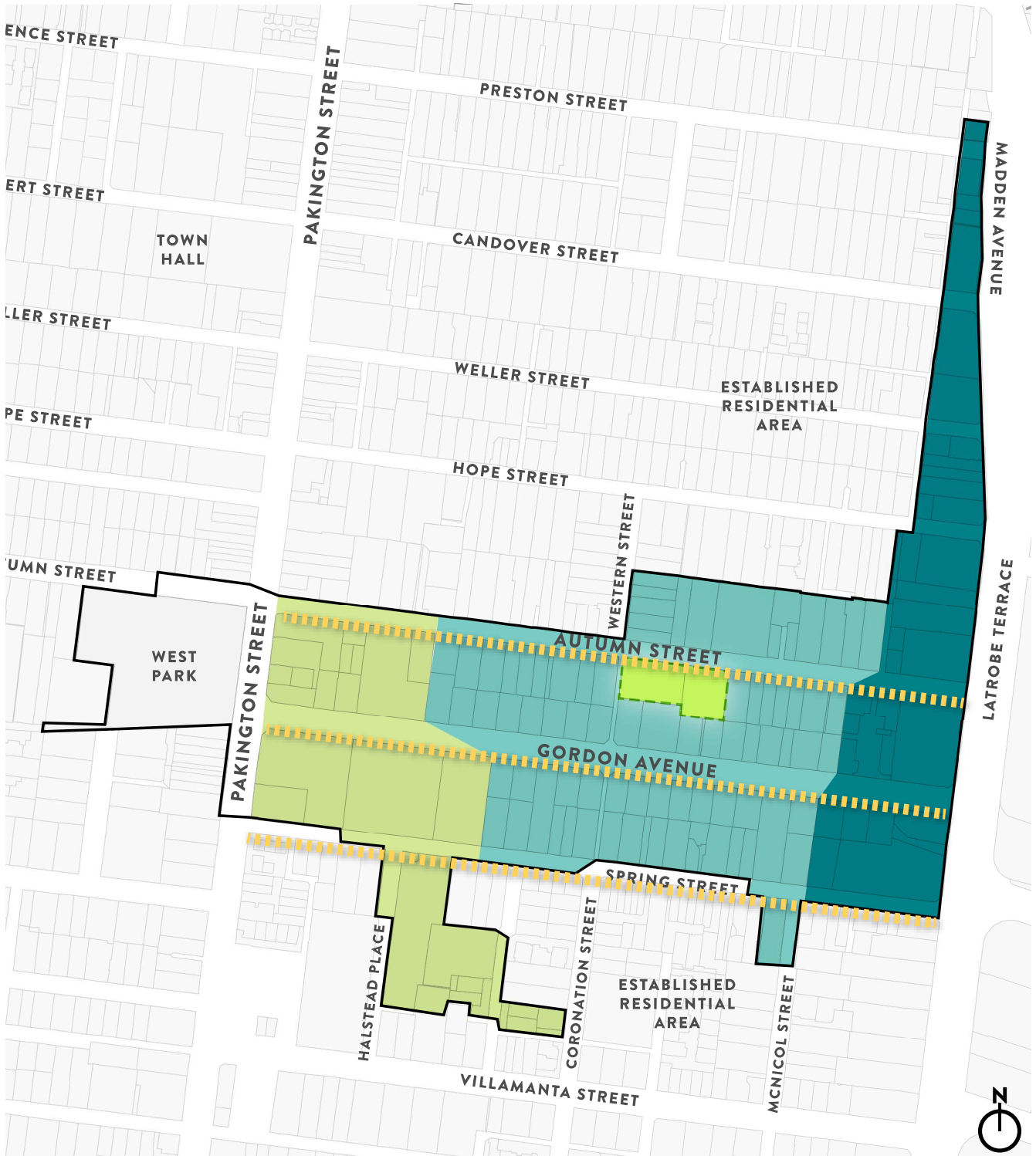


Figure 21. Site Coverage and Solar Access

BUILT FORM
Interface Response

Designing a high-quality street interface is an important aspect of the building design as this element of the building has the most significant influence on the public realm.

Buildings will need transition when they directly interface with more sensitive areas of single storey housing. Preferred design outcomes have been established for all of the street interfaces and direct residential interfaces in the Gordon Avenue precinct. These have been established in response to:

- The width and function of streets.
- The desire to create a new landscape character Latrobe Terrace which reflects proposed Central Geelong ambitions.
- The desire to create additional public space at busy intersections.
- The need to respond to the existing residential character of Spring Street and Autumn Street.
- The need to respond to the proposed new park.
- The need to respond to the existing retail character of Pakington Street.
- The need to transition between higher-scale buildings and low-scale residential areas along Ripley Street.
- The need to provide a buffer between proposed higher buildings and low-scale residential areas.

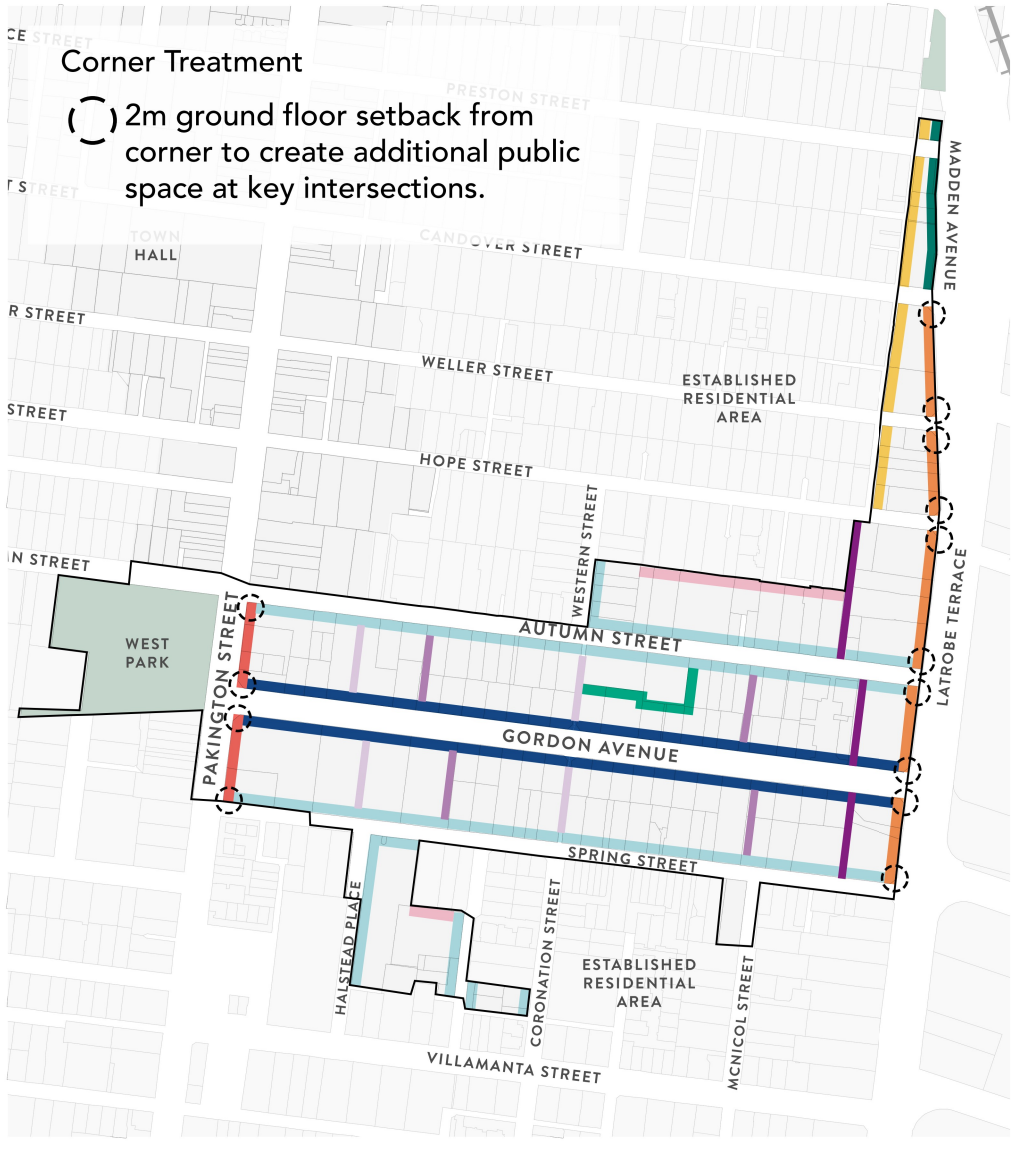
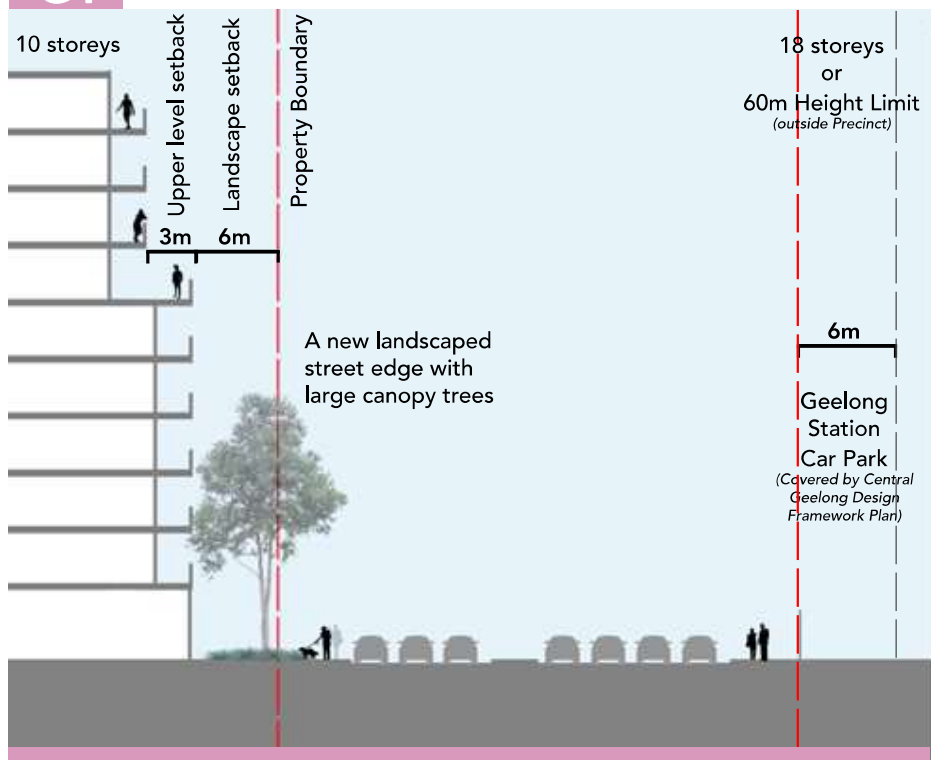


Figure 22. Interface Map

Key	Interface	Building Setback	Street Wall/ Podium Height	Upper Level Setback
G1	Latrobe Terrace	5m	N/A	3m
G2	Madden Avenue	0m	N/A	N/A
G3	Gordon Avenue	3m	4 storeys	3m
G4	Pakington Street	0m	2 storeys	5m
G5	Future Park interface	0m	4 storeys	3m
G6	Ripley Street	2m	2 storeys	5m
G7	Residential street	3m	2 storeys	3m
G8	Direct residential	5m	2 storeys	5m
G9	Laneway interface (pedestrian)	0m	3 storeys	3m
G10	Laneway interface (service)	0m	4 storeys	3m
G11	Laneway interface (new street)	0m	6 storeys	3m

BUILT FORM
Interface Response

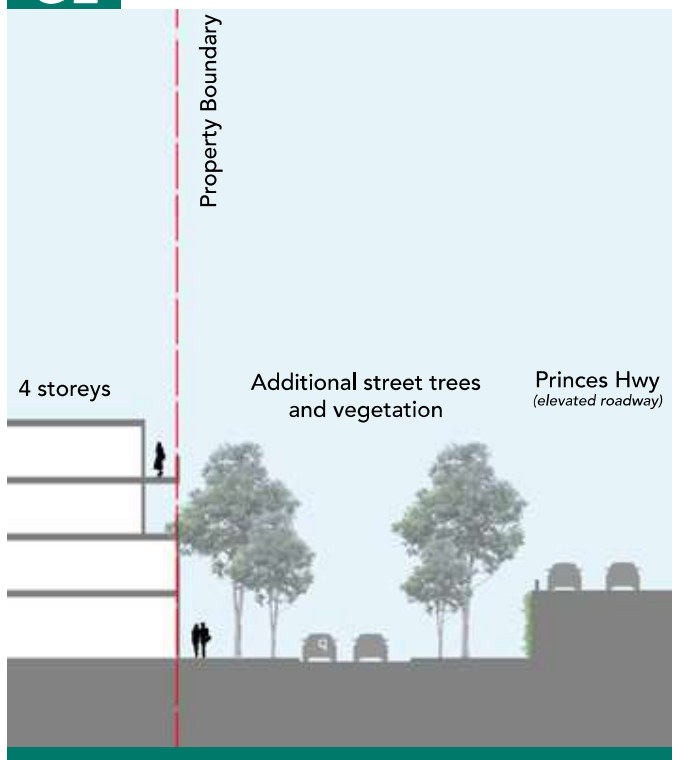
G1



Latrobe Terrace

Indicative section demonstrating landscaped setback to Latrobe Terrace which is aligned to the proposed interface to the east of the street. The ground plane will be setback to allow for the provision of recessed entries and forcourts.

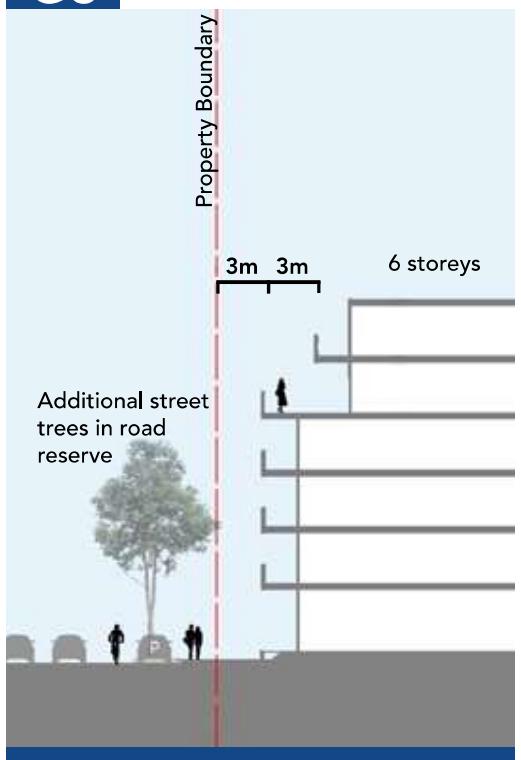
G2



Madden Avenue

Indicative section demonstrating no building setbacks to Madden Avenue.

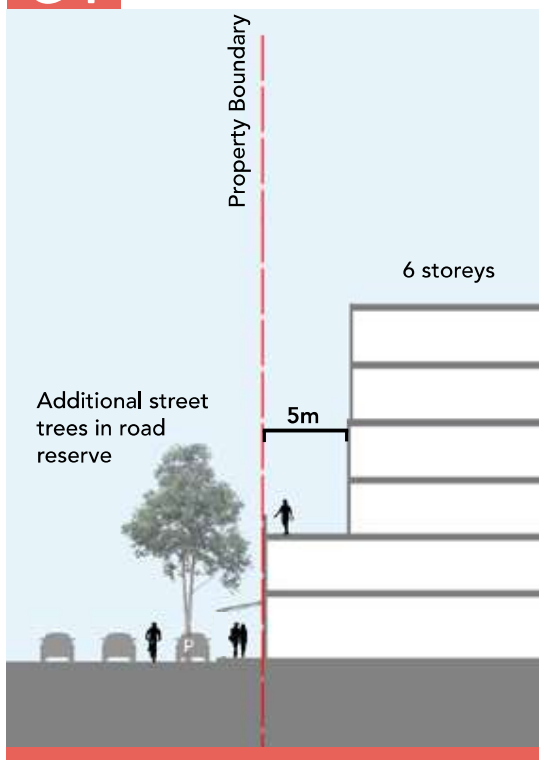
G3



Gordon Avenue

Indicative section demonstrating no streetwall of 4 storeys with upper level setbacks. Ground level will provide opportunities for a landscaped transition from the public to private realm.

G4

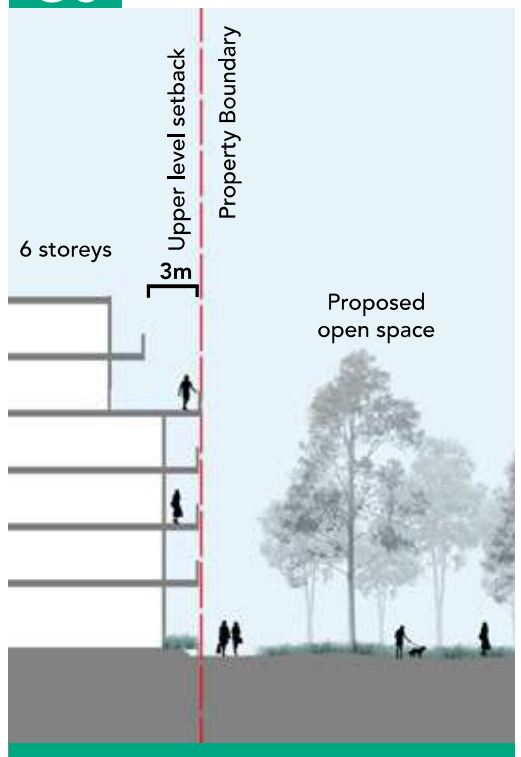


Pakington Street

Indicative section demonstrating no ground floor setback and provision of continous awning at ground level.

BUILT FORM
Interface Response

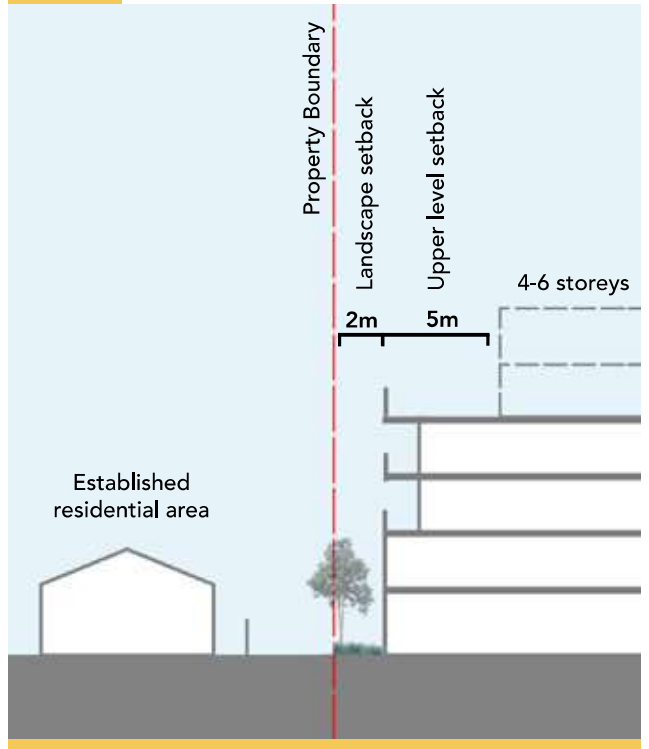
G5



Future Park Interface

Indicative section demonstrating landscaped edge to ground level to ensure transition to proposed open space. Individual entrances to ground level residences and other forms of edge activation should be considered.

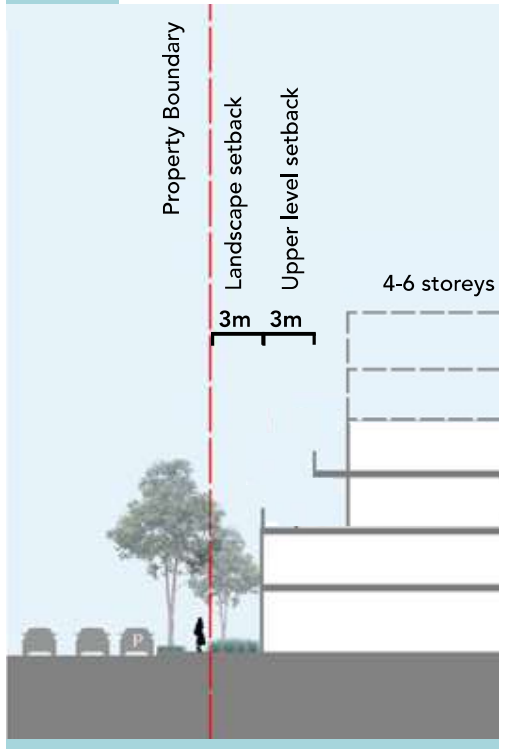
G6



Ripley Street

Indicative section demonstrating 5m landscaped setback to rear lane access to create a buffer to low-scale residential areas.

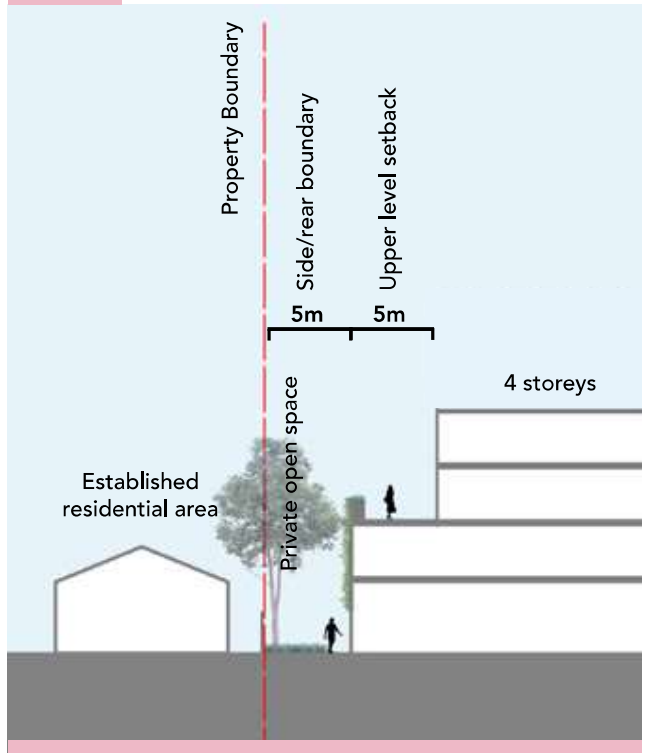
G7



Residential Streets

Indicative section demonstrating 3m landscape setback that aligns with predominant street character.

G8

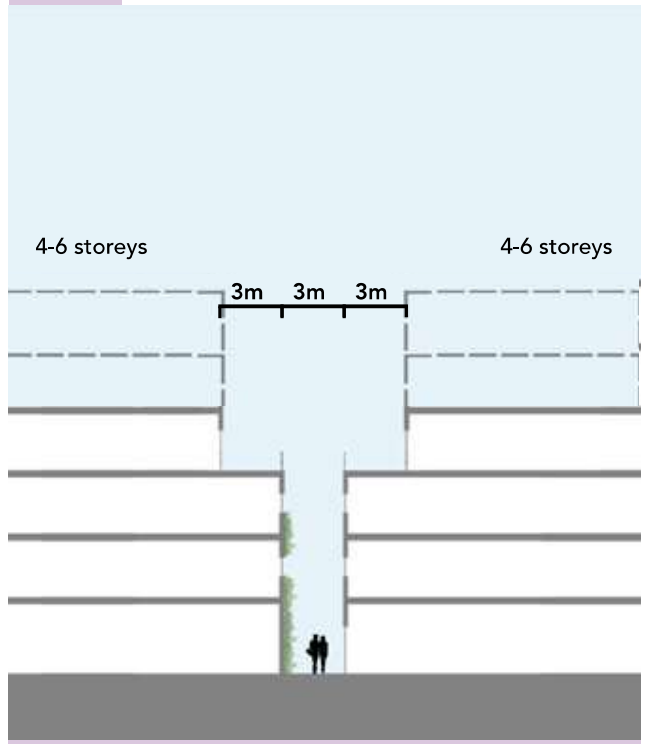


Direct Residential

Indicative section demonstrating the provision of a 5m setback to site boundary incorporating private garden at the ground level to provide a buffer to low-scale residential areas.

BUILT FORM
Interface Response

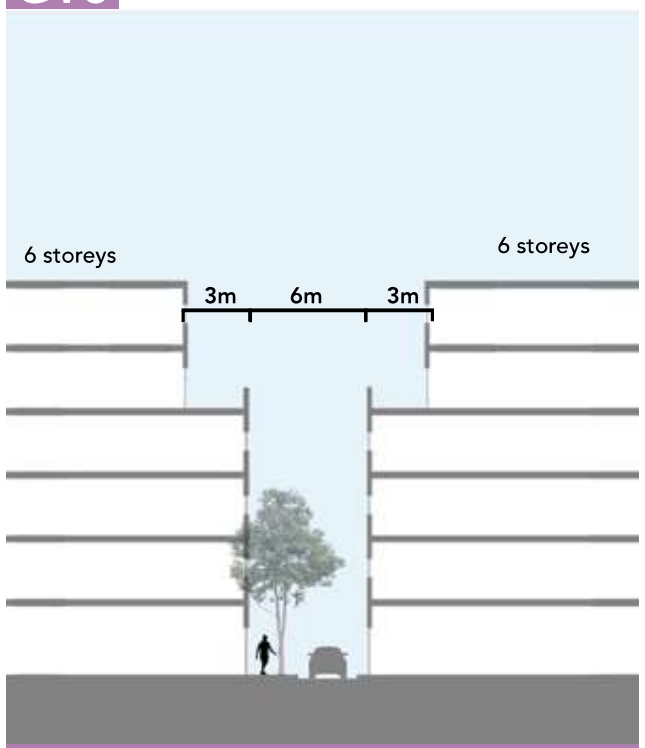
G9



Laneway interface (pedestrian)

Indicative section demonstrating laneway interface to pedestrian priority links.

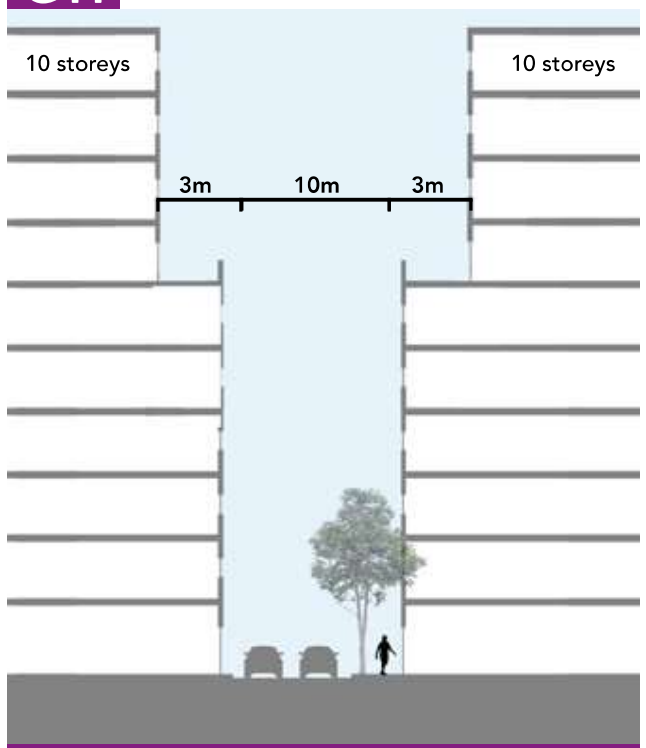
G10



Laneway interface (service)

Indicative section demonstrating laneway interface to 6m service with segregated pedestrian and vehicular movement paths.

G11



Laneway interface (new street)

Indicative section demonstrating laneway interface to new 10m street with upper level setbacks above 6 storeys.

PUBLIC REALM

This aims to respond to Geelong's overarching aspiration to deliver on its reputation as a City of Design by leading the way in exemplary public realm and building design. Responding to the vision for Gordon Avenue to be transformed into a green street that provides a safe and attractive connection to and from the Geelong Train Station and Central Geelong, acting as a key accessway to the western suburbs of Geelong.

Objectives

- To increase street greening by providing new landscaped areas within the public realm.
- To improve connections by creating new laneways and improving safety at intersections.
- To provide landscaped setbacks along low-amenity traffic routes (Latrobe Terrace and Gordon Avenue) to provide a buffer and improve the area while delivering internal amenity at the lower levels of new buildings.
- To provide ground floor landscape setbacks at the interface to low-scale residential streets that reflect the consistent character of ground floor setbacks along the street.
- To reduce the impact of servicing on the public realm by minimising the number of vehicle crossovers required and removing vehicle crossovers where appropriate.

Key

1. Potential new central open space.
2. Potential to widen footpath along Gordon Ave for tree planting.
3. Proposed laneways.
4. Improve safety and access at intersections.
5. Built form setbacks provide greening.
6. Additional greening at end of Spring Street.
7. Additional greening to Madden Avenue.



Figure 23. Proposed Public Realm Upgrades

PUBLIC REALM

Key Connections

Gordon Avenue Precinct will require new laneways to manage the increased service requirements of large-scale buildings and provide improved connectivity for walking and cycling.

The current configuration of the intersection between Latrobe Terrace and Gordon Avenue prevents efficient movement for all users as it comprises of three sets of lights, including for cyclist allowing entry and exit from the at-grade Geelong Train Station car park. The future redevelopment of the Geelong Train Station should address the issue of connectivity to improve access for pedestrians, cyclists, buses and private vehicles.

A number of new laneways are proposed in strategic locations to improve connectivity and maximise service access to multiple large-scale sites. It is important to note that the alignment of laneways will remain flexible and is dependant on site planning and typology of future developments. However, in principle it will remain a necessary contribution to the public realm as the precinct develops.

Larger sites of single ownership have been earmarked for the location of new laneways in most instances. This would require a shared uptake of the proposed laneway widths by both land owners. The existing central laneway is proposed to be upgraded into a pedestrian walkway with a new pedestrian crossing providing direct access across Gordon Avenue.

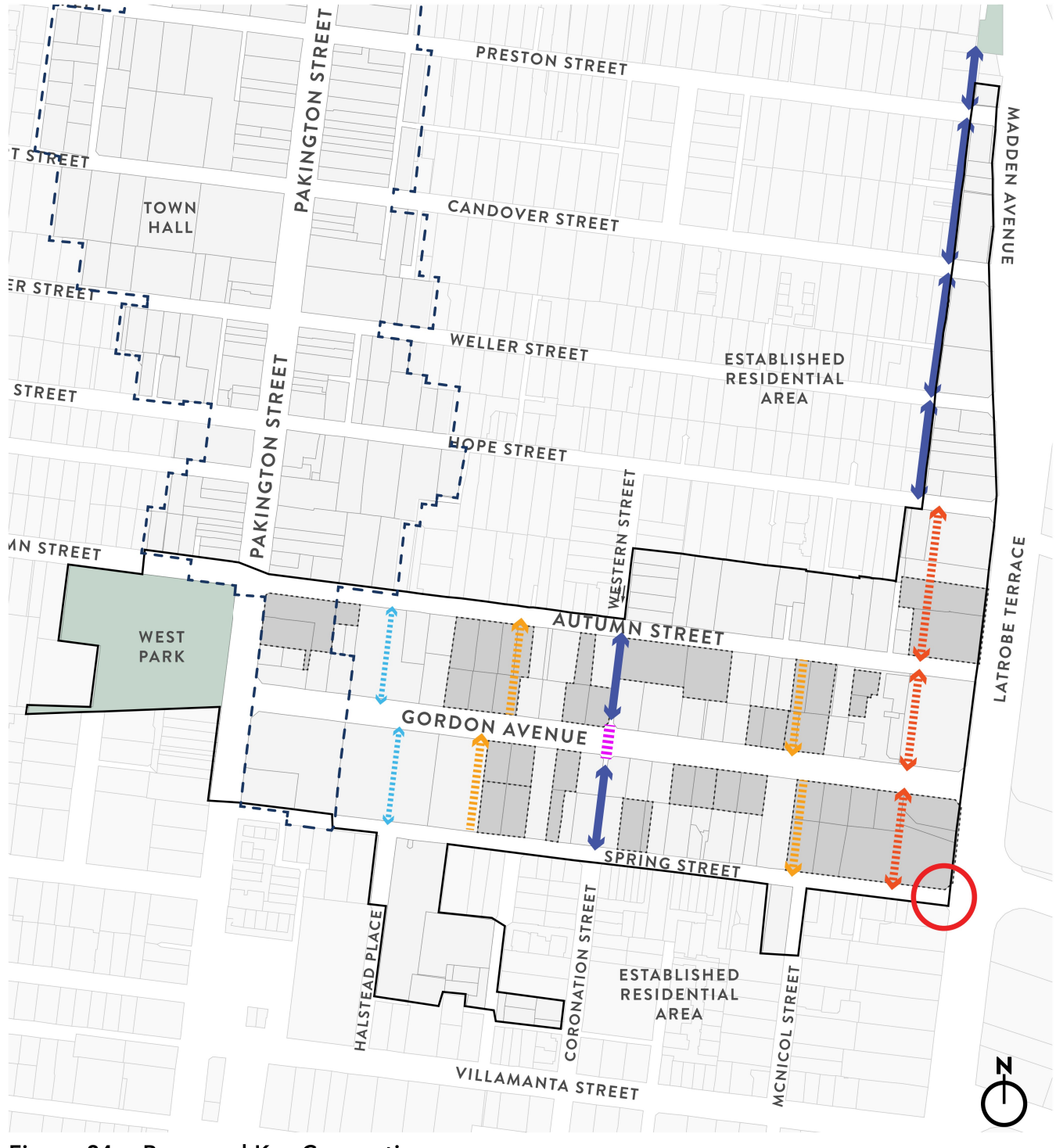
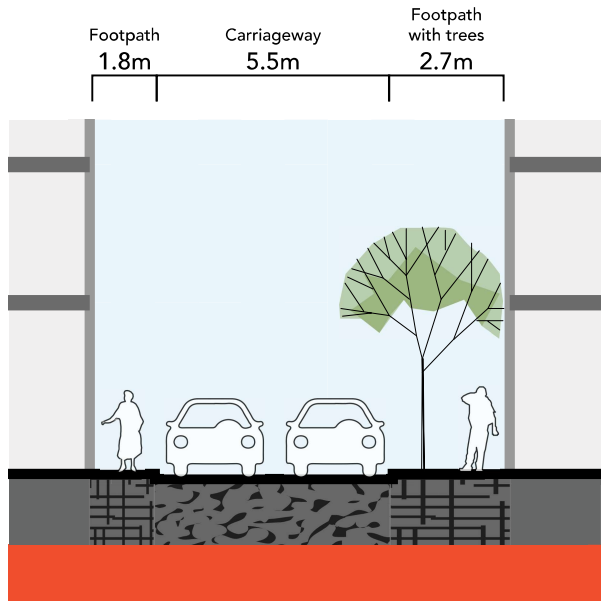


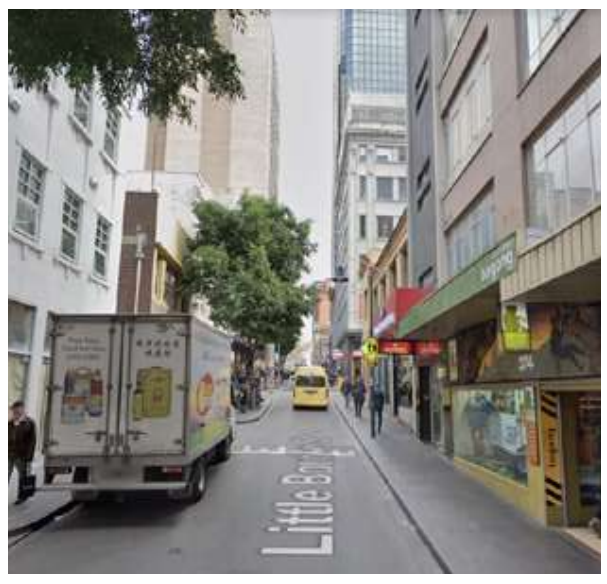
Figure 24. Proposed Key Connections

PUBLIC REALM

Proposed Laneways

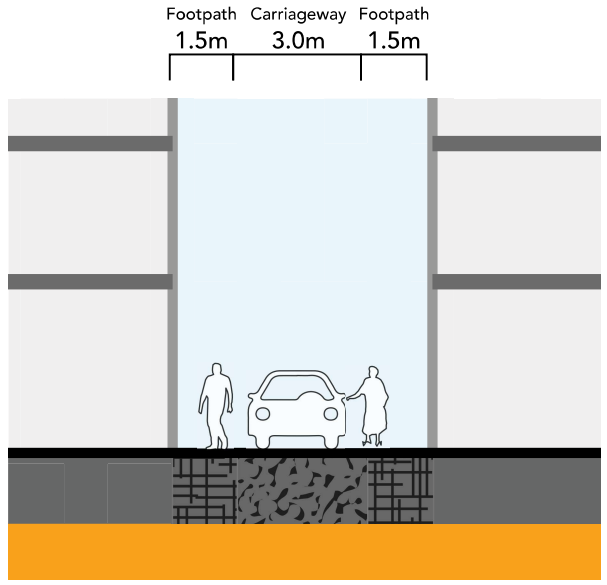
10m Laneway Reserve





Little Bourke Street in Melbourne demonstrates a laneway of similar width that includes two-way traffic and greening interventions.

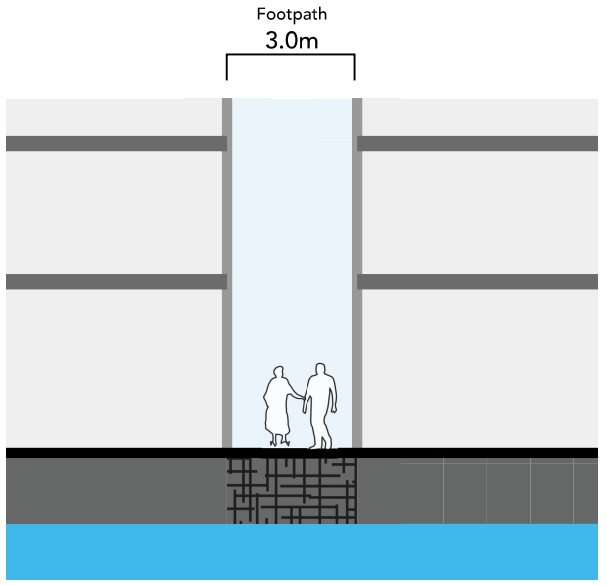
6m Shared Laneway Link (one way)





Guildford Lane in Melbourne demonstrates a laneway of a similar width that includes one-way traffic and greening interventions.

3m Pedestrian Link





Scott Alley in Melbourne demonstrates that this scale of built form can be supported along a narrow laneway due to the short length of the laneway.

POTENTIAL FUTURES



Autumn Street



BEFORE - Autumn Street looking south-east towards public car park behind Oxygen College.



AFTER - Visualisation representing upgrades to the public realm, indicative built form and a future open space along Autumn Street.

POTENTIAL FUTURES



Gordon Avenue



BEFORE - Looking east along Gordon Avenue towards Latrobe Terrace.



AFTER - Visualisation representing a potential future design of the public realm and indicative built form along Gordon Avenue.

RECOMMENDATIONS

1. Zone and Overlay Provisions

- The area will be rezoned to Residential Growth Zone, Commercial 1 Zone and Mixed Use Zone to facilitate the land use vision. The precinct will be nominated as a Key Development Area in the Greater Geelong Planning Scheme (clause 21.06-3).
- It is recommended that the full extent of Gordon Avenue is established as a Key Development Area.
- If the land is rezoned and the permitted uses change, existing businesses will be able to continue to operate if they meet the existing use right provisions under Clause 63 of the Planning Scheme. This includes the use being lawfully established under the previous zone or the site being in continuous use for at least 15 years. Existing use rights apply to the land not the business owner so a site can be sold with existing use rights.

2. Opportunities for new open spaces

- Considering the precinct has the capacity to accommodate additional floor space and residents, opportunities to provide further local open space have been highlighted, as existing access and provision is limited.
- The nominated potential site for future open space is a City owned at-grade car park. The demand for this site as a public car park serving local businesses in the precinct will be further investigated once the concentration of commercial and retail uses shifts to more residential uses.
- Other potential sites will need to be investigated.

3. Public realm upgrades

- A future Masterplan for Gordon Avenue is recommended to redesign the street cross section to align with the future vision of the precinct, including enhanced pedestrian, bicycle and public transport facilities similar to Pakington Street.
- Kerb outstands and a raised pedestrian crossing should be provided at the Gordon Avenue crossing to strengthen the pedestrian connection.
- Future developments should remove any redundant crossovers to provide additional on-street parking.
- Further investigate providing treatments at the cross intersections between new north-south laneways and the existing east-west streets, between Gordon Avenue and Autumn Street, to downplay the through movement for the new laneways. This may include entry or exit bans as well as turn restrictions from particular streets.

4. West Park Improvements

- Investigate potential upgrades to West Park to improve accessibility and usability for community events.

Further Work

In order for the land use in the precincts to transition, the City will undertake planning scheme amendments to implement the UDF into the planning scheme.

An amendment process includes requesting the Minister of Planning to authorise the preparation of the amendment. Rezoning will require the completion of relevant further work, such as infrastructure capacity investigations. It also includes a public notice period including the opportunity to make submissions.

Below is a list of further work that may be required:

- Undertake an assessment of the condition and capacity of existing infrastructure, including (but not limited to); utilities and services, drainage, community services and open space provision to support future growth.
- Investigate where an environmental assessment may be required prior to rezoning to a more sensitive use.
- Further investigate open space potential and possible areas for re-zoning (to be considered in conjunction with a potential future strategic site at the area currently zoned (PUZ4).
- Investigate contributions for social and affordable housing via an inclusionary zoning process or a voluntary agreement with potential development sites, which is further outlined in the Implementation section of this UDF.

07 Implementation

Heritage Core Precinct 89
Gordon Avenue Precinct 92

HERITAGE CORE PRECINCT

Summary Of Actions

- Council adoption of a Final UDF.
- Prepare a planning scheme amendment to implement the UDF and a Design and Development Overlay for the Heritage Core precinct.
- Consult with the Wadawurrung Traditional Owners Aboriginal Corporation to identify opportunities for cultural heritage interpretation for streetscape upgrades, renewal projects, wayfinding signage and public art.
- Prepare detailed designs for:
    - Pakington Street upgrades; from Autumn Street to Waratah / Wellington Street (see pg. 50).
    - Renewal Project A (see pg. 54).
    - Renewal Project B (see pg. 54).
    - Renewal Project C (see pg. 55).
    - Renewal Project D (see pg. 56).
    - Renewal Project E (see pg. 57).
    - Renewal Project F.
- Investigate reduction of speed limit on Pakington Street to 30km/hr from Autumn to Waratah / Wellington Street.
- Develop wayfinding signage design and public art opportunities.
- Produce and publish an 'access map' for the area.
- Review existing outdoor dining and street trading guidelines.
- Investigate improvements to landscaping and lighting in existing public off-street car parks.
- Investigate funding and grant opportunities for restoration of significant buildings.
- Work with key stakeholders to organise and design a digital 'Heritage Walk' to showcase significant heritage buildings.
- Investigate installation of a community board in a visible public building.
- Investigate improvements to the existing Geelong West Library.
- Prepare a night-time economy strategy.
- Prepare a Parking Plan for Pakington Street.
- Prepare a planning scheme amendment to implement the Parking Plan into a Parking Overlay.
- Prepare a planning scheme amendment to incorporate additional heritage guidelines into the existing Heritage Overlay HO1634.

Streetscape works - Pakington Street from Autumn Street to Waratah / Wellington Street.

- Streetscape works - Renewal Project A.
- Streetscape works - Renewal Project B.
- Streetscape works - Renewal Project C.
- Streetscape works - Renewal Project D.
- Streetscape works - Renewal Project E.
- Streetscape works - Renewal Project F.
- Streetscape works - off-street public car parking improvements.
- Installation of wayfinding signage.
- Installation of 'smart' poles and parking sensors.

* It is important to note that the City's various departments as well as State Government agencies and the wider community will influence each of the initiatives as they progress from concepts and recommendations into policies for implementation and detailed designs for construction. However, the principles, controls and design guidelines outlined in the UDF will be used as the overarching guide for decision-making.

*Proposed timing of actions are subject to the resourcing and budget approval processes of the City's relevant unit(s).

Implementation Timeline

* Short Term : 1-5 years
Medium Term : 5-10 years
Long Term :10+ years

Actions	Timing*	Comment
Council adopts Final UDF	Short Term	Final UDF was adopted by Council on December 2021.
Prepare a planning scheme amendment to implement the UDF and a Design and Development Overlay for the Heritage Core precinct.	Short Term	Subject to capacity in the City's Planning Implementation unit.
Consultation with the Wadawurrung Traditional Owners Aboriginal Corporation.	Short Term	To inform preparation of detailed design plans for streetscape / public realm projects.
Prepare detailed design plans for: - Pakington Street (Autumn to Waratah / Wellington Streets) - Renewal Project A - Renewal Project B - Renewal Project C - Renewal Project D - Renewal Project E - Renewal Project F - Improvements to public off-street car parks.	Short Term	Council budget bids. These would involve further community consultation.
Investigate speed reduction to 30km/hr on Pakington Street from Autumn Street to Waratah / Wellington Street.	Short Term	Included in scope of the Traffic Network Assessment currently being undertaken.
Develop wayfinding and public art opportunities and publish an 'access map' for the area.	Short Term	Council budget bid and grant applications. This would involve further community consultation.
Review existing outdoor dining and street trading guidelines.	Short Term	Subject to capacity in the City's Urban Design and Heritage unit.
Organise and design a digital 'Heritage Walk'	Short Term	Subject to capacity in the City's Urban Design and Heritage unit in collaboration with the Smart City's unit.
Investigate installation of a community board in a visible public building.	Short Term	N/A.
Investigate improvements to the existing Geelong West Library.	Medium Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Prepare of a 'Night-time Economy Strategy' for the Heritage Core precinct.	Short Term	Council budget bid. This work would involve engagement with Geelong West Business Association.
Prepare a Parking Plan to improve long term management of public car parking.	Short Term	Work has been commissioned. This work will involve engagement with Geelong West Business Association.

Implementation Timeline

* Short Term : 1-5 years
Medium Term : 5-10 years
Long Term :10+ years

Actions	Timing*	Comment
Prepare a planning scheme amendment to implement the Parking Plan into a Parking Overlay	Medium Term	To commence after adoption of Parking Plan. Internal work, subject to capacity in the City's Strategic Implementation unit.
Prepare a planning scheme amendment to incorporate additional heritage guidelines into the existing Heritage Overlay 1634	Short Term	Subject to capacity in the City's Planning Implementation unit.
Stage 1 Streetscape Works - upgrades to Pakington Street (from Autumn to Waratah / Wellington Street) and Renewal Projects A - C	Short Term	Subject to capital funding bids.
Stage 2 Streetscape Works - Renewal Projects D - F and improvements to public off-street car parks	Medium Term	Subject to capital funding bids and grant applications for Renewal Projects D and E.
Installation of wayfinding signage.	Short Term	Subject to capital funding bids.
Installation of 'smart' poles and parking sensors.	Medium Term	Subject to capital funding bids
Installation of community board in visible public building.	Short Term	Subject to findings from investigation and capital funding bids.
Construction works - Geelong West Library improvements.	Medium Term	Subject to findings from investigation and capital funding bid.

GORDON AVENUE PRECINCT

Summary of Actions

- Council adoption of Final UDF.
- Prepare a planning scheme amendment to incorporate the UDF into the planning scheme.
- Undertake an infrastructure Capacity Assessment.
- Investigate development requirements for the existing Special Building Overlay (SBO) and/or drainage upgrades.
- Investigate mechanism for contributions for infrastructure upgrades and delivery of key connections.
- Undertake a phase 1 site assessment to inform the application of the Environmental Audit Overlay for potentially contaminated land.
- Collaborate with the Department of Transport to improve the Gordon Avenue and Latrobe Terrace intersection based on Traffic Network Assessment findings and recommendations.
- Collaborate with the Department of Transport to investigate improvements to the bus network to improve connections with the Geelong Train Station and Central Geelong.
- Collaborate with the State Government on the design of the Geelong Station Precinct to improve access and connections to services from Geelong West.
- Investigate provision of additional open space.
- Investigate upgrade opportunities for West Park.
- Prepare a planning scheme amendment to rezone the land, including a Design and Development Overlay or Schedule to a Zone to implement guidelines and controls.
- Undertake a master planning process for Gordon Avenue, including collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.
- Construction works - West Park upgrades.

* It is important to note that the City's various departments as well as State Government agencies and the wider community will influence each of the initiatives as they progress from concepts and recommendations into policies for implementation and detailed designs for construction. However, the principles, controls and design guidelines outlined in the UDF will be used as the overarching guide for decision-making.

*Proposed timing of actions are subject to the resourcing and budget approval processes of the City's relevant unit(s).

Implementation Timeline

* Short Term : 1-5 years
Medium Term : 5-10 years
Long Term :10+ years

Actions	Timing*	Comment
Council adopts Final UDF	Short Term	Final UDF currently scheduled for December Council meeting.
Prepare a planning scheme amendment to incorporate the UDF into the planning scheme.	Short Term	Subject to capacity in the City's Planning Implementation unit.
Undertake an Infrastructure Capacity Assessment, including development requirements for the existing Special Building Overlay (SBO).	Short Term	Council budget bid. Subject to capacity in the City's Strategic Planning and Planning Delivery units. To be completed concurrently with work for the Pakington North precinct.
Investigate mechanism for contributions for infrastructure upgrades.	Short Term	Subject to capacity in the City's Strategic Planning unit in collaboration with the Planning Delivery unit. To be completed concurrently with work for the Pakington North precinct.
Undertake phase 1 site assessment to inform application of the Environmental Audit Overlay.	Short Term	Council budget bid. Subject to capacity in the City's Strategic Planning unit.
Work with the Department of Transport to improve the Gordon Avenue and Latrobe Terrace intersection.	Short Term	Based on findings and recommendations from the Traffic Network Assessment.
Work with the Department of Transport to investigate improvements to the bus network.	Short Term	Investigation will cover Gordon Avenue.
Advocate to collaborate with the State Government on the design of the Geelong Station Precinct, to improve access and connections to services from Geelong West.	Short Term	Subject to State Government timing and decision.
Investigate provision of additional open space.	Medium Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Investigate improvements to West Park.	Short Term	Subject to capacity in the City's Social Planning and Investment unit in collaboration with the Urban Design and Heritage unit.
Prepare a planning scheme amendment to rezone land in the Pakington North precinct, including a Design and Development Overlay or Schedule to a Zone to implement guidelines and controls.	Medium Term	Subject to completion of Infrastructure Capacity and Environmental Assessments and mechanism, contributions for infrastructure upgrades and Gordon Avenue masterplan.
Prepare a master plan for Gordon Avenue, including collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.	Short Term	Council budget bid. Subject to capacity in the City's Urban Design and Heritage Unit. This work would involve further community consultation.
Construction works - West Park improvements.	Medium Term	Subject to findings from investigation and capital funding bid.

08

Glossary

A

Accessibility
The ease with which a building, place or facility can be reached by people and or goods and services. Accessibility can be shown on a plan or described in terms of pedestrian and vehicle movements, walking distance from public transport, travel time or population distribution.

Active edge
Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

Adaptable
A building, place, or space that is able to adjust to new conditions, or to be modified for a new purpose.

Amenity
Something that contributes to an area's environmental, social, economic or cultural needs. The term's meaning is a matter for the exercise of planners' discretion, rather than being defined in law.

Apartment
A dwelling located above the ceiling level or below the floor level of another
dwelling and is part of a building containing two or more dwellings.

Attractive
A building, place, or space that us aesthetically-pleasing, or appealing

Amenity
The 'liveability' of a place. A building's amenity is affected by its design, access to sunlight and views, access to facilities and services, and design. Expectations of amenity and comfort change over time.

Artist's illustration
A representation of an object or a scene created by an artist when no other accurate representation is available. It could be an image, a sound, a video or a model.

B

Building element
A feature (such as a door, window or cornice) that contributes to the overall design of a building.

Building envelope
The possible site and massing of a building.

Building height
The vertical distance from natural ground level to the roof or parapet at any
point.

Built environment
The entire ensemble of buildings, neighborhoods and cities with their infrastructure.

Built form
Buildings and structures.

Bulk
The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing

C

Character
The combination of the particular characteristics or qualities of a place

Clear to the sky
An unroofed area or area roofed with material that transmits 90 per cent of light.

Community
A group of people living in the same area or place, or a group of people having certain characteristics, attitudes, and interests in common.

Comfortable
A building, place, or space that provides physical and emotional ease and wellbeing for its people.

Concept Design
A drawing of building forms and spaces which is intended to guide whomever will later prepare the actual design.

Connected
A building, place, or space that establishes links with its surrounds, allowing visitors and residents to move about freely and sustainably.

Connectivity
Creating an interconnected network of open space.

Consultation
A meeting, or series of meetings, set up as part of the design process, to seek advice from stakeholders and the community and to discuss a project's aims, objectives, challenges, and visions. Consultation usually involves people considering projected outcomes or visions.

Context
The setting of a site or area.

D

Density

The mass or floorspace of a building or buildings in relation to an area of land. Density can be expressed in terms of plot ratio (for commercial development); homes or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height

Design principle

An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or design code. Each such planning tool should have its own set of design principles.

E

Enclosure

The use of buildings to create a sense of defined space.

Engagement

A consultation process, for example, community engagement whereby a particular group is engaged to gather their input in relation to a particular proposal, challenge, or outcome.

Enhance

Enhance means to improve the presentation and appearance of a place through restoration, reconstruction or removal of unsympathetic or intrusive elements; and through appropriate development.

F

Façade

The principal face of a building.

Fenestration

The arrangement, proportioning and design of windows and doors in a building.

Fine grain

The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

Floor area ratio (FAR)

A measurement of density expressed as gross floor area divided by the net site area.

Form

The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

Functional

A building, place, or space that is designed to be practical and purposeful.

G

Green space

An area of grass, trees, and other vegetation set apart for recreational or aesthetic purposes in an urban environment.

Ground level

The natural level of a site at any point.

H

Human Scale

The size of a building, parts of a building or its details in relation to the size of a person.

I

Infill development

A new building in an established historic context. It may be adjacent to a heritage building, within a conservation area, or in a heritage site or precinct. Good infill projects are sympathetic to the surrounding buildings and historic context, and enhance and complement the existing urban, suburban, or rural character.

Inviting

A building, place, or space that is welcoming to visitors, community, and individuals.

L

Landmark

A building or structure that stands out from the background buildings.

Laneway

A laneway is a narrow road or right of way generally abutting the rear or side boundary of a property. It may be paved or unpaved and in public or private ownership and will typically provide vehicle access to adjoining properties.

Layout

The way buildings, routes and open spaces are placed in relation to each other.

Legibility

The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

Liveable

A built environment which supports and responds to people's patterns of living, and is suitable and appropriate for habitation, promoting enjoyment, wellbeing, safety and prosperity.

Local

A building, place, or space that relates to an area or neighborhood.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

M

Massing

Massing means the arrangement of a building's bulk and its articulation into parts. This is also called bulk.

Master plan

A framework document showing how development will occur in a given place and including building parameters like height, density, shadowing, and environmental concerns. It is a visual document that details a clear strategy or plan for the physical transformation of a place, supported by financial, economic, and social policy documents which outline delivery mechanisms and implementation strategies.

Mobility

The ability of people to move round an area, including carers of young children, older people, people with mobility or sensory impairments, or those encumbered with luggage or shopping.

Movement

People and vehicles going to and passing through buildings, places and
spaces.

O

Open space

Land that has no buildings or other built structures, which is accessible to the public, including green space.

P

Passive surveillance

The discouragement to wrongdoing by the presence of passersby or the ability of people to see out of windows. Also known as eyes on the street.

Permeability

The degree to which a place has a variety of pleasant, convenient and safe routes through it.

Perspective

A drawing showing the view from a particular point as it would be seen by the human eye.

Place

A social and a physical concept-a physical setting, point, or area in space conceived and designated by people and communities. In this sense, place can describe different scales of the built environment-for example, a town is a place and a building can be a place.

Planning

A strategic, technical, and political process. It outlines potential physical,
social, and strategic solutions related to land use, the built or natural
environment, and public welfare.

Precinct

A designated area within real or perceived boundaries of a specific building or place. A precinct can be of different scales and usually related to a study area of a particular place.

Private open space

An outdoor area of a dwelling or residential building or land for the exclusive use of the occupants.

Public realm

The parts of a city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public domain.

R

Retail

The sale of goods or materials, in any quantity or manner, other than wholesale.

S

Scale

The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person.

Section

A drawing showing a slice through a building or site.

Setback

The minimum distance from any allotment boundary to a building.

Site coverage

The proportion of a site covered by buildings.

Storey

That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.

Streetscape

A streetscape is a collection of buildings along a street frontage. When
referred to in relation to a heritage precinct, a streetscape typically contains a majority of buildings which are categorised significant or contributory.

Sustainable

Relates to the endurance of systems, buildings, spaces, and processes- their ability to be maintained at a certain rate or level, which contributes positively to environmental, economic, and social outcomes.

U

Universal design

Designs where all users are acknowledged and designed for- not just those with different abilities. Includes providing access to websites and audio cues for those with a vision impairment, and audio loops for those who are hard of hearing.

Urban canopy

The layer of trees and tree populations that exist in urban settings

Urban design

The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes that facilitate successful development.

Urban forest

The layer of trees and tree populations that exist in urban settings.

Use

Use means the functions of a place, including the activities and traditional and customary practices which may occur at the place or are dependent on the place.

V

Vision/ design intent

An advisory document, usually produced by a community, showing how development can be carried out in harmony with the community and its
setting.

Visualisation

An artist's representation or idea of an object, situation or set of information as an image.

W

Wayfinding

The process of determining or following a path or route between an origin and destination.

Wayfinding Signage

Signage that serves the purpose of helping direct people to a destination.



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Pakington North UDF – Community Panel Engagement Summary Report

May 2024

Giving every person a voice.

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Unless otherwise stated, all feedback documented by Capire Consulting Group and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

VERSION	AUTHOR	AUTHORISED	DATE
1.0	Charlotte Yu	Denise Francisco	26/4/24
2.0	Charlotte Yu	Denise Francisco	2/5/24

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1 Introduction

1.1 Purpose of the report

This document is a summary of the process and outcomes from the Pakington North Urban Design Framework (UDF) Community Panel program facilitated by Capire Consulting Group for the City of Greater Geelong (Council).

1.2 Background

The City of Greater Geelong is preparing an Urban Design Framework (UDF) to guide future enhancements and development in the Pakington North Precinct to revitalise the area and help accommodate demand for new homes, retail, services and jobs. The UDF will consider how people use the streets and public spaces, how they will move about, how the local character will be preserved, and the use of future buildings and other places.

The development of the UDF commenced in 2018, and two precincts were adopted in December 2021. As a result of community concern regarding a number of key elements, the Pakington North Precinct was not adopted and required further consideration through a new engagement process.

The City of Greater Geelong (City) engaged Capire Consulting Group (Capire) to design and deliver a deliberative engagement process to co-design an agreed outcome for the Pakington North Precinct Urban Design Framework (UDF), with a community panel (Panel) reflective of the wider study area. The Engagement Strategy outlining the deliberative engagement process was adopted by Council on 23 October 2023.

1.3 What is deliberative engagement?

Deliberative engagement is a method of community engagement that aims to provide the community with sufficient time and information to enable the community to work together to develop recommendations as part of a decision-making process.

A Deliberative Panel is a group process where community representatives come together to learn and discuss key themes of the urban design framework (UDF) in detail across sessions.

In this case, Panel members developed recommendations and identified preferred solutions to inform the UDF.

1.4 What is a co-design process?

A co-design process shares decision-making power between communities and stakeholders, providing the people impacted by those decisions with a voice in the process. By incorporating a variety of tools and methods, the purpose of co-design is to find solutions that have been designed with communities, not for them. The result of a co-design process would a program, policy or service suited to the needs of recipients and designed within the constraints set by stakeholders.

2 Program overview

2.1 Purpose and objectives of the Panel

The purpose of the Panel was set up to be a co-design process in which the Panel influences decisions by providing recommendations. The Panel was to provide advice and recommendations that would be weighted and incorporated to the greatest extent possible in the UDF, and then confirm that the recommendations had been satisfactorily reflected in the last session.

The objectives of the Panel as outlined in the Engagement Strategy were to:

- Recruit a panel of community members reflective of the diversity of the (wider) Geelong West community.
- Co-design with the panel, core elements of the Urban Design Framework (UDF) for Pakington North Precinct that is understood and supported.
- Understand community aspirations and concerns regarding the UDF and future developments of the Pakington Street North Precinct to inform design of the new UDF.
- Ensure an open, transparent engagement process that the panel, community members and stakeholders are confident is informing design of the UDF.
- Increase the panel and community understanding of the planning process and how the UDF will facilitate sustainable development through dialogue and deliberation.

2.2 Scope of the Panel

Table 1 below provides an overview of UDF elements that were covered through the Panel sessions.

Table 1: Scope of the Panel

UDF Element	Description
Vision, Strategic Approach, Guiding Principles	Ideas and opportunities on how to achieve the vision/strategic approach and guiding principles
Public Realm	
Street and public spaces	Opportunities to improve streets and public spaces.
Open space	Opportunities to provide additional public open space.
Planting and tree canopy	Opportunities to 'green' Pakington North through increased planting and tree canopy cover.
Built form controls	
Heritage and local character	Opportunities to enable development while respecting the built heritage and character of the area.
Building heights	Locations where additional height can be accommodated to deliver on the Clever and Creative Vision and the Settlement Strategy.
Floor area ratios	If a floor ratio tool should be introduced on specific locations and if so, what the floor area ratio should be.
Site coverage	If site coverage areas should be introduced on specific locations and if so, what should the coverage be.
Solar access	Where solar access is important.
Interfaces	Opportunities for interface approaches in certain situations (e.g. interface with side or rear boundaries)
Access and Movement	
Demand for additional movement	How we manage the demand for additional movement
Parking	Opportunities to mitigate potential impacts of increased development on residential parking.
Traffic flow	Opportunities to mitigate potential impacts of traffic flow along local residential streets.

2.3 Panel process

The City of Greater Geelong hosted five Deliberative Panel sessions to allow for focused discussions on different UDF elements in each session. The date, time, and objectives the Panel sessions are outlined in Table 2.

Table 2: Panel session overview

Session	#1. Setting the scene and understanding drivers for change	#2. The public realm	#3. Built form	#4. Access and movement	#5. Panel endorsement
Date and Time	Thursday, 8 February 5.30pm – 8.30pm	Saturday 10 February 12.30pm – 5.30pm	3a: Thursday 29 February 6:00pm – 8:30pm 3b: Thursday 7 March 6:00pm – 8:30pm	Saturday 16 March 12:30pm – 5:30pm	Thursday 18 April 2024 6:00pm – 8:00pm
Objectives	1. To introduce participants to the role, purpose and outcomes of the Panel (including the remit and negotiables / non-negotiables) 2. Establish Panel ground rules for working together 3. To introduce the planning challenges currently faced by City of Greater Geelong 4. To build participant knowledge by sharing critical background information through a series of expert presentations and 'deep dive' discussions 5. To reach an agreed understanding on the key drivers for change, challenges to be addressed and preferred future users	1. To recap on session 1 2. To build participant knowledge on public realm focusing on challenges and opportunities via expert presentations and 'deep dive' discussions 3. To develop community recommendations for Public Realm, answering the following questions: ○ How do we improve our streets and public spaces? ○ How can we fit everything in / manage competing demand? ○ How can we provide additional open space? ○ How can we provide more planting, tree canopy cover etc.?	1. To recap on session 2 and present City officers updated public realm section of the UDF 2. To build participant knowledge on built form controls focusing on challenges and opportunities via expert presentations and 'deep dive' discussions 3. To develop community recommendations for Built Form Controls: ○ Access to sunlight and overshadowing ○ Interfaces between buildings ○ Transition to properties outside of the UDF study area ○ Heritage and character ○ Density controls ○ Streetwall and podiums ○ Amenity and equitable development ○ Landscape ○ Parking and servicing on premises	1. To recap on session 3 and present City officers updated built form section of the UDF 2. To build participant knowledge on access and movement focusing on challenges and opportunities via expert presentation and 'deep dive' discussions 3. To develop community recommendations for Access and Movement, answering the following questions: ○ How do we manage the demand for additional movement? ○ How do we mitigate potential impacts on parking and traffic flow?	1. To recap on overall process to develop the panel recommendations and core elements of the draft UDF 2. For City officers to present the draft UDF, including how panel recommendations and outputs have informed the draft. 3. To confirm areas of support, areas for additional consideration and panel endorsement of the draft UDF, prior to Council endorsement

A consistent process was conducted during and between each session (Figure 1):

- **Before session**: Panel members were provided a pre-reading pack that included relevant background information before each session. A private page was set up on Council's Have Your Say website for Panel members to share questions, comments, and to interact with each other between sessions.

- **During session**: Each session began with expert presentations including a question and answer (Q&A) time before Panel discussions to deliberate on the focused UDF element. Panel members were asked to make recommendations as a group. The City's project team then collated the recommendations for Panel members to vote on and provide additional comments individually on each recommendation.

- **After session**: The City's project team prepared UDF snapshots after each session to reflect the voting results and comments provided by Panel members. Panel members were then asked to review the UDF snapshots and indicate their level of comfort via a short survey. Session summary reports were also prepared and shared with Panel members to summarise the discussions and outcomes.

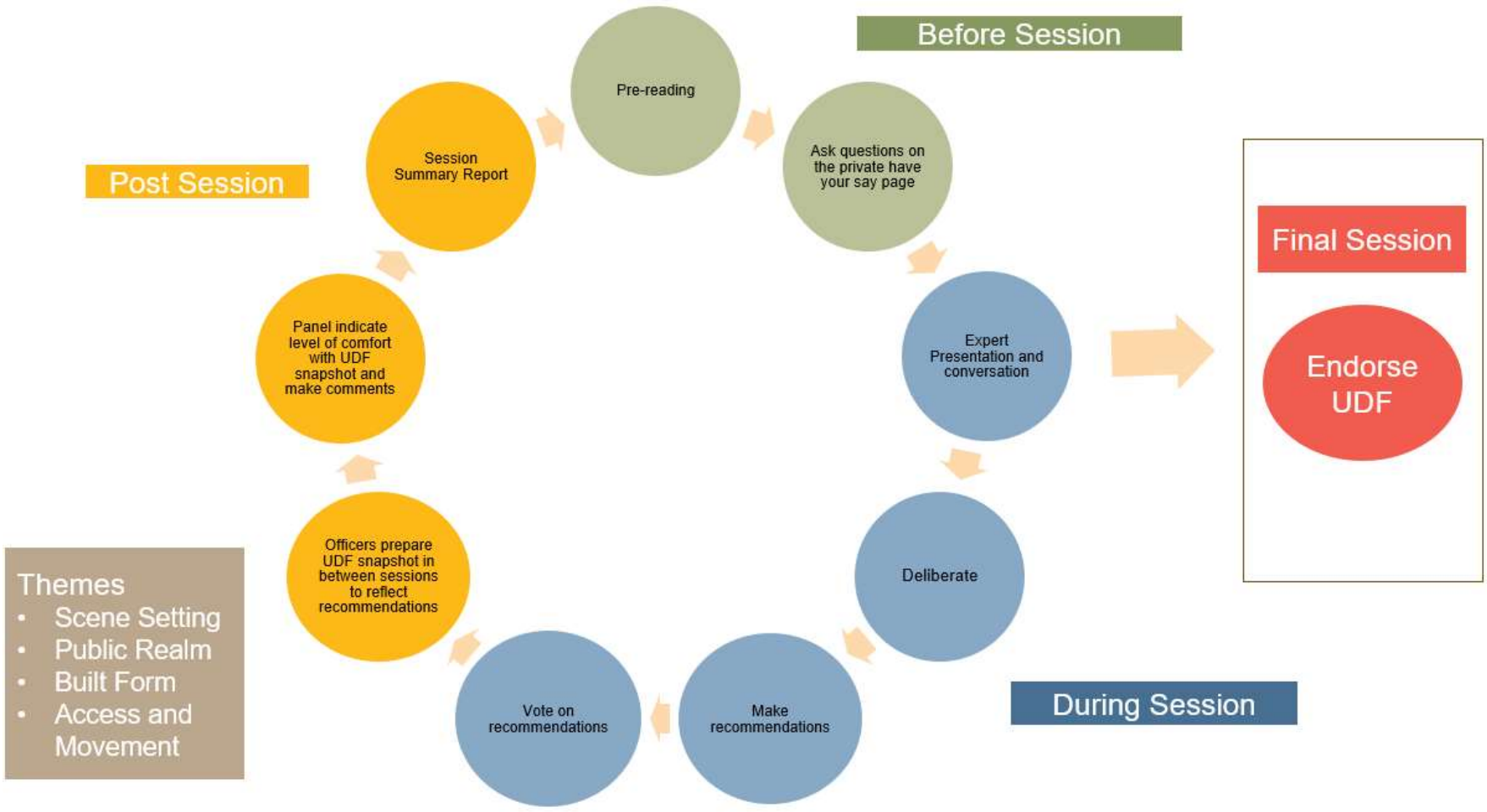


Figure 1: Panel process

2.4 Information provided to Panel members

The information in Table 3 was shared with Panel members through expert presentations.

Table 3: Information shared with Panel members

Session	Presentations	Information covered
Session One: Setting the scene	Help Save Pako Group	• overview of public transport options available, vehicle traffic, and parking conditions in Pakington North • comparison of street layout between Geelong West, Geelong CBD, and Carlton in terms of walkability, street connectivity, public transport services available • overview of the street character and key locations of interest in Pakington North • overview of approved and future development in and surrounding the Pakington North.
	Geelong West Traders Association	• the Associations' previous involvement in the UDF development process • reflections on the character, role, and value of Pakington Street for the broader community • limitations and challenges that Pakington Street is facing • opportunities and challenges for sustainable development by the UDF • opportunities the UDF provides to ensure open space, support viable business, reduce car dependency in relation to land use, building height, and density.
	Tim Riley, the Founder of Property Collectives	• introduction to the relationship between city growth and socio-economic conditions • international examples of city growth and development • comparison on the benefits and limitations of infill development and greenfield development • considerations by developers in terms of development revenue, construction costs, housing prices, housing density and height, and land use zoning.
Session Two: The public realm	Gerhana Waty, Hansen Partnership	• international and local examples to demonstrate characters of great streets • overview of elements and features that shape a great street • 10 criteria for great streets to make great places • case studies in Victoria of how streets are shaped through urban planning and design processes • the role of state government in shaping streets: Movement and Place Framework in Victoria.
	David Scott and Alistair Bain, City of Greater Geelong	**Heritage and historical character considerations** • definition of heritage, including tangible and intangible heritage • levels of heritage and community attachment • criteria for a heritage precinct or historical character area • overview of heritage assessment of Pakington North • measures to avoid impacts upon adjoining heritage precincts **Open space** • overview of existing open space in Pakington North • elements that make a good open space and examples in Melbourne.
Session Three A: Built form	Amanda Roberts, LatStudios	• definition of built form: frame for public life • what the planning scheme can impact • built form elements that impact our perception of a neighbourhood.

Session Three B: Built form	Sabine Provily, City of Greater Geelong	• how the UDF will be implemented and how it relates to the Planning Scheme • what needs to be considered to define and shape the character of Pakington North • lot sizes and lot widths • demonstration of solar access modelling in Pakington North.
Session Four: Access and movement	Knowles Tivensdale, Movement & Place Consulting	• the transport context in Geelong • building density in relation to traffic flow and volume • local economic activities demonstrated by international examples • walking patterns by people to different activities • a comparison of estimated traffic (by traffic mode) to actual traffic flow • approaches to manage traffic flow, such as temporary installations, modal filters and shared zones • key insights to preserve and strengthen Pakington Street.
	Oliver Stolz and Tom Whitting, City of Greater Geelong	• the spectrum of car dependency • ways to manage different types of transport modes, including walking, cycling, public transport and private vehicles • planning scheme requirements for minimum amounts of car parking spaces and bike parking • future trends to consider • previous UDF on transport planning • traffic modelling
Session Five: Panel endorsement	Sabine Provily, City of Greater Geelong	• structure and overview of the UDF • how Panel comments were considered in the UDF • the UDF's vision, objectives and guidelines • how the UDF will be implemented and inform future projects and developments.

2.5 Limitations

There are several limitations regarding the engagement methodology and analysis of findings that should be acknowledged when reading this report, outlined below.

- It was taken with good faith that the demographic information participants provided in their Expression of Interest (EOI) forms about their demographics was accurate, along with any declared perceived conflicts of interest.
- The ability of participants to understand and interpret information varied. Effort was made to ensure all participants understood the information and had the opportunity to ask questions or request further information.
- Some participants dropped out during the process. It is normal for participants to drop out between selection and delivery of sessions. Reasons for dropping out included health changes, and family commitments.
- Participants were asked to self-select to join the process, meaning the process was limited to those who chose to nominate to participate.
- Capire has reported on information documented by participants and interpreted the information to represent the views of participants as closely as possible.
- Participants were encouraged to sit with different people at each session to hear a diversity of views. Whilst this was encouraged some participants chose to sit with people that they knew.



Figure 2: Project team collating voting activity results in Session Two

3 Panel selection and participation

3.1 Panel recruitment

The City launched an expression of interest (EoI) process to recruit community and stakeholders of Pakington North Precinct to join the Community Panel to provide directions and recommendation for the new Urban Design Framework (UDF).

The EoI opportunity was open for six weeks, from 25 October 2023 to 6 December 2023 on Council's Your Say Website (https://yoursay.geelongaustralia.com.au/pakonorthcommunitypanel). Interested community members and stakeholders were asked to complete an online form.

The opportunity was widely promoted through corporate communication channels and City staff networks including:

- media releases
- advertisements in CityNews and newsletters
- over 4000 letters to landowners and occupiers in Geelong West
- email campaign to subscribers to Have Your Say (over 2000 emails), previous submitters and Advisory Committees
- a social media campaign, which included targeted notifications to people in a 2km radius to Pakington North Precinct
- posters on notice boards and in shop windows in the study area, including on the big screen in the Geelong West Library, and pamphlets left in shops.

The Help Save Pakington Street Group and other community and stakeholder groups also actively promoted and shared the opportunity.

3.2 Panel selection

Panel members were selected to reflect the diversity of the Pakington North community. The selection process sought to ensure a diverse range of backgrounds, experiences and opinions were included in the Community Panel. Criteria for Panel selection included:

- residential or commercial street address to achieve a geographic mix
- age group
- gender
- social and economic diversity questions
- housing tenure and type
- family composition
- relationship to the Pakington North Precinct study area and duration of the relationship
- affiliated business group, community group, or interest group.

Deliberative process for a site-specific project like the Pakington UDF would require 15 to 20 members to form representative sample of the community. Due to high community interest in the Pakington North UDF, the Deliberative

Panel aimed to recruit a maximum of 66 people to allow for 10% drop off, and achieve a participant mix that reflected the demographic make-up of the municipality as a whole, based on 2021 ABS Census. The lower limit was set as 43 to reflect the municipal community profile with a margin error of 15% in representing community sentiment. The number of participants at each session (detailed at Table 4) is considered to deliver a representative sample of the community.

A total of 118 community members expressed their interest, 66 were invited as Panel members, and between 62 to 65 people confirmed their commitment. A detailed breakout of panel member composition targets and final membership can be found in Appendix A.

3.3 Panel participation and representation

The number of participants who attended the Panel session is summarised in Table 4.

Table 4: Participants at each Panel session

Session	Number of participants
Session One: Setting the scene	50
Session Two: The public realm	53
Session Three A: Built form	38
Session Three B: Built form	32
Session Four: Access and movement	34
Session Five: Panel endorsement	39

Overall, there was a consistent group of Panel members represented throughout the Panel process in terms of geographic location, relationship to the Pakington North precinct, affiliated business group, community group, or interest group, years of relationship to the area, and participation experience with community engagement in the City of Greater Geelong. A detailed breakdown of panel member mix can be found in Appendix B.

4 Panel summary and outcomes

This section provides a summary of the process and key outputs from the Community Panel.

4.1 Principles for working together

In Session One, a group discussion was facilitated to identify shared principles for how Panel members will work together. The principles agreed and finalised by Panel members in Session Two are:

- We will ensure everybody on the Panel has the opportunity to contribute and share their perspectives.
- We will respect each other's perspectives and will not interrupt others when they are speaking.
- We will approach discussions by listening deeply and having empathy for others.
- We will seek clarification from others by paraphrasing their points to ensure mutual understanding and clarity.
- We will maintain a positive attitude and remain open-minded throughout the deliberative process.
- We will keep discussions in the Panel confidential to honour the Panel process, we will not share or post about our conversations on social media or with the press.
- We will provide an update on the panel outcomes to the wider community at the midway point of the process.
- We will switch off mobile phones or keep on silent during the session.

4.2 Criteria for making recommendations

In Session One, Panel members brainstormed criteria for making recommendations and finalised these in Session Two. The list of criteria was used to assist the Panel in making recommendations to Council:

- The recommendations are balanced and take a holistic design approach.
- The recommendations provide flexibility for future development options.
- The recommendation aims to help maintain and enhance liveability and community wellbeing in Pakington North.
- The recommendations recognise the difference between the East and West sides of Pakington North.
- The recommendations aim to increase the vibrancy of Pakington North without leading to overcrowding.
- The recommendations are realistic, consider commercial viability, are forward-thinking, and align with the long-term visions of the City of Geelong and other relevant planning policies.

4.3 Panel recommendations and UDF snapshot

After expert presentations in each session, Panel members had table discussions to brainstorm recommendations for public realm (Session Two), built form (Session Three A and B), and Access and Movement (Session Four).

Draft recommendations were collated by the project team, displayed around the room and reported back to the Panel. Panel members were then invited to indicate their level of comfort for each draft recommendation, as well as the reasons for their votes.

A full list of draft recommendations, voting results, and reasons provided by Panel members for their votes can be found in Appendix C.

4.3.1 Evaluation framework

In Session Three A, participants were asked to discuss what is the level of group agreement needed for the recommendations to be applied. The majority of participants agreed that no threshold number was required for the evaluation due to the many and varied elements to be discussed and were comfortable with the framework developed.

As a guide to indicate where further discussions or actions would be required in relation to Panel recommendations, Capire prepared an Evaluation Framework for draft recommendation voting results and feedback provided on the UDF snapshots. This Evaluation Framework is displayed in Table 5 below.

Table 5: Evaluation Framework on voting results and drafted guidelines in UDF snapshots

Rating scale on drafted recommendations	Mostly uncomfortable or very uncomfortable	Generally uncomfortable	Generally neutral	Generally comfortable	Mostly comfortable or very comfortable
Rating scale on feedback on drafted guideline	I don't like it	Needs improvement	I can live with it		I love it
Action	Major changes required to recommendation with further discussions or remove recommendation	Changes required to recommendation with further discussions	Further discussion required	Some changes required to recommendation with additional details or refinement	Minimal or no changes required to recommendation

4.3.2 UDF snapshot

Following the voting exercise for the recommendations on the three core topics (public realm, built form and access and movement) the project team prepared "UDF snapshots" that were early indications of how the recommendations would translate into a UDF for each topic. Panel members were asked to review the UDF snapshots and indicate their level of comfort via a short survey. All feedback on UDF snapshots and officer response can be found in Appendix D.

As shown in Figure 3, Panel members were generally supportive of the UDF snapshots. More than half of Panel members indicated that they either loved the UDF snapshot or could live with it across all three UDF elements. The UDF snapshot on access and movement received the most amount of support with over 75% who voted for 'love it' or 'I can live with it', compared to the least supported UDF snapshot on public realm with less than 70%. Meanwhile, close to 20% of participants indicated that they did not like the UDF snapshot on built form.

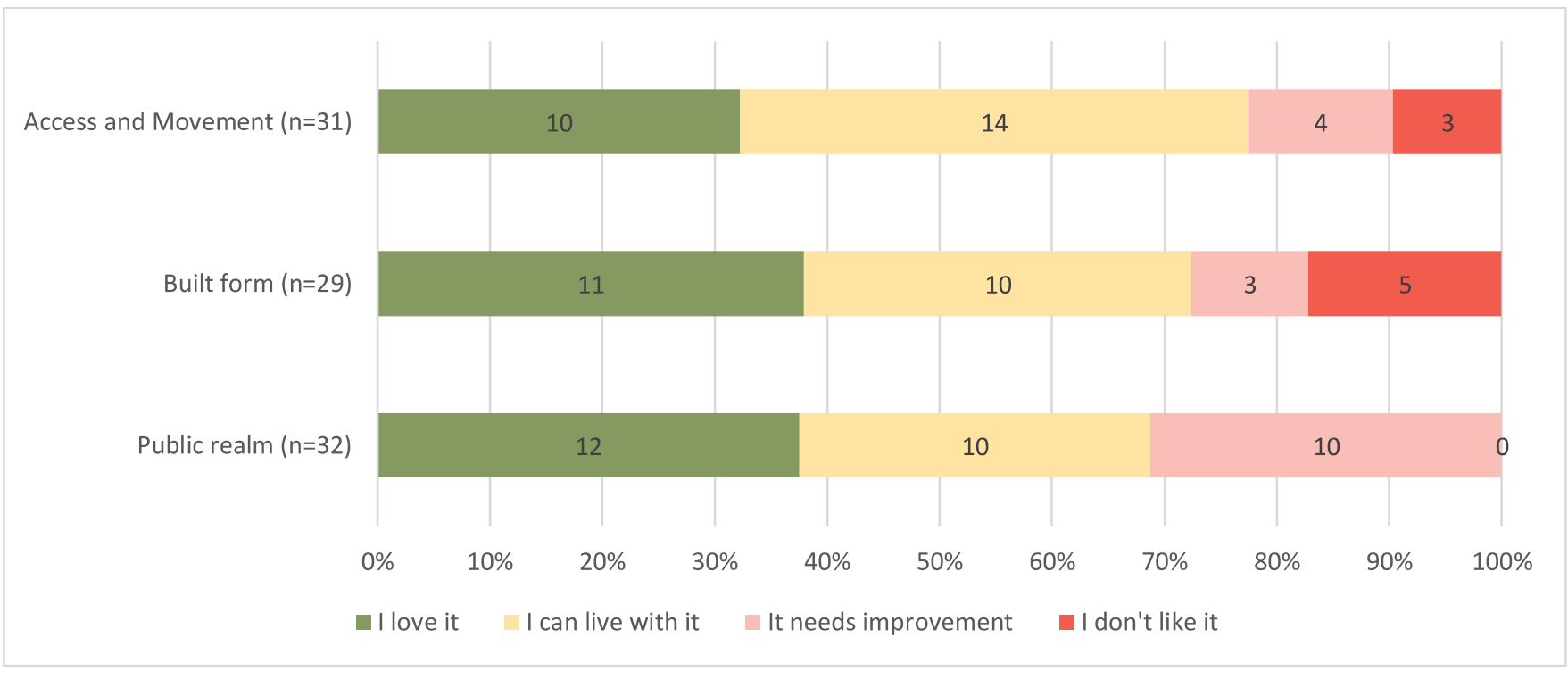


Figure 3: Panel member's level of support for each UDF snapshot

All voting results and comments were captured and considered by the project team to inform the final UDF, which was presented to Panel members for endorsement in Session Five.

4.4 Voting on building heights

In Session Four, the project team delivered a short presentation to provide an overview of information shared in the Panel, and recommendations made across all three UDF core elements. Panel members were asked to take these into consideration and individually vote on their preferences for the maximum heights across the 12 blocks in Pakington Street North via an online interactive tool called Mentimeter. All voting results were displayed on the screen upon individual submissions. The following range of maximum building height options were provided:

- conventional residential scale, 2 storeys (9m)
- low scale, 3-4 storeys (11-15m)
- medium scale, 5-7 storeys (18-25m)
- higher scale, +8 storeys (+29m).

An overview of voting results on each block are outlined below.

As shown in Figure 4, slightly less than half of participants (44%) preferred having a low scale development in Block 1, between Maitland Street and Wellington Street, east of Pakington Street. This was followed by those who preferred medium scale development (31%).

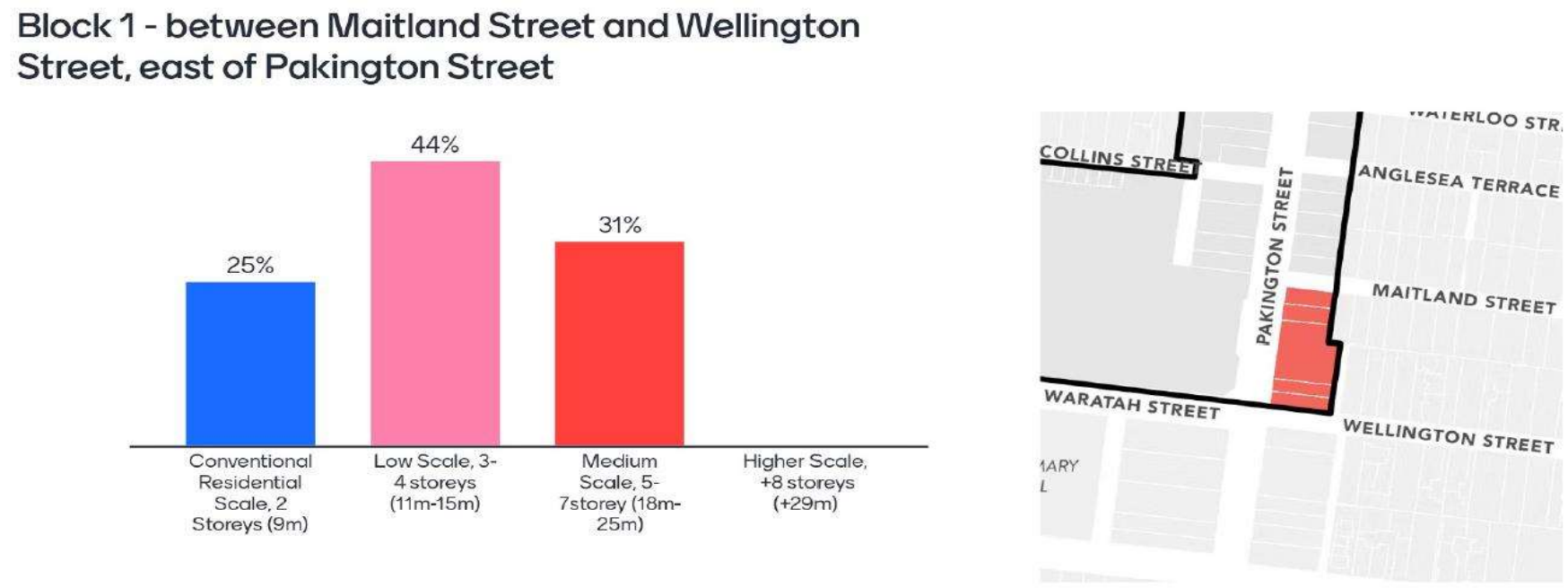


Figure 4: Voting result on built-form height in Block 1 (n=32)

More participants preferred low scale development (42%) in Block 2, between Maitland Street and Anglesea Terrace, east of Pakington Street (Figure 5).

One panellist who didn't vote during the session for Block 2 communicated their vote after the session. The result has been updated to 41% preference for low scale development, 31% for medium scale, and 28% for conventional residential.

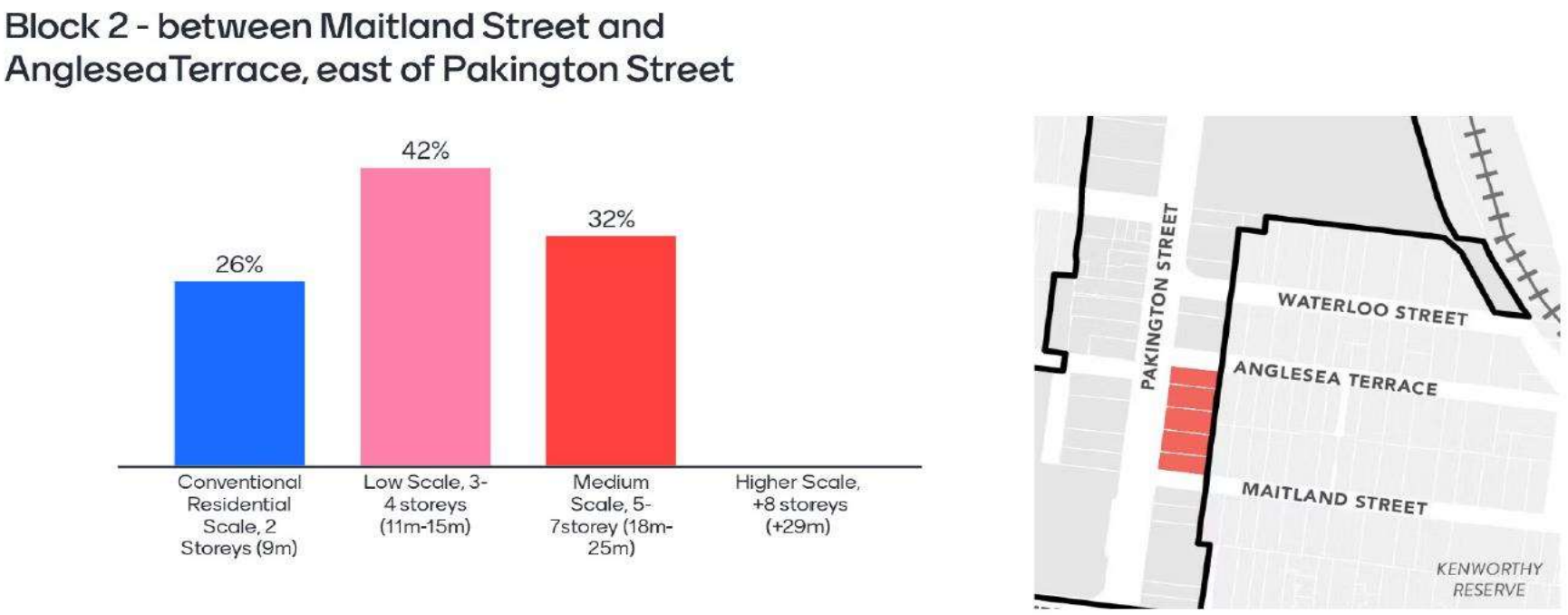


Figure 5: Voting result on built-form height in Block 2 (n=31)

There was a spread of views for the preferred built form height in Block 3, between Anglesea Terrace, Waterloo Street and Rail Siding Yards, east of Pakington Street. As shown in Figure 6, 31% of participants voted for low and medium scale respectively, another 19% of participants preferred higher scale and conventional residential scale respectively.

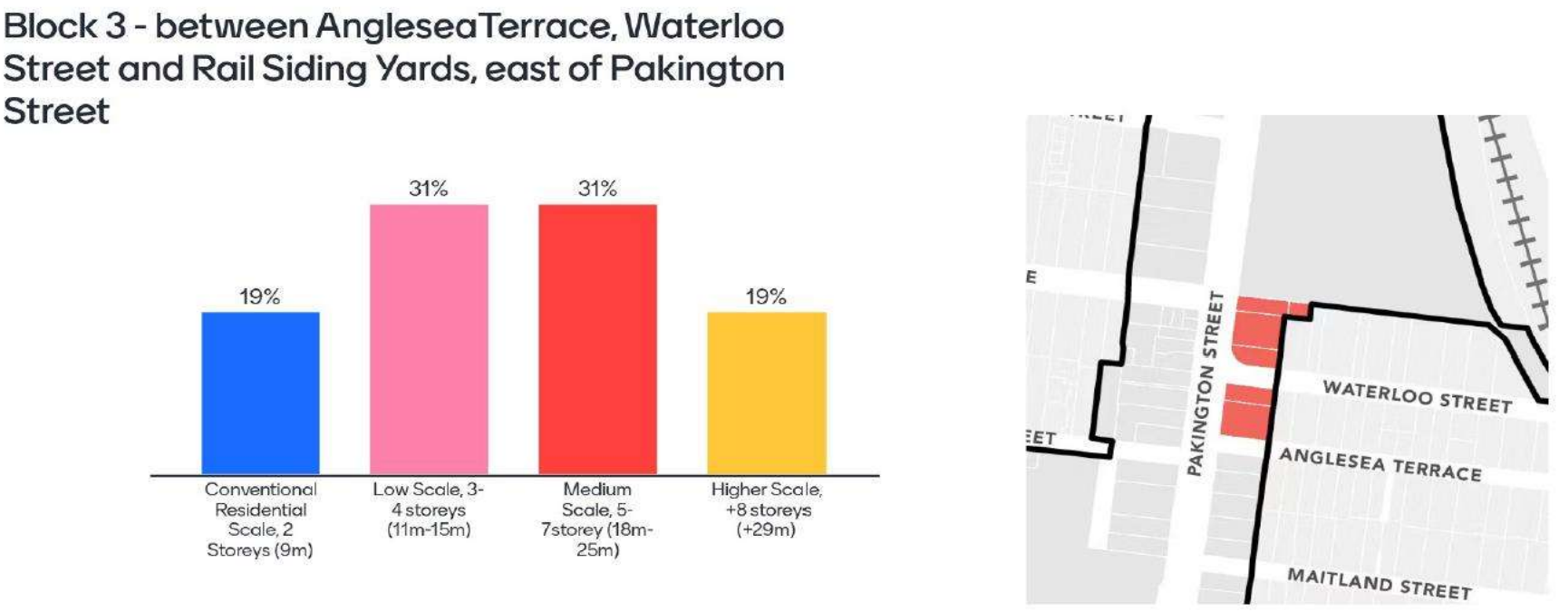


Figure 6: Voting result on built-form height in Block 3 (n=32)

As shown in Figure 7, more participants preferred medium scale development in Block 4, between Collins Street and Laneway, west of Pakington Street followed by those who voted for conventional residential scale (22%).

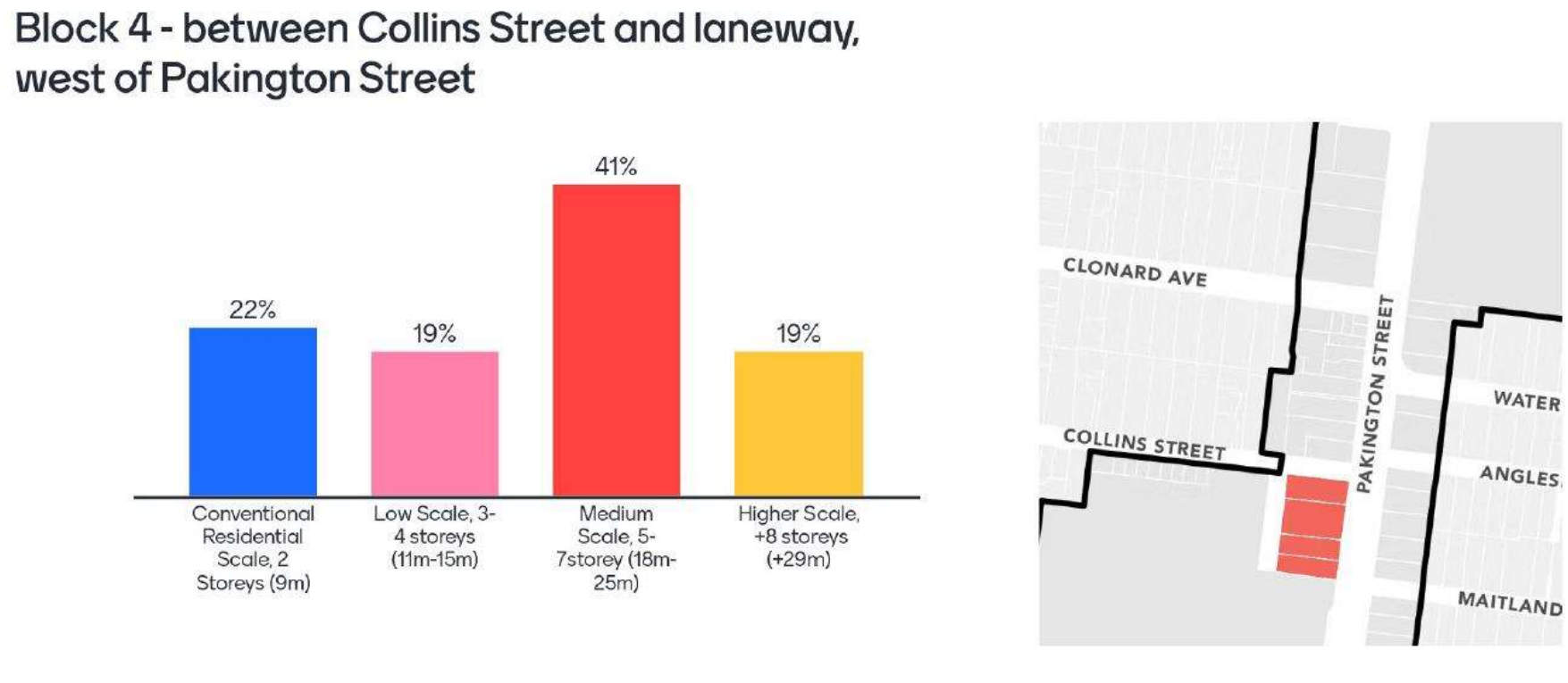


Figure 7: Voting result on built-form height in Block 4 (n=32)

As shown in Figure 8, nearly half of participants preferred to have low scale development (44%) in Block 5, between Clonard Avenue to Collins Street, west of Pakington Street.

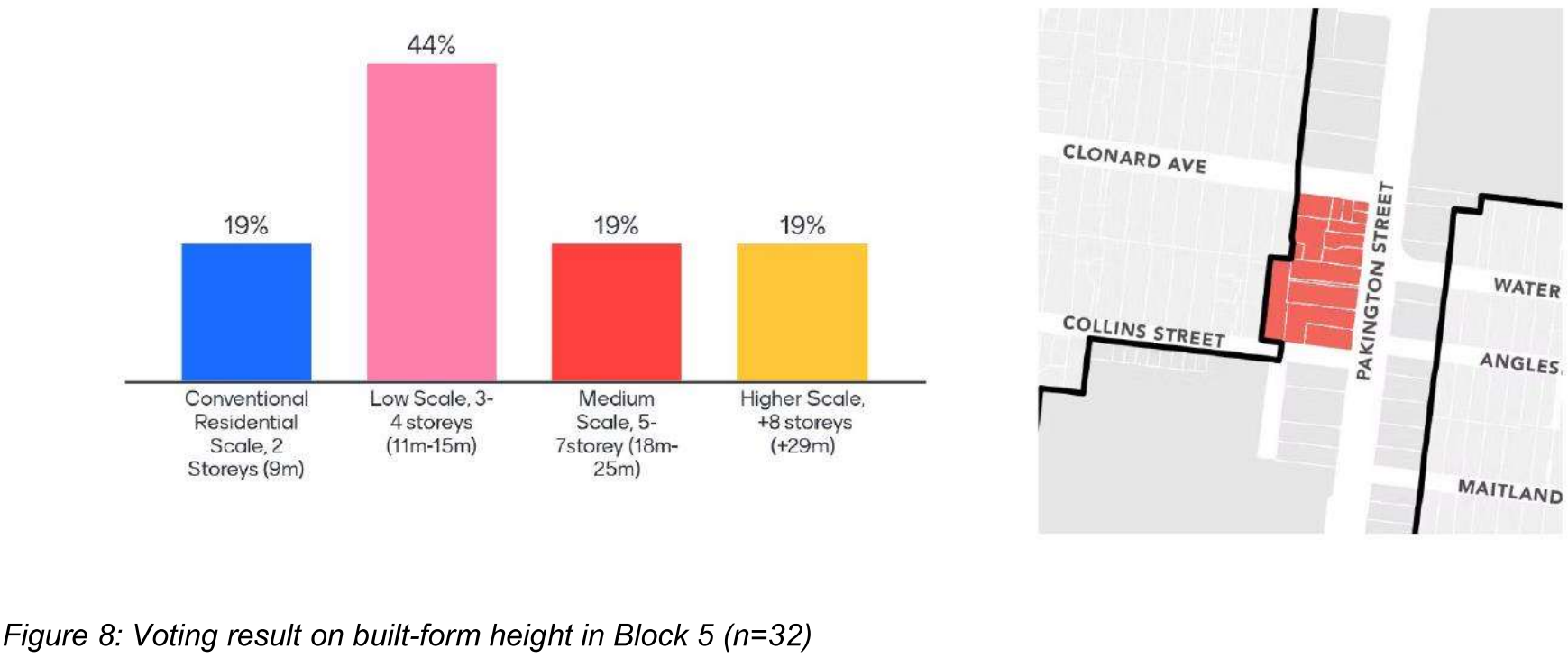


Figure 8: Voting result on built-form height in Block 5 (n=32)

As shown in Figure 9, close to half of participants preferred medium scale development (47%), followed by 31% who preferred low scale development in Block 6, between Britannia Street to Clonard Avenue, west of Pakington Street.

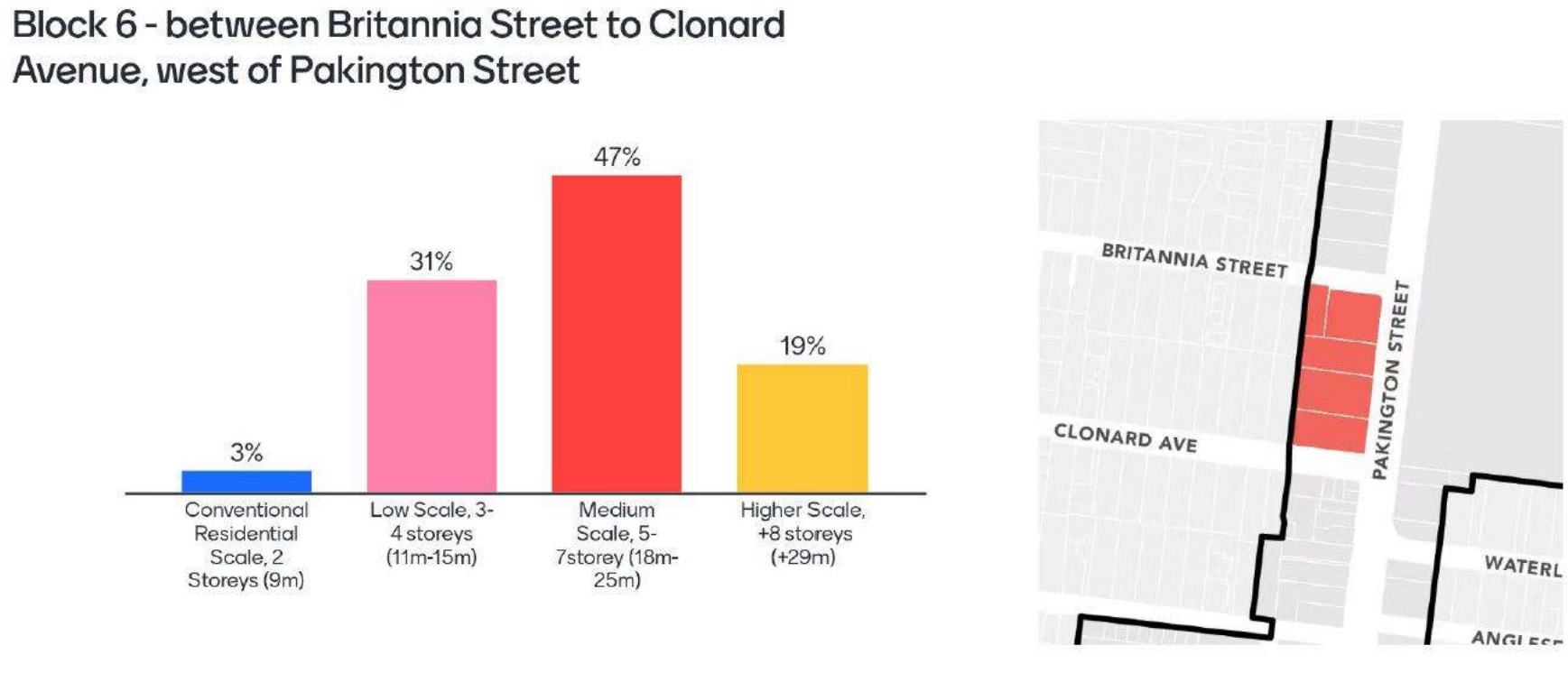


Figure 9: Voting result on built-form height in Block 6 (n=32)

As shown in Figure 10, a little less than half of participants preferred medium scale development (47%). Followed by 31% who preferred low scale in Block 7, between Isabelle Street to Britannia Street, west of Pakington Street.

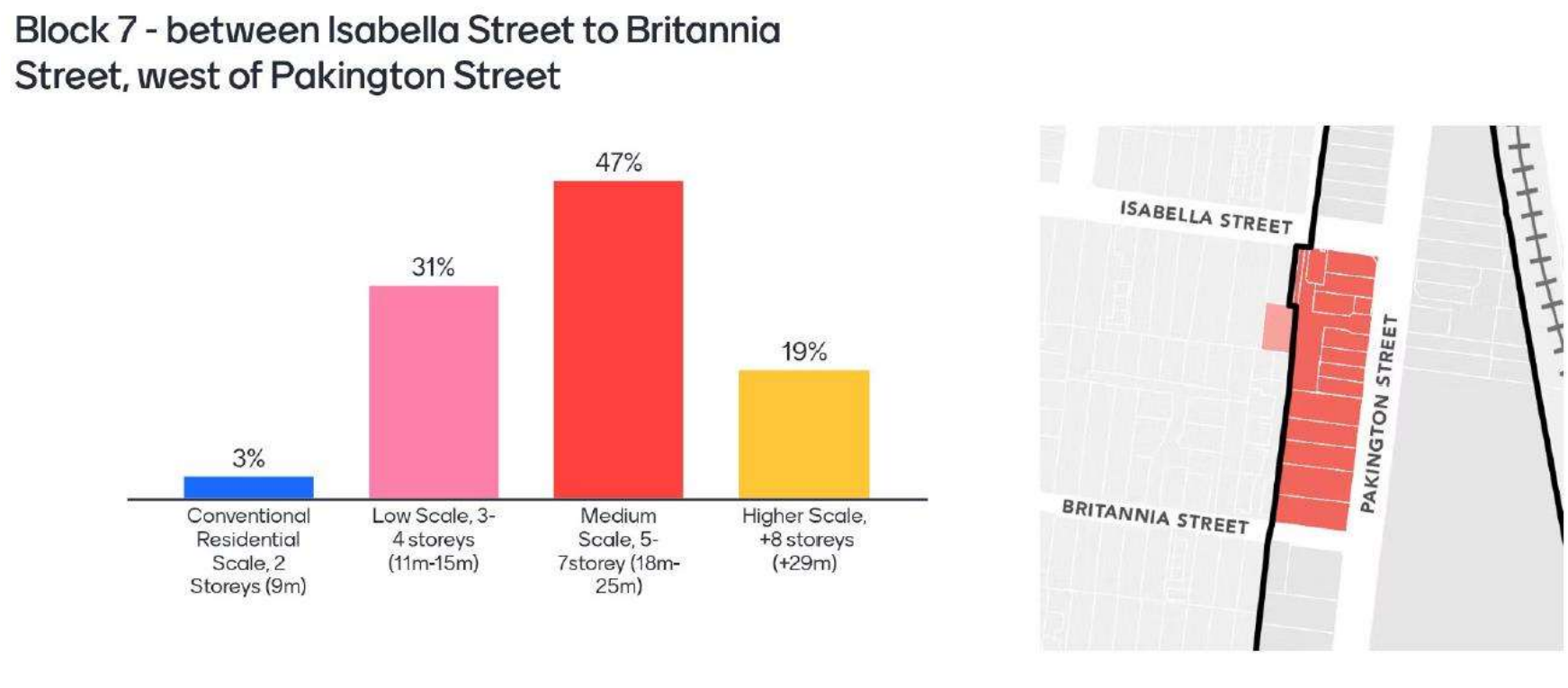


Figure 10: Voting result on built-form height in Block 7 (n=32)

As shown in Figure 11, more than half of participants preferred higher scale development (63%), followed by 28% who preferred medium scale development in Block 8, between Church Street and Rail Siding Yard.

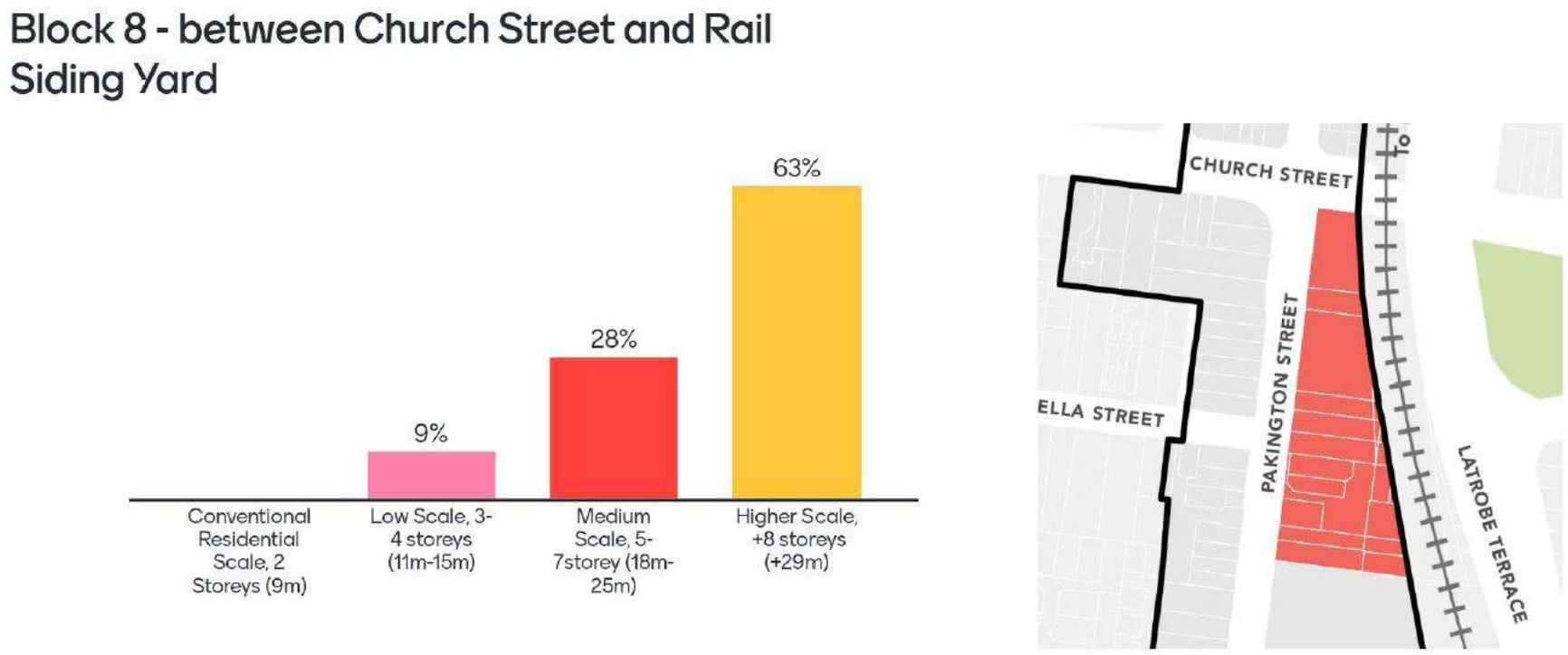


Figure 11 Voting result on built-form height in Block 7 (n=32)

As shown in Figure 12, more respondents preferred higher scale development (41%), followed by 34% who preferred medium scale development in Block 9, between Church Street and Isabella Street to the west of Pakington Street.

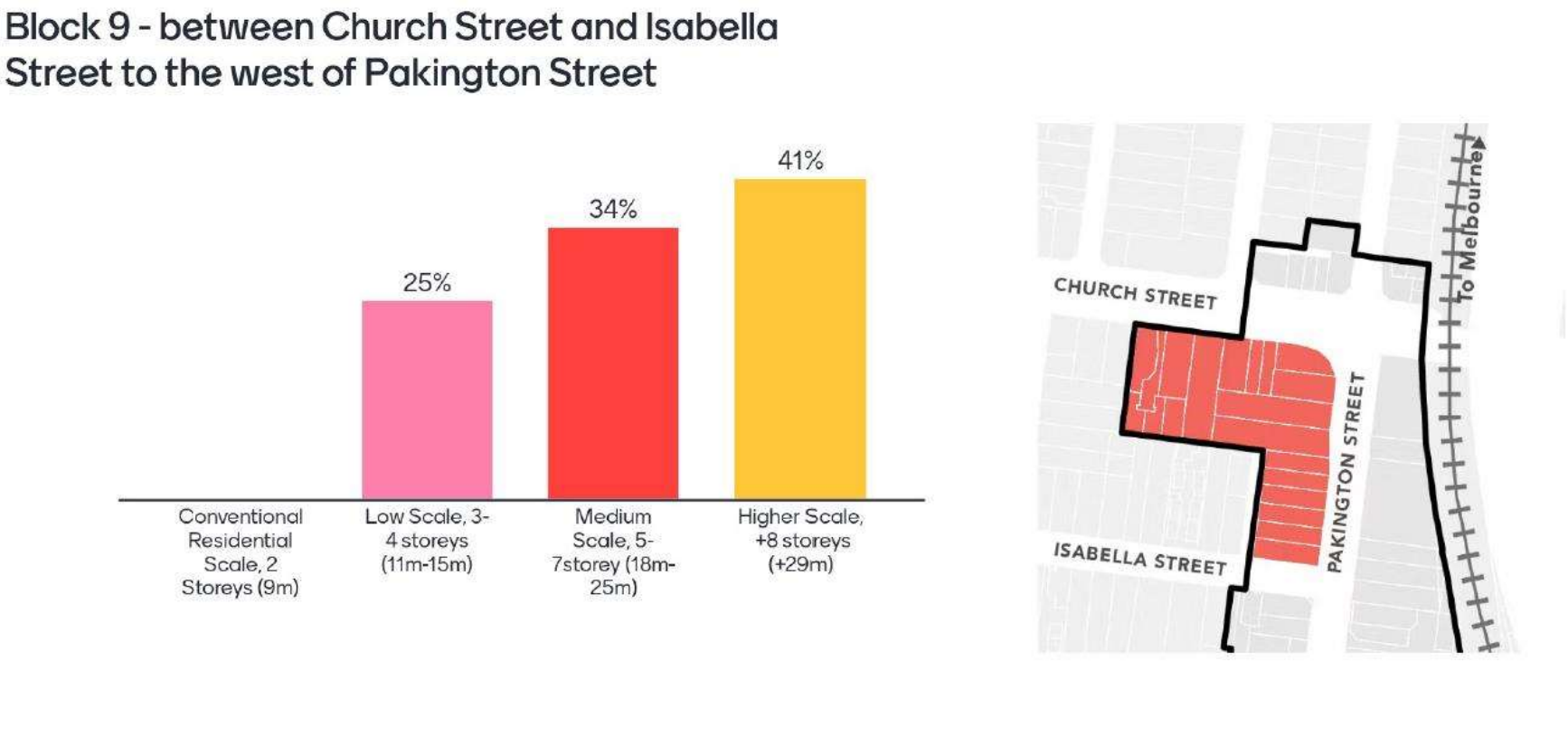


Figure 12: Voting result on built-form height in Block 9 (n=32)

As shown in Figure 13, close to half of participants preferred medium scale development (47%), followed by 28% who preferred low scale development in Block 10, north of Church Street.

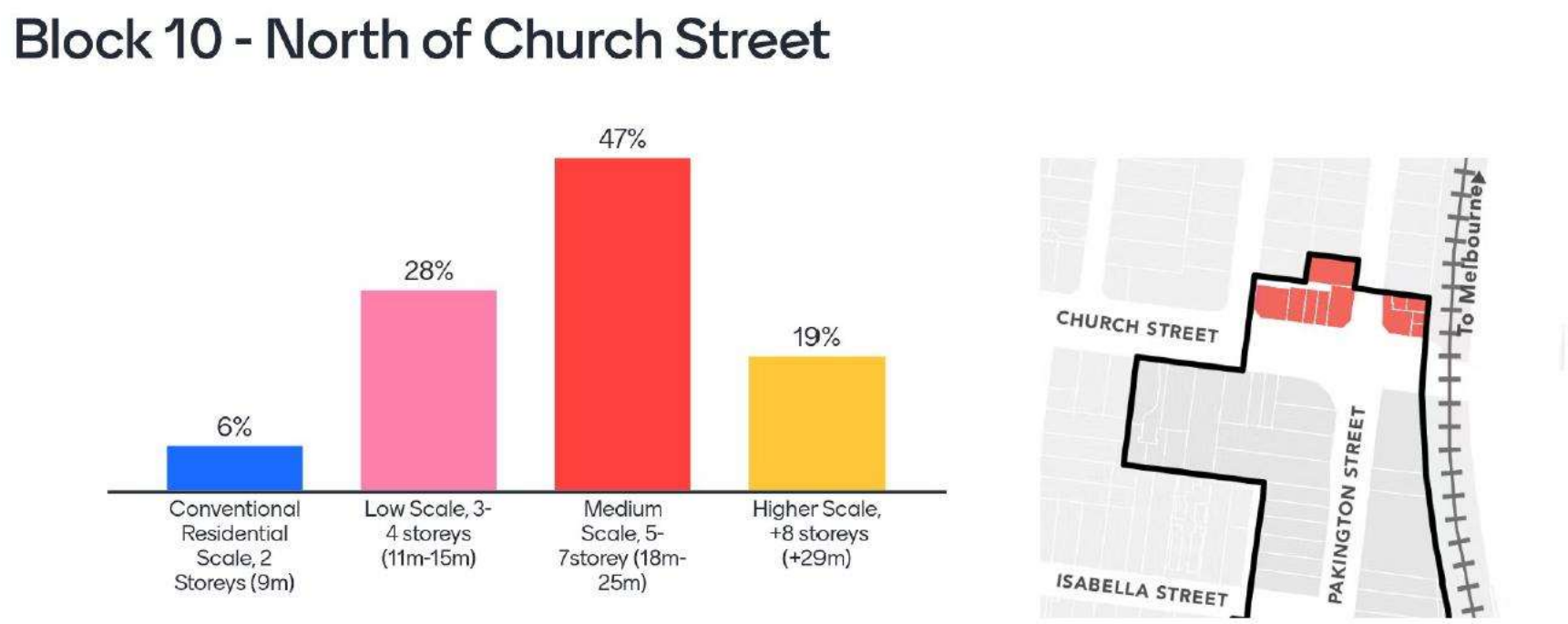


Figure 13: Voting result on built-form height in Block 10 (n=32)

As shown in Figure 14, more than half of participants (53%) preferred higher scale development, followed by 31% who preferred medium scale development in Block 11, Pakington Strand.

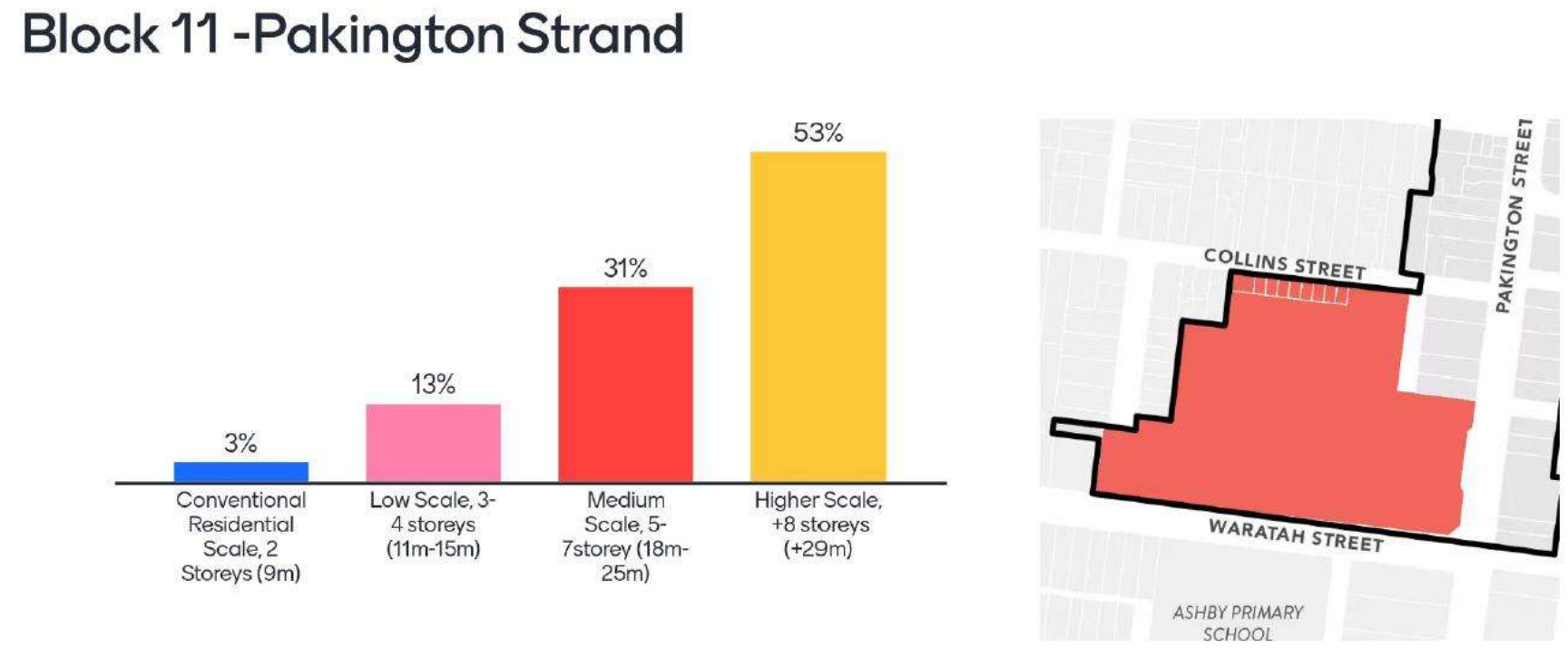


Figure 14: Voting result on built-form height in Block 11 (n=32)

As shown in Figure 15, more than half of participants (66%) preferred higher scale development, only 28% preferred medium scale development in Block 12, rail siding yard.

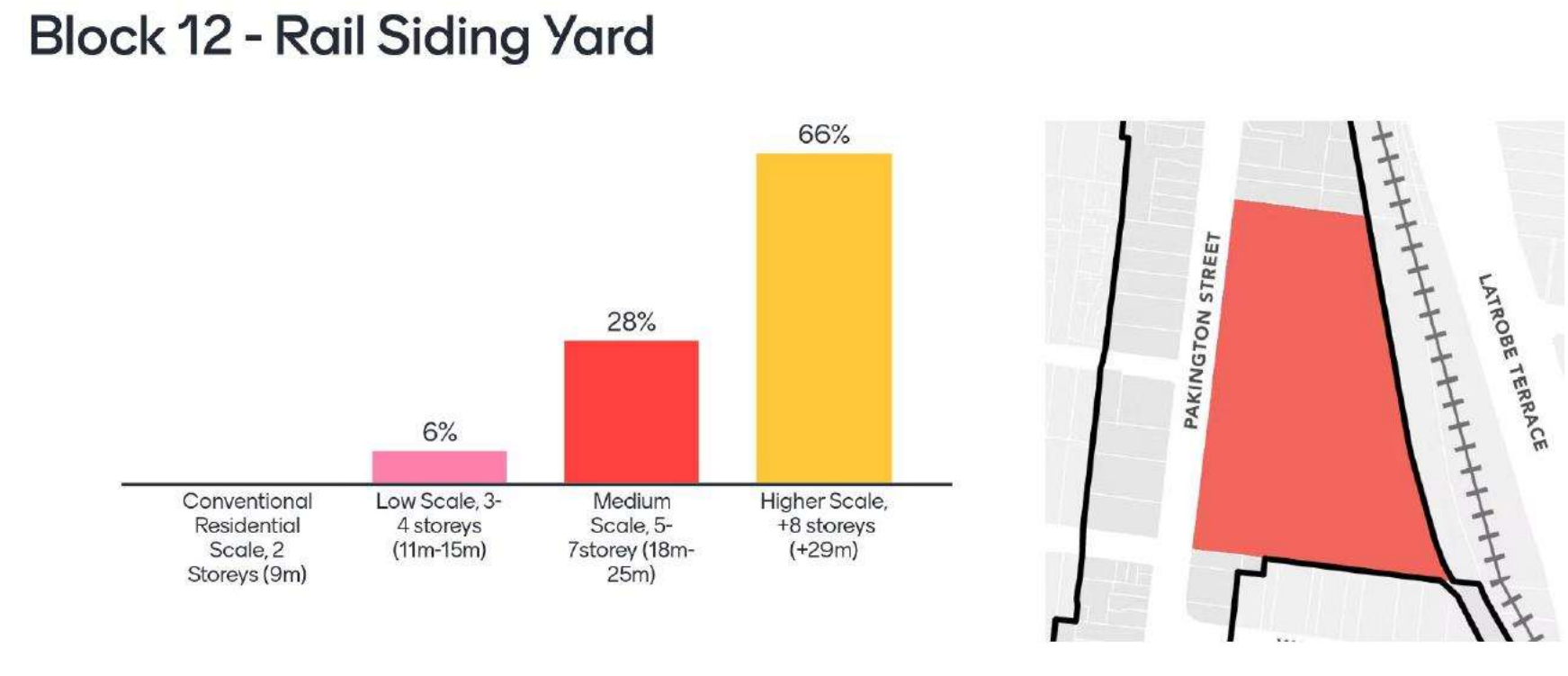


Figure 15: Voting result on built-form height in Block 12 (n=32)

Participants were also asked to provide additional feedback on built-form height following the vote, also via the mentimeter tool. This feedback is summarised below:

Maximum built-form height

- Some participants stated that their preferred maximum built form height is up to 8 to 10 storeys.
- A few participants expressed that they do not have a preferred maximum built form height and are comfortable with future developments to make this decision.
- A few participants shared that they were more comfortable with higher developments in Block 12, rail siding yard.
- A few participants expressed concerns that increased built-form heights will negatively impact the heritage characteristics of Pakington North.
- One participant expressed that they were comfortable with a gradual increase in built-form height towards the north of Pakington Street.

Other built-form considerations

- Several participants stated that built form height should also consider the more detailed design guidelines, including building materials, the provision of green space, and site coverage of future development.

Representativeness of the voting exercise and voting results

- A few participants raised questions about the representativeness of the voting exercise, indicating that only those who were present at Session 4 were able to participate. A suggestion was made to extend this opportunity to other panel members who were not able to attend Session 4.
- One participant raised a question on how built-form height decisions will be made if the same amount of votes were received for different height levels. This only occurred for one vote (Block 3). In this situation, officers have selected the most appropriate height when considering other relevant built form guidelines and objectives.

All voting results and comments were captured and considered by the project team to inform the final UDF, which was presented to Panel members for endorsement in Session Five.

4.5 Review of the UDF

Panel members received a copy of the updated UDF a week before Session 5. At the beginning of the session, The City delivered a presentation to present the UDF and how Panel recommendations were considered. An outline of information shared during the presentation can be found in Section 2.4.

4.5.1 Anything missing in the UDF

Following the City's presentation on the UDF, table discussions were facilitated to consider whether anything is missing in the UDF. The following items were communicated with Panel members to guide discussions:

- not to interrogate anything that hasn't been discussed by the panel
- not to interrogate anything that was proposed previously and not supported
- not to interrogate anything out of scope.

One participant clarified if participants could raise anything new, participants were able to do this, noting that a summary of discussions would be reported.

Council staff were present at each table to facilitate the discussion and take notes. At the end of the discussion, each table were asked to report back to the wider group. Many participants expressed general satisfaction towards the UDF, while some raised questions about the document. A summary of the discussion is outlined below:

Public realm

- considerations on how street amenities and pedestrian priorities can achieve the vision of the UDF, given the limited road reserve width (20 metres) along Pakington North
- considerations for inclusive and creative designs such as rainbow pedestrian crossings

Built-form

- considerations for quality of future developments, including buildings materials
- considerations to support smooth transition from the heritage core to other areas in Pakington North, including building height
- the heights at the Strand do not allow a smooth transition from the Heritage Core
- the heights at the block between Collins Street and Clonard Avenue are inconsistent and should be at six stories for consistency with the adjoining blocks.

Access and movement

- considerations for traffic management with future development
- the need for behavioural change in Pakington North to shift from car-oriented to more pedestrian-oriented transport.

Implementation of the UDF

- question on how different demands in Pakington North will be considered and prioritised
- considerations on disruptions to nearby residents and businesses during future development
- how and when an updated traffic management strategy will be prepared to support the UDF.

Other

- the need for short-term actions to be implemented by Council to improve streetscape in Pakington North
- concerns regarding the process for building height voting, including range of building height scale for voting, information provided prior to voting, and outcome of the voting activity.

4.5.2 Panel voting to endorse the UDF

After the group discussion, Panel members were asked to vote individually whether they endorsed the UDF via Mentimeter. Panel members indicated their level of comfort on the following statement:

- the UDF reflects the work of the panel
- we have achieved the remit – “Panel recommendations will guide future development in Pako North to revitalise and help accommodate demand for new homes, retail, services and jobs.”
- the panel endorses the UDF to go to Council for consideration and endorsement at a Council Meeting.

Figure 16 displays the voting results of the Panel to endorse the UDF:

- the majority of Panel members were either very comfortable or comfortable that the UDF reflected the work of the Panel (79%)
- more than half of Panel members felt either very comfortable or comfortable that the Panel process have achieved the remit (61%)
- more than half of Panel members felt either very comfortable or comfortable to endorse the UDF to go to Council for consideration and endorsement (60%).

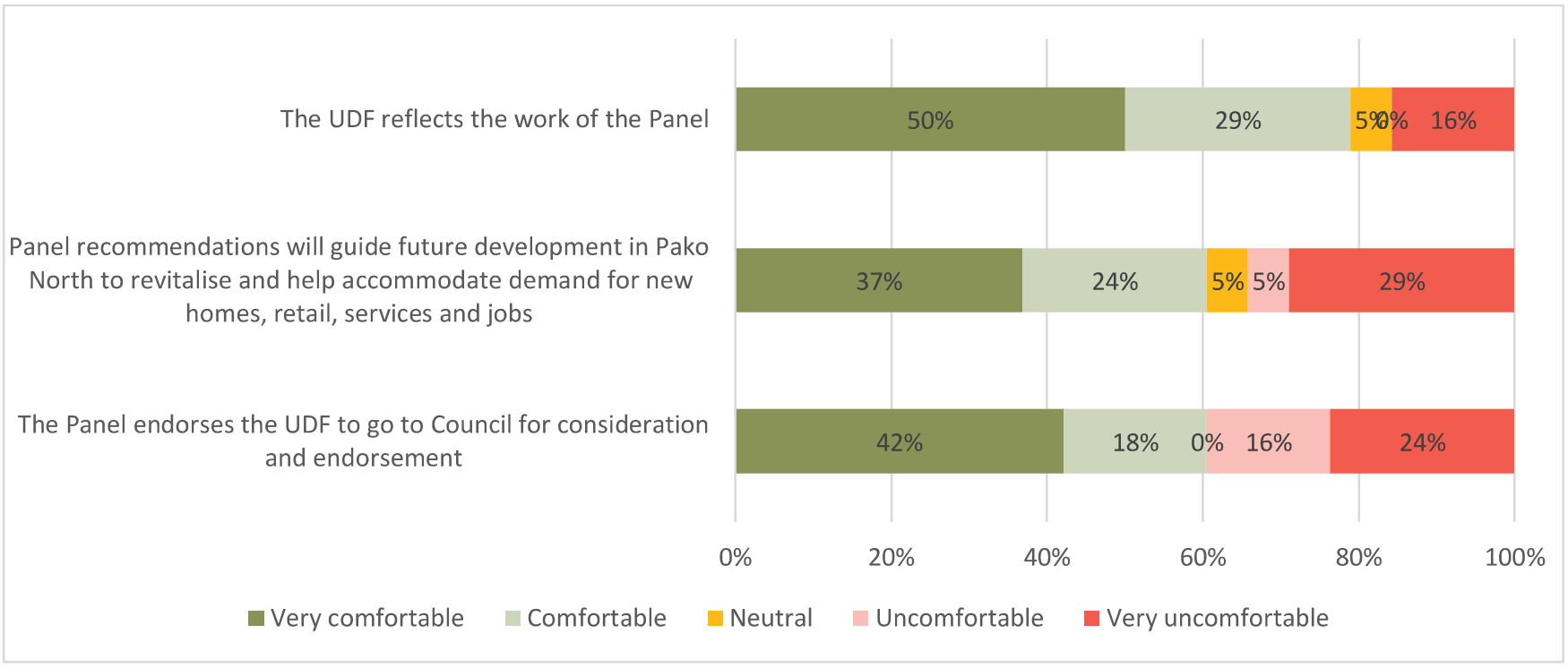


Figure 16: Panel voting to endorse the UDF (n=38)

Participants were also asked to provide additional feedback on the UDF also via the mentimeter tool, summarised below:

- multiple participants expressed satisfaction with the Panel process and appreciation to the project team
- some participants expressed their support for the UDF
- some participants raised concerns about the building height voting process and result for building height and endorsement of the UDF, including:

  - concerned that not all Panel members voted in the activities, which impacted the representativeness of voting results
  - additional time and further information would be preferred to better support Panel voting for building heights
  - concern that maximum building height in the UDF is unable to balance other urban design considerations such as integration with surrounding residential buildings and heritage character of Pakington North
- one participant raised a question about how the railway has been be considered in the UDF.

5 Panel evaluation and reflections

5.1 Panel reflections

At the end of Session Four, Panel members were asked to share their reflections on the Panel process based on three questions. The feedback received during this group discussion is summarised below:

I like…

- the Panel process as an opportunity to learn more about urban design and planning
- the Panel process as an opportunity to connect with others in the community
- the input from all Panel members, participating in a respectful manner
- the transparency of the process, noting the outcomes may not please everybody, and the need of the panel to consider holistic community views
- the expert presentations, which provided evidence-based information, and the opportunity of getting their views to inform the forming of panel recommendations
- the guiding questions that helped table discussions to be directed and focused.

I wish…

- more time was allocated in each session to review and discuss the final voting results as a group
- there was a longer notice period for community members to express their interest to join the Panel and it was better promoted
- the Panel had an opportunity to discuss how they would like to vote on building heights, including building height scale.

I wonder…

- what are the opportunities for community input in future steps on implementation of the UDF
- how representative the Panel was based on its size
- how comments will be shared in the final report
- whether the project timeline was sufficient for the project team to prepare the UDF and reflect Panel recommendations
- whether it was included in the scope for the Panel to discuss more detailed items such as lighting and planting for Pakington North
- whether it is possible for the Panel request the UDF to be forwarded to Council meeting in June instead of May.

5.2 Panel evaluation

5.2.1 Pre- and post panel baseline survey

Panel members were asked to fill-in a baseline survey before and after their participation in the deliberative engagement. The survey asked participants to indicate their level of agreement with statements about their trust and

confidence in Council, civic participation, and knowledge of Council planning environment. A total of 11 Panel members completed the pre-panel survey, and 27 Panel members completed the post-panel survey.

TRUST AND CONFIDENCE IN COUNCIL

As shown in Figure 17 and Figure 18, Panel members reported a similar level of trust and confidence with Council across all three statements, despite an increased number of Panel members who indicated disagree or strongly disagree after participation.

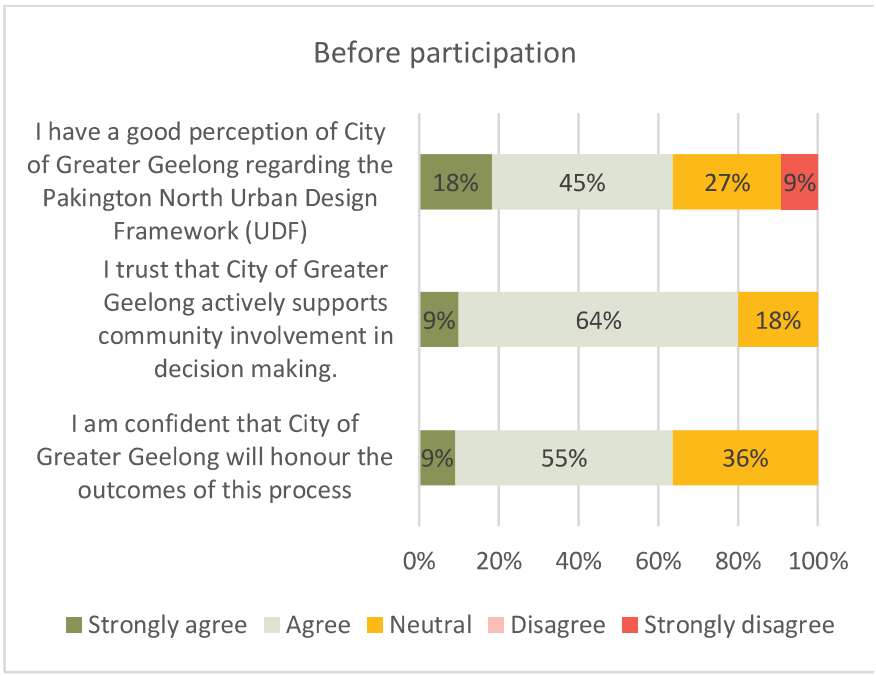


Figure 17: Level of trust and confidence in Council (pre-panel, n=11)

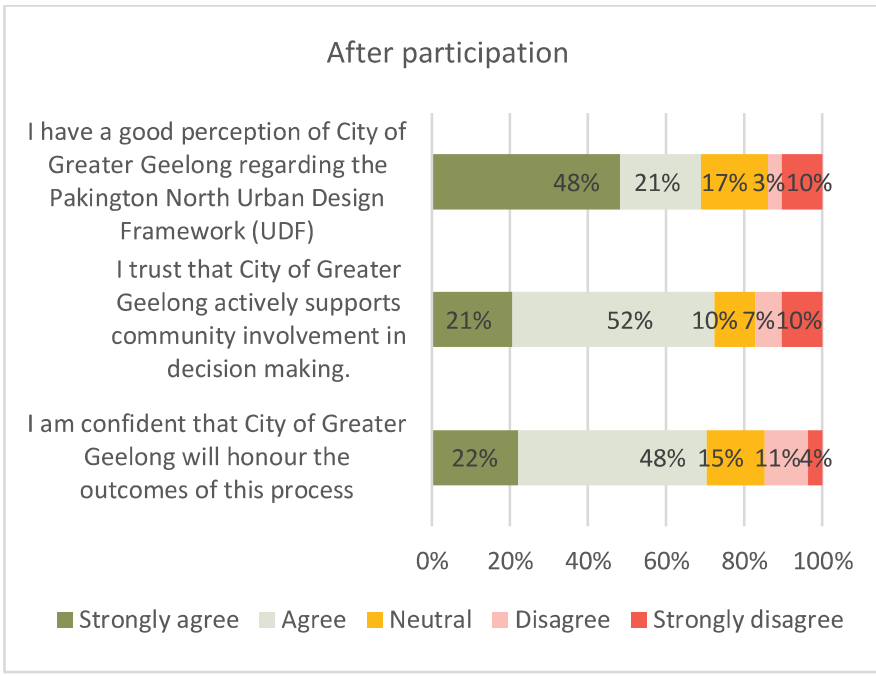


Figure 18: Level of trust and confidence in Council (post-panel, n=27)

CIVIC PARTICIPATION

As shown in Figure 19 and Figure 20, there was a decrease in the number of Panel members who stated they agreed that they are confident in their fellow Panel members to work together through the process and feel confident engaging in deliberative engagement processes. Panel members indicated a same level of agreement when reflecting on their skills and knowledge to contribute to decision-making processes.

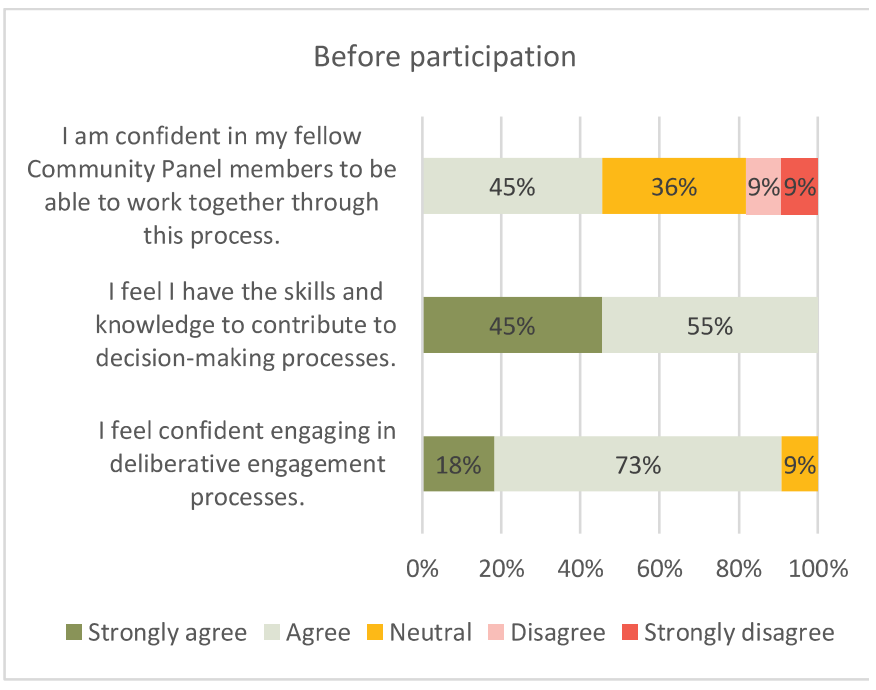


Figure 19: Level of civic participation (pre-panel, n=11)

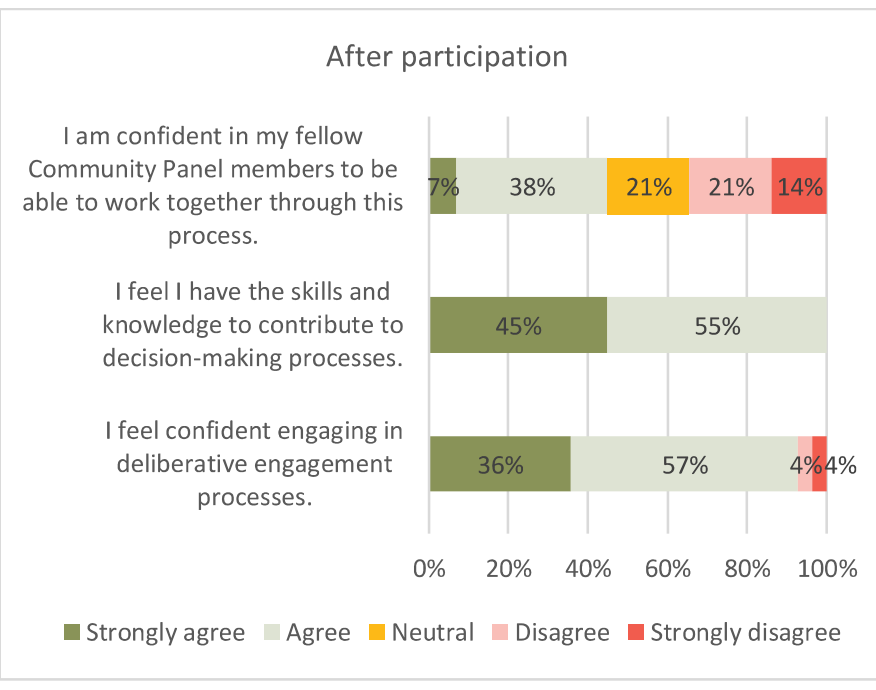


Figure 20: Level of civic participation (post-panel, n=27)

KNOWLEDGE OF COUNCIL PLANNING ENVIRONMENT[1]

As shown in Figure 21 and Figure 22, Panel members indicated an increased level of agreement when reflecting on their understanding of the broader challenges and issues impacting planning the City of Greater Geelong, while there was a slight decrease for Panel members' understanding of what decisions are within Council control and influence.

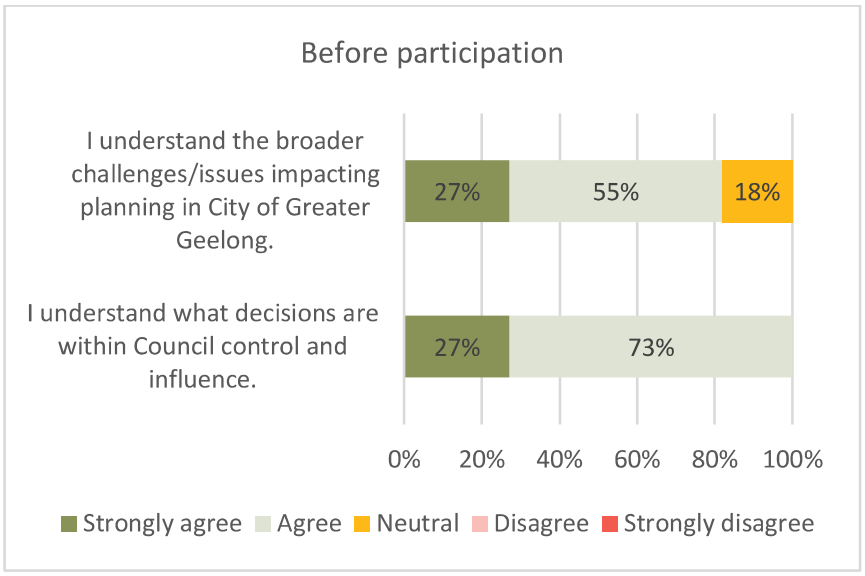


Figure 21: Level of knowledge (pre-panel, n=11)

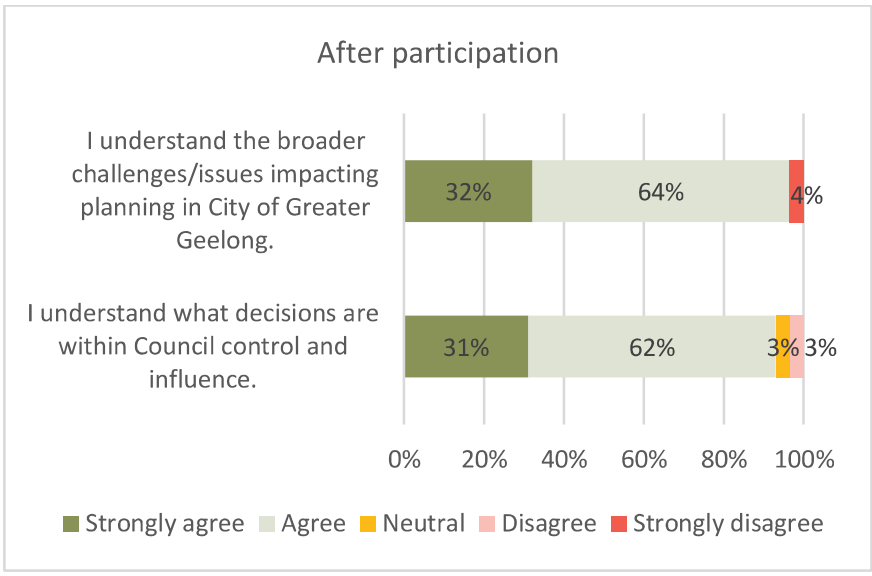


Figure 22: Level of knowledge (pre-panel, n=27)

5.2.2 Post panel reflections

Panel members were asked to further share their reflections in the post-panel survey. There were consistent comments between the survey and reflections during the sessions. Overall, Panel members commented positively, alongside a mix of questions and concerns about the Panel process, summarised below:

Design and delivery of the Panel

- multiple Panel members shared that information provided during the panel sessions were helpful and was a great learning experience for them
- some Panel members shared that they felt the sessions were well-facilitated, productive, and transparent, specifically on Panel's ability to vote on draft recommendations during the sessions and review the UDF snapshots after the sessions
- a few Panel members shared that more instructions would be appreciated to guide different activities during the sessions
- several Panel members stated that they would like to have more time to read, digest, and reflect on information provided and between discussions
- a few Panel members raised concerns about built-form height that was included in the UDF, that it would not be appropriate for the local area.

Representativeness of the Panel

- some Panel members shared that they were confident with the Panel being representative of a diverse range of views
- some Panel members emphasised their concerns that not all Panel members participated in built-form height voting activity
- one Panel member commented that not all relevant stakeholders were involved in the engagement.

[1] Note: The question 'What might stop you from getting involved in Council decision-making processes?' has been removed from the report due to an error in the survey layout on the Your Say portal. The question was designed as an open-ended question but displayed as rating scale format.

Other

- one Panel member commented that the scope of the Panel was too narrow and would like to discuss more details in the Panel process
- a few Panel members thought that some topics have been missed during the discussions, such as public transport, parking, provision of schools, water and sewerage system, and development opportunities surrounding the rail yard site
- a few Panel members provided feedback on the set-up of venues, specifically regarding the malfunction of AV systems during some sessions.

6 Next steps

The UDF will be progressed for Council consideration and endorsement at the May 2024 Council Meeting.

Four Panel members volunteered to represent the Panel and report of Panel outcomes in the Councillor briefing on Tuesday 14 May 2024.

The UDF will be shared with the wider community on Wednesday 15 May on our Have Your Say platform ahead of the Council meeting on Tuesday 28 May 2024.



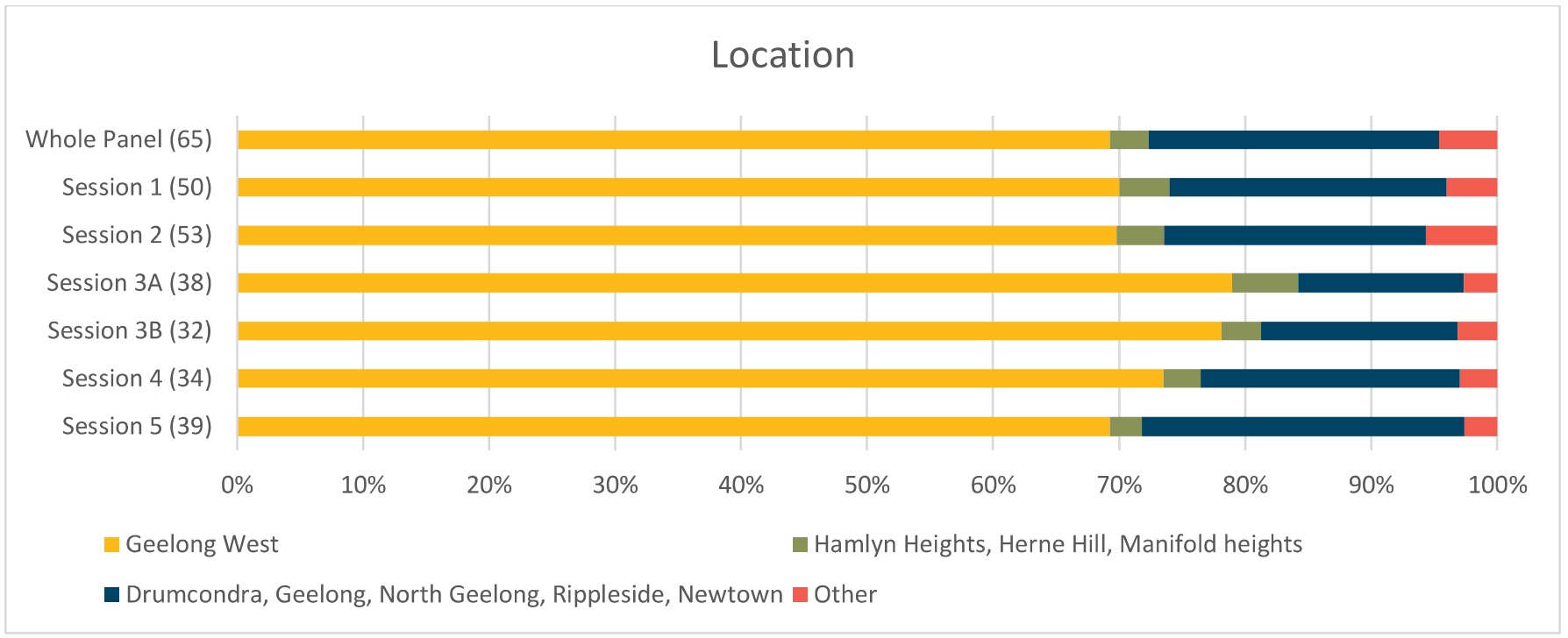
Appendix A: Panel member composition targets versus final membership

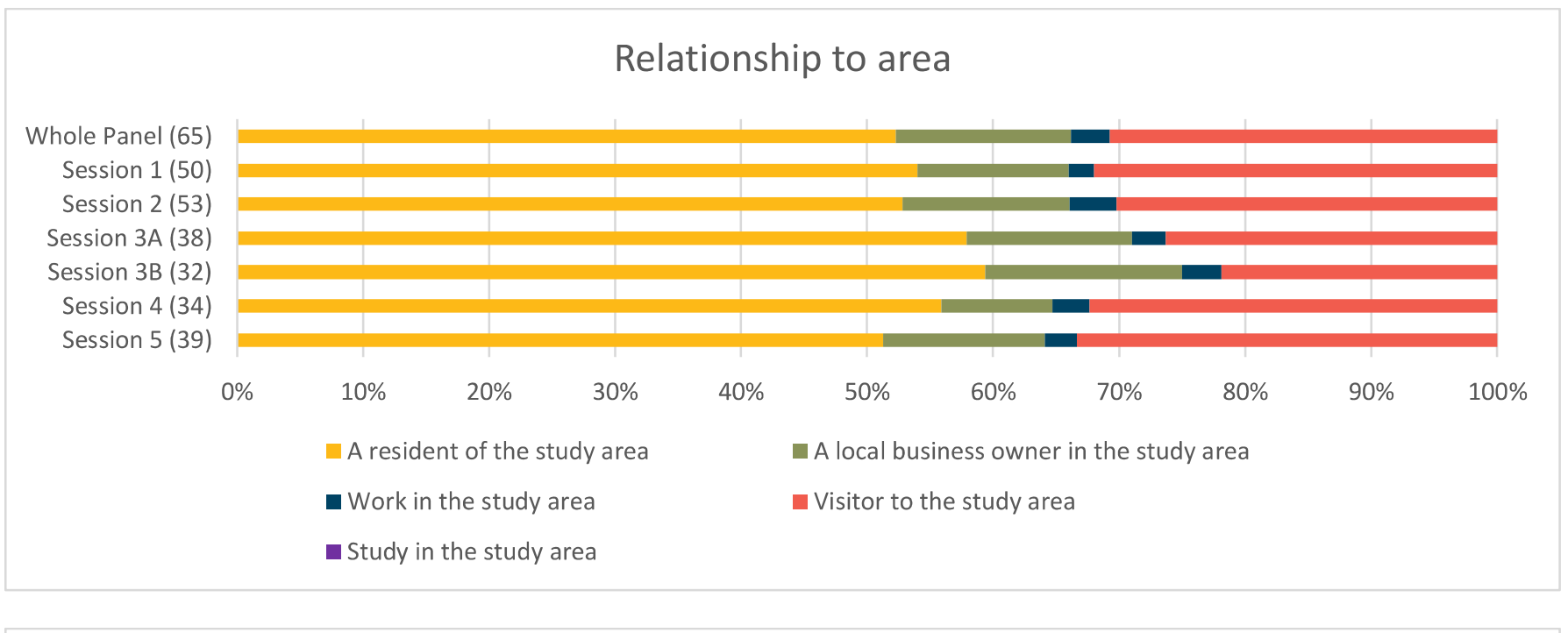
Category (in order of priority)	Criteria and Representation target (%)	Selection target # (based on 66 participants)	Amount of people expressed their interest as per survey	Selection achieved
Relationship to the Study area	A resident of the area (minimum of 60% across the locations as described in Location category)	40	56	33
	A local business owner (target of 15% of total panel makeup, with a diversity of 'use' e.g. hospitality, retail, commercial, etc.)	10	15	8
	Commercial interest/connection (15%)	10		11
	Work or study in the area (5%)	3.5	2	2
	Visitor to the area (5%)	3.5	52	19
	From answer to the above… relationship to the following location:			
	Pakington North Study Area (bound by Gordon Avenue, Church Street, Shannon Ave and Latrobe Terrace) (30%)	20	8 (Pako North Study) Broader Study Area 63	10
Location	Geelong West- Manifold Heights- Herne Hill (30%)	20	13	33
	Immediate neighbouring suburbs to the above (30%)	20	32	12
	Other (outside of study area) (10%)	7	9	7
	Note: participants will be asked for their residential address and selection			

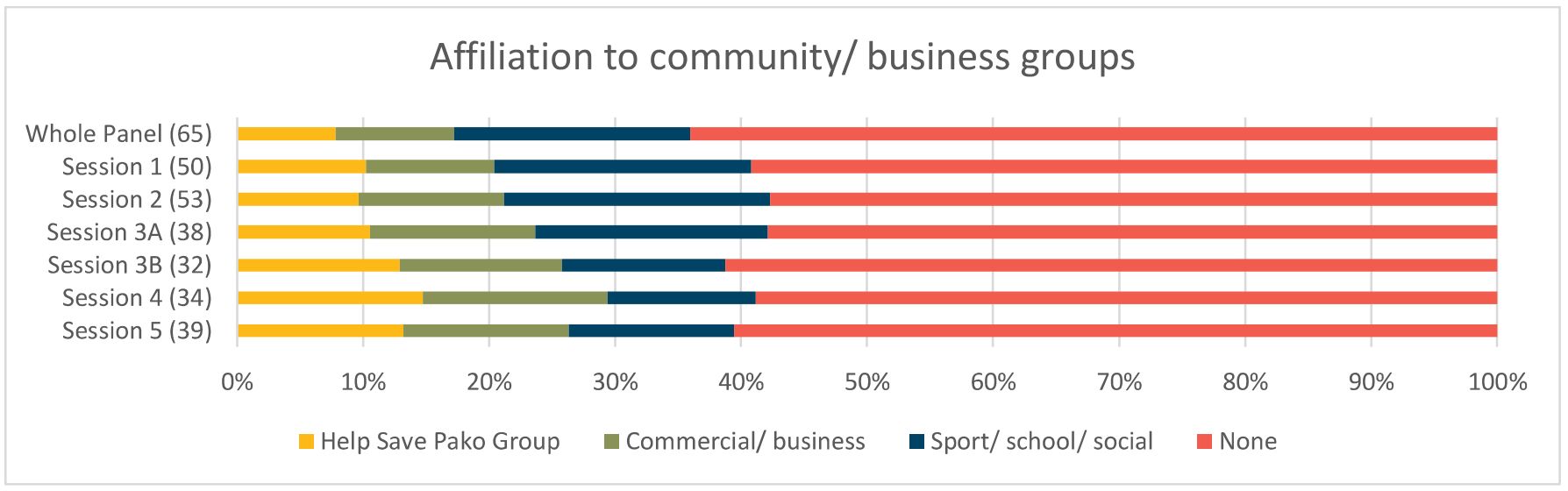
	will include aiming for a diverse geographic distribution			
Gender	Male (45%)	30	62	28
	Female (49%)	33	61	32
	Identify as other (6%)	3	2	2
Age	*under 18 opportunity with Youth Council (minimum x 2)*	4	0	0
	18 - 24 years (9%)	8	1	1
	25 - 34 years (14%)	11	20	10
	35 - 49 years (19%)	14	41	22
	50 - 59 years (12%)	9	21	11
	60 - 69 years (12%)	9	31	12
	70+ (14%)	11	11	7
Affiliated interest	I am affiliated with an active interest group (please specify) (20%) *(maximum of 5 representatives from any one group)*	13	43 in total 5 from HSPG	26
Duration: How long you have been a resident, business owner or had a connection (approx.) – as described in your answer to Q 1.	Less than 12 months	17	4	3
	1-4 years	16	28	12
	5-10	16	33	18
	11+	17	60	27
Previous engagement with Council	Within the last 12-months (25%)	16	46	25
	Within the last 3-years (35%)	23	21	14
	Never or longer than 3-years (40%)	26	57	23
Traditionally under-	Aboriginal or Torres Strait Islander (>2%), *minimum of 3 people*	3	2	2

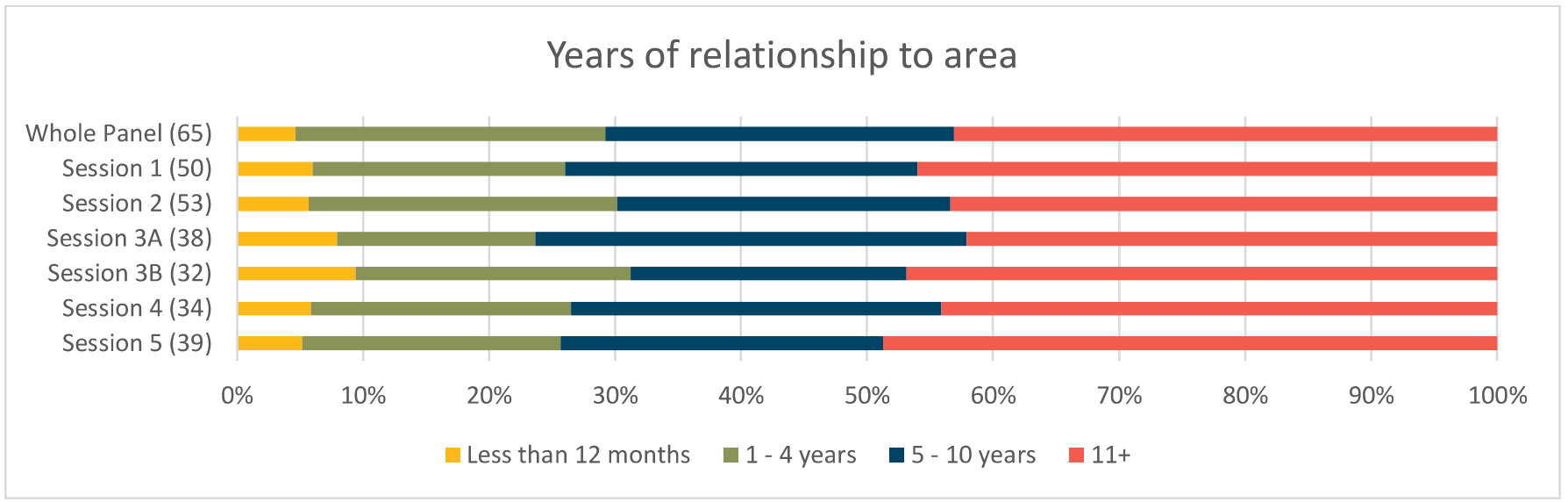
represented groups	A person with disability (7%)	5	6	5
	Carer (14%)	9	4	2
	LGBTIQ+ (4%)	3	6	4
	Speak a language other than English at home/Born Overseas (12%)	9	3	2
	Born overseas (e.g. UK, India, NZ, Philippines, China, Italy, Croatia, Germany, Netherlands) (18%)	12	10	8
Housing Tenure	Own home/mortgage (66%)	44	107	49
	Renter (23%)	15	14	9
	Public or Social housing (3%)	2	1	1
	Other	0	0	3
Housing Type	Free standing (85%)	56	112	52
	Apartment / unit (14%)	10	10	8
Family Composition	Families with children (27%)	20	58	28
	Couples without children (27%)	20	35	19
	One parent families (11%)	9	3	3
	Group household (4%)	5	1	1
	Lone household (17%)	7	28	14

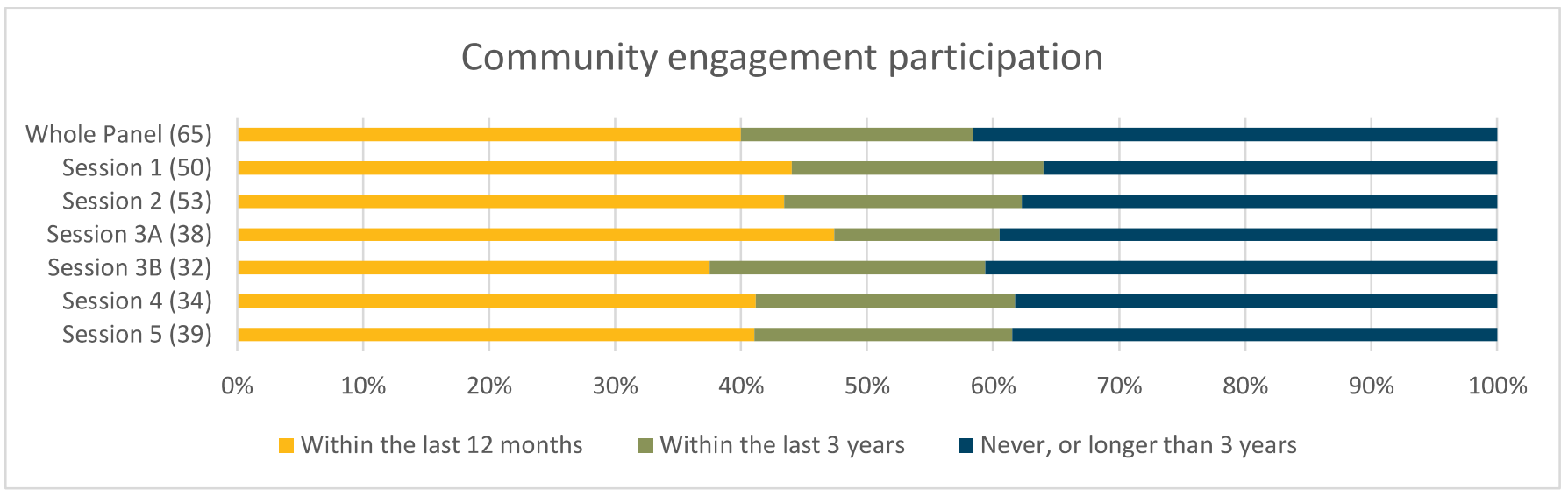
Appendix B: Representation of the Panel by session








Years of relationship to area
Whole Panel (65)
Session 1 (50)
Session 2 (53)
Session 3A (38)
Session 3B (32)
Session 4 (34)
Session 5 (39)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Less than 12 months
1 - 4 years
5 - 10 years
11+


Community engagement participation
Whole Panel (65)
Session 1 (50)
Session 2 (53)
Session 3A (38)
Session 3B (32)
Session 4 (34)
Session 5 (39)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Within the last 12 months
Within the last 3 years
Never, or longer than 3 years

Appendix C: Panel recommendation voting

Evaluation framework on draft recommendation voting results

Mostly uncomfortable or very uncomfortable	Generally uncomfortable	Generally neutral	Generally comfortable	Mostly comfortable or very comfortable
Major changes required to recommendation with further discussions or remove recommendation	Changes required to recommendation with further discussions	Further discussion required	Some changes required to recommendation with additional details or refinement	Minimal or no changes required to recommendation

Draft recommendations, voting results, refined recommendations by the Panel, and Council reponse and action to the UDF

DRAFT RECOMMENDATION	VOTING RESULT	ADDITIONAL COMMENTS	OFFICER RESPONSE/ TRANSLATION TO UDF
PUBLIC REALM			
Streetscape improvements including widening footpaths, more pedestrian crossings, greenery, seating, trees, lighting	Comfortable or very comfortable: 95% Neutral: 3% Uncomfortable or very uncomfortable: 3%	No changes were made	**Accepted.** **Included in objective** • To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity. **Included in guideline** • Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including: widening of footpaths, improved footpath treatment, street furniture, weather protection, understorey planting, bike hoops and bike repair stations, signalized pedestrian crossings and, street lighting.
New open space at the corner of Church Street and Pakington	Comfortable or very comfortable:45% Neutral: 29% Uncomfortable or very uncomfortable: 26%	No changes were made	**Accepted.** **Included in map and guideline** • Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses: - Intersection of Church Street and Pakington Street. - Intersection of Pakington Street and Waratah Street.
New public open space on rail yard site	Comfortable or very comfortable: 86% Neutral: 11% Uncomfortable or very uncomfortable: 3%	No changes were made	**Accepted.** **Included in map and guideline** • Establish new open spaces within strategic sites of The Strand and Railing Siding Yard.
New small open space at the corner of Pakington and Waratah Street	Comfortable or very comfortable: 73% Neutral: 16% Uncomfortable or very uncomfortable: 11%	Additional comments: ○ Suggestion of a better approach to open up the Ashby Primary	**Accepted.** **Included in map and guideline** • Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community

		Playground ○ Notes was the difficulty with reducing Woolworths site parking and acquisition of this land	uses: - Intersection of Church Street and Pakington Street. - Intersection of Pakington Street and Waratah Street.
Green spaces or pocket parks via land acquisition with vegetation, trees, seating. Vegetation may include indigenous species, vegetables	Comfortable or very comfortable: 81% Neutral: 11% Uncomfortable or very uncomfortable: 3%	Additional comments: ○ Suggestion of a better use of railyards interface to include a green wall or art installation ○ Identify underutilised pockets of land for pocket parks or community gardens	**Accepted.** **Included in map and guideline** • Improve interface between Pakington Street and Rail Siding Yard through landscaping and public art in the interim while the site is being utilised for rail functions. • Investigate opportunities for temporary activation of vacant sites prior to development. • Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses: - Intersection of Church Street and Pakington Street. - Intersection of Pakington Street and Waratah Street.
Install amenities such as bench seats, street furniture, planter boxes that integrate with the heritage characteristics of Pakington Street at key locations	Comfortable or very comfortable: 95% Neutral: 0% Uncomfortable or very uncomfortable: 5%	Additional comments: ○ Make sure footpath is wide enough for different uses to be inclusive, accessible, flexible, user friendly. ○ With regulations for businesses using footpaths. ○ Where applicable, utilise a parking space for street furniture, planter boxes, or tree planting.	**Accepted.** **Included in objective** • To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity. **Included in guideline** • Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including: widening of footpaths, improved footpath treatment, street furniture, weather protection, understorey planting, bike hoops and bike repair stations, signalised pedestrian crossings and, street lighting. • Allow activities to spill out to adjoining footpath by creating broad foot-paths that are inclusive, accessible and flexible for a variety of uses such as walking, public seating and trading activities such as outdoor dining or alfresco dining.
Turn Ropeworks into a greenhouse with pocket park	Comfortable or very comfortable: 51% Neutral: 27% Uncomfortable or very uncomfortable: 22%	Any development at the site and surrounds should include elements of landscape and open	**Accepted.** **Included in objective** • To provide public spaces that are inclusive and inviting by focusing

		space activation and be mindful of the heritage overlay.	on pedestrian oriented places for all genders and age groups. **Included in guidelines** • Establish new open spaces within strategic sites of The Strand and Rail Siding Yard. • Co-locate new open space with Ropeworks Shed to provide a landscaped surround to the historic building. New development at the site and surrounds should ensure landscaping and activation whilst responding to the existing heritage context. • Design open spaces to integrate Crime Prevention through Environmental Design principles to minimise risk of crime and create a perception of safety.
Continue tree canopy along the full length of Pakington Street, with large deciduous trees that are strategically located	Comfortable or very comfortable: 93% Neutral: 7% Uncomfortable or very uncomfortable: 0%	No changes were made	**Accepted.** **Included in objective** • To respond to climate change and increase environmental sustainability. **Included in guidelines** • Establish consistent canopy planting to either side of Pakington Street at regular intervals. A minimum canopy cover target of 25% as per the Urban Forest Strategy 2015-2025 should be achieved across the precinct. • Select appropriate street tree species that are climate resilient and enhance the character of Pakington Street. *Type, species and other detailed decisions to be undertaken at master planning stage.*
Provide multipurpose open space for food trucks	Comfortable or very comfortable: 48% Neutral: 30% Uncomfortable or very uncomfortable: 21%	Incorporate multi-function areas into future open space, such as pop-up markets and food trucks. Investigate opportunities for temporary activation at vacant sites prior to redevelopment.	**Accepted.** **Included in objective** • To provide public spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups. **Included in guidelines** • Provide a balance of flexibility and programmability in new open spaces for activities such as pop-up markets, food trucks and investigate other temporary activation opportunities. • Investigate opportunities for temporary activation of vacant sites prior to development.
Remove car parks for alfresco dining, street	Comfortable or very comfortable: 67% Neutral:	Net increase of carparking. If car	**Accepted.**

furniture, and widen footpaths	4% Uncomfortable or very uncomfortable: 29%	parks are removed, use space for alfresco dining and planting	**Included in objective** • To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity. **Included in guidelines** • Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including widening of footpaths, improved footpath treatment, street furniture, weather protection, understorey planting, bike hoops and bike repair stations signalised pedestrian crossings and street lighting. • Allow activities to spill out to adjoining footpath by creating broad footpaths that are inclusive, accessible, and flexible for a variety of uses such as walking, public seating and trading activities such as outdoor dining or alfresco dining. • Consider removal of car parking to support the widening of footpaths.
Green spaces or pocket parks via land acquisition with vegetation, trees, seating. Vegetation may include indigenous species, vegetables	Comfortable or very comfortable: 81% Neutral: 11% Uncomfortable or very uncomfortable: 3%	Additional comments: • Suggestion of a better use of railyards interface to include a green wall or art installation • Identify underutilised pockets of land for pocket parks or community gardens	**Accepted.** **Included in map and guideline** • Improve interface between Pakington Street and Rail Siding Yard through landscaping and public art in the interim while the site is being utilised for rail functions. • Investigate opportunities for temporary activation of vacant sites prior to development. • Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses: - Intersection of Church Street and Pakington Street. - Intersection of Pakington Street and Waratah Street.
Install amenities such as bench seats, street furniture, planter boxes that integrate with the heritage characteristics of Pakington Street at key locations	Comfortable or very comfortable: 95% Neutral: 0% Uncomfortable or very uncomfortable: 5%	Additional comments: • Make sure footpath is wide enough for different uses to be inclusive, accessible, flexible, user friendly. • With regulations for businesses using footpaths. • Where applicable, utilise a	**Accepted.** **Included in objective** • To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity. **Included in guideline** • Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including widening of footpaths, improved footpath treatment, street furniture, weather protection, understorey planting, bike hoops and bike repair stations,

		parking space for street furniture, planter boxes, or tree planting.	signalised pedestrian crossings and, street lighting. • Allow activities to spill out to adjoining footpath by creating broad footpaths that are inclusive, accessible and flexible for a variety of uses such as walking, public seating and trading activities such as outdoor dining or alfresco dining.
Turn Ropeworks into a greenhouse with pocket park	Comfortable or very comfortable: 51% Neutral: 27% Uncomfortable or very uncomfortable: 22%	Any development at the site and surrounds should include elements of landscape and open space activation, and be mindful of the heri- tage overlay.	**Accepted.** **Included in objective** • To provide public spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups. **Included in guidelines** • Establish new open spaces within strategic sites of The Strand and Rail Siding Yard. • Co-locate new open space with Ropeworks Shed to provide a landscaped surround to the historic building. New development at the site and surrounds should ensure landscaping and activation whilst responding to the existing heritage context. • Design open spaces to integrate Crime Prevention through Environmental Design principles to minimise risk of crime and create a perception of safety.
Continue tree canopy along the full length of Pakington Street, with large deciduous trees that are strategically located	Comfortable or very comfortable: 93% Neutral: 7% Uncomfortable or very uncomfortable: 0%	No changes were made	**Accepted.** **Included in objective** • To respond to climate change and increase environmental sustainability. **Included in guidelines** • Establish consistent canopy planting to either side of Pakington Street at regular intervals. A minimum canopy cover target of 25% as per the Urban Forest Strategy 2015-2025 should be achieved across the precinct. • Select appropriate street tree species that are climate resilient and enhance the character of Pakington Street. *Type, species and other detailed decisions to be undertaken at master planning stage.*
Provide multipurpose open space for food trucks	Comfortable or very comfortable: 48% Neutral: 30% Uncomfortable or very uncomfortable: 21%	Incorporate multi-function areas into future open space, such as pop-up	**Accepted.** **Included in objective** • To provide public spaces that are inclusive and inviting by focusing

		markets and food trucks. Investigate opportunities for temporary activation at vacant sites prior to redevelopment.	on pedestrian oriented places for all genders and age groups. **Included in guidelines** • Provide a balance of flexibility and programmability in new open spaces for activities such as pop-up markets, food trucks and investigate other temporary activation opportunities. • Investigate opportunities for temporary activation of vacant sites prior to development.
Remove car parks for alfresco dining, street furniture, and widen footpaths	Comfortable or very comfortable: 67% Neutral: 4% Uncomfortable or very uncomfortable: 29%	Net increase of carparking. If car parks are removed, use space for alfresco dining and planting	**Accepted.** **Included in objective** • To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity. **Included in guidelines** • Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including widening of footpaths, improved footpath treatment, street furniture, weather protection, understorey planting, bike hoops and bike repair stations signalised pedestrian crossings and street lighting. • Allow activities to spill out to adjoining footpath by creating broad foot- paths that are inclusive, accessible, and flexible for a variety of uses such as walking, public seating and trading activities such as outdoor dining or alfresco dining. • Consider removal of car parking to support the widening of footpaths.
Sustainability framework that considers vegetation type, capturing water, and use recycled materials	Comfortable or very comfortable: 94% Neutral: 6% Uncomfortable or very uncomfortable: 0%	Provide multipurpose open spaces for markets, dog walking, music performances, and space for community meeting.	**Accepted.** **Included in objective** • To respond to climate change and increase environmental sustainability. **Included in guideline** • Create built environments that ensure climate resilience through the provision of street trees, green walls and roofs. Street design should incorporate water sensitive urban design principles and explore opportunities for bioretention pits, rain gardens and swales. • Select appropriate street tree species that is not only climate resilient but also enhances the character of Pakington Street. • Ensure materials used are robust and durable with a long service

			life and are easily maintained. Support recycling and reuse of materials where appropriate.
Install public art and water feature Pakington and Church Street corner	Comfortable or very comfortable: 86% Neutral: 5% Uncomfortable or very uncomfortable: 10%	UDF to include provision for public art installations.	**Accepted.** **Included in map and guideline** • Provide opportunities for the installation of public art, including event and breakout spaces and on blank facades, to contribute to the identity, activation and interest of streets and open spaces.
Enhance culture canvas through materiality, native planting, art, First Nations, re-use materials, community hub and edible gardens	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	No changes were made	**Accepted.** **Included in objective** • To celebrate and enhance cultural canvas through the integration of public art, materiality of streetscape elements and native planting. **Included in guideline** • Ensure materials used are robust and durable with a long service life and are easily maintained. Support recycling and reuse of materials where appropriate.
Sustainability framework that considers vege- tation type, capturing water, and use recycled materials	Comfortable or very comfortable: 94% Neutral: 6% Uncomfortable or very uncomfortable: 0%	Provide multipurpose open spaces for markets, dog walking, music performances, and space for community meeting.	**Accepted.** **Included in objective** • To respond to climate change and increase environmental sustainability. **Included in guideline** • Create built environments that ensure climate resilience through the provision of street trees, green walls and roofs. Street design should incorporate water sensitive urban design principles and explore opportunities for bioretention pits, rain gardens and swales. • Select appropriate street tree species that is not only climate resilient but also enhances the character of Pakington Street. • Ensure materials used are robust and durable with a long service life and are easily maintained. Support recycling and reuse of materials where appropriate.
Install public art and water feature Pakington and Church Street corner	Comfortable or very comfortable: 86% Neutral: 5% Uncomfortable or very uncomfortable: 10%	UDF to include provision for public art installations.	**Accepted.** **Included in map and guideline** • Provide opportunities for the installation of public art, including event and breakout spaces and on blank facades, to contribute to the

			identity, activation and interest of streets and open spaces.
Enhance culture canvas through materiality, native planting, art, First Nations, re-use materials, community hub and edible gardens	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	No changes were made	**Accepted.** **Included in objective** • To celebrate and enhance cultural canvas through the integration of public art, materiality of streetscape elements and native planting. **Included in guideline** • Ensure materials used are robust and durable with a long service life and are easily maintained. Support re use of recycle and reuse of materials where appropriate. • Investigate opportunities to raise awareness and appreciation of local Aboriginal Cultural heritage through consultation and collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.
BUILT FORM			
UDF to encourage heritage design elements in buildings and street infrastructure	Comfortable or very comfortable: 83% Neutral: 7% Uncomfortable or very uncomfortable: 10%	○ UDF to encourage retaining existing heritage design elements in buildings and street infrastructure, whilst encouraging sympathetic feel in creating its own character	**Accepted.** (part of Public Realm and Open Space) **Included in guideline** • Encourage retention of existing heritage design elements in buildings and street infrastructure, whilst encouraging sympathetic feel in creating Pakington North's own distinct character.
Weather protection along Pakington Street through design elements like awnings and canopies (n=29)	Comfortable or very comfortable: 90% Neutral: 10% Uncomfortable or very uncomfortable: 0%	○ preference for evergreen trees to avoid blocking in gutters and drains ○ weather protection by tree canopy	**Accepted.** **Included in guideline** • Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street. • Ensure continuous awnings and canopies are located at the appropriate above the footpath level to provide effective weather protection.

Podiums to be modern, green and of some human scale, to achieve vibrancy but respectful of heritage (n=32)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ heritage does not form the key character of Pakington Street, would like to see more new vibrant buildings	**Accepted.** **Included in illustrations** **Included in objective** • To establish a high-quality interface between buildings and the public realm and contribute to an active and people focussed precinct. • To implement a range of building heights and setbacks that reinforces the mid-rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents. **Included in guideline** • Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards. • Design buildings to address the street, with legible and direct entries to support street activation and passive surveillance. Maximise the number of doors which face the street. • Encourage provision of direct access for ground level residences. • Ensure development transitions sympathetically to and respects adjacent heritage buildings or places by employing appropriate massing, materials, colours and architectural articulation. • Discourage development that mimics or replicates adjacent heritage styles. • Avoid facadism on heritage sites that are partially redeveloped, retain the integrity of the heritage fabric as viewed from the street.
Respect heritage, don't duplicate; transition heritage character of heritage core (n=37)	Comfortable or very comfortable: 76% Neutral: 14% Uncomfortable or very uncomfortable: 11%	○ respect not retain, need to consider heritage shape and design characteristics ○ need to ensure development adjacent are not overly burdened ○ limited heritage in the study area	**Accepted.** **Included in guideline** • Ensure development transitions sympathetically to and respects adjacent heritage buildings or places by employing appropriate massing, materials, colours and architectural articulation. • Discourage development that mimics or replicates adjacent heritage styles. • Avoid facadism on heritage sites that are partially redeveloped, retain the integrity of the heritage fabric as viewed from the street.

Integrate podium scale to the heritage core, two storeys and transition to three storeys; past Waterloo Street go to 3 to 4 storeys (n=25)	Comfortable or very comfortable: 48% Neutral: 12% Uncomfortable or very uncomfortable: 40%	○ emphasis on the feel, overlooking and solar access ○ concerned that four storeys will be 15m façade ○ prefer to address building height by meters than storeys ○ prefer modern design for Pako ○ the recommendation is too restrictive for properties south of Waterloo St ○ would like to see a smooth transition from old styles to new	**Accepted.** Various comments and recommendation have been resolved as below. **Included in illustrations and map** **Included in objective** • To implement a range of building heights and setbacks that reinforces the mid-rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.
Maximise opportunities for green walls and planter boxes in façade design (n=27)	Comfortable or very comfortable: 81% Neutral: 19% Uncomfortable or very uncomfortable: 0%		**Accepted.** **Included in guideline** • Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards.
Encourage open spaces to be located adjacent to street frontages (n=21)	Comfortable or very comfortable: 76% Neutral: 24% Uncomfortable or very uncomfortable: 0%	○ need to consider future residents who live in the apartments who will want private open space ○ unsure about the meaning of this recommendation	**Accepted.** **Included in guideline** • Encourage new open spaces to be located to street frontages to maximise safety and visibility.
Consider passive surveillance to Pakington Street as a key criterion for building design with lighting (n=33)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%		**Accepted.** **Included in objective** • To establish a high-quality interface between buildings and the public realm and contribute to an active and people focussed precinct. **Included in guideline** • Provide lighting along key pedestrian routes to improve

			perceptions of safety. • Provide balconies and habitable windows towards adjoining public realm including public open spaces and laneways to increase passive surveillance opportunities. • Design buildings to address the street, with legible and direct entries to support street activation and passive surveillance. Maximise the number of doors which face the street. • Encourage provision of direct access for ground level residences. • Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.
Ensure plinth to Pakington Street (n=32)	Comfortable or very comfortable: 75% Neutral: 22% Uncomfortable or very uncomfortable: 3%	○ plinth is not needed along the entire street ○ suggest softer wording: "suggestion where possible"	**Accepted.** **Included in guideline** • Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows.
Controls to ensure solar access to footpath and open spaces (n=29)	Comfortable or very comfortable: 97% Neutral: 0% Uncomfortable or very uncomfortable: 3%	○ solar access to residents who live behind Pakington Street or other surrounding residents such as t hose who live behind ○ Waterloo Street	**Accepted.** **Included in objective** • To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts. **Included in guideline** • Maintain sunlight to the opposite footpath of Pakington Street, measured four metres from property boundary, between 10am and 2pm at Spring Equinox. • Maintain sunlight to southern footpath of Waratah Street between 10am and 2pm during Spring Equinox. • Avoid overshadowing of southern footpaths on side streets where possible. • Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 10am and 2pm at Spring Equinox within Strategic Sites (Woolworths Strand and Rail Siding Yards).

Consider landscaping of the street setback to buffer residential properties (n=32)	Comfortable or very comfortable: 84% Neutral: 13% Uncomfortable or very uncomfortable: 3%	○ recommendations should give directions to built form but not dictate use ○ suggest landscape on street frontages could be added to public realm, is this eating into valuable service areas?	**Partially accepted.** Landscaping opportunities to be provided to the rear setback generally and to front setbacks on Church Street. **Included in illustrations** **Included in objective** • To implement a range of building heights and setbacks that reinforces the mid-rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents. **Included in guideline** • Provide a landscaped buffer to identified sensitive interfaces whilst ensuring sufficient area for deep soil planting and canopy trees within the building setback that assists in achieving the canopy cover targets for Geelong.
Use existing requirements in planning scheme to support transition to residential interfaces (n=33)	Comfortable or very comfortable: 61% Neutral: 21% Uncomfortable or very uncomfortable: 18%	○ supportive if it's stated clearly in current planning scheme ○ planning scheme is not specific, more precise recommendation is required ○ prefer transition to residential requirements in final UDF	To ensure clarity all requirements have been reflected in the UDF with limited reference to the planning scheme.
Transition to residential area: having 5-metre set back at rear (n=30)	Comfortable or very comfortable: 93% Neutral: 3% Uncomfortable or very uncomfortable: 3%		**Accepted.** **Included in illustrations** **Included in objective** • To implement a range of building heights and setbacks that reinforces the mid-rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents. **Included in guidelines** • Ensure adequate level of internal amenity for habitable room windows, including solar access and privacy separation without the need for screening by providing appropriate side and rear

			setbacks.
Include a mix of residential and business sizes and purposes in future development (n=27)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ What is the appropriate proportion for residential to commercial uses?	**Accepted.** This is to be included in the section of the UDF about land uses.
Encourage interactive facades to Pakington Street with commercial interfaces (n=27)	Comfortable or very comfortable: 81% Neutral: 19% Uncomfortable or very uncomfortable: 0%	○ this depends on the types of shops ○ need to consider different parts of the street	**Accepted.** **Included in objective** • To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct. • To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts. **Included in guideline** • Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street. • Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows. • Encourage use of natural, tactile and visually interesting materials and facade treatments at ground and upper levels. Ensure that the upper levels are distinctive from the podium when viewed from the street. • Avoid large signage or graphic displays which interrupt views in and out from tenancies and dominate building facade. • Allow a maximum 75% glazing on any facade and provide 50% visually permeable balcony balustrades. • Maintain sunlight to the opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox.

			• Maintain sunlight to southern footpath of Warratah Street between 10am and 2pm during Spring Equinox. • Avoid overshadowing of southern footpaths on side streets where possible. • Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 10am and 2pm at Spring Equinox within Strategic Sites (Woolworths Strand and Rail Siding Yards).
Density to achieve vibrancy but retain human scale, solar access and blue sky views (n=30)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ would not like to see density reduced further than the current draft UDF	**Accepted.** **Included in objective** • To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct. • To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts. • To support opportunities for urban renewal in Strategic Sites. **Included in guideline** • Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street. • Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows. • Encourage use of natural, tactile and visually interesting materials and facade treatments at ground and upper levels. Ensure that the upper levels are distinctive from the podium when viewed from the street. • Maintain sunlight to the opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox. • Maintain sunlight to southern footpath of Warratah Street between 10am and 2pm during Spring Equinox. • Avoid overshadowing of southern footpaths on side streets where possible.

			• Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 10am and 2pm at Spring Equinox within Strategic Sites (Woolworths Strand and Rail Siding Yards). • Ensure a diversity of building heights and typologies in both Woolworths Strand and Rail Siding Yards. • Contribute to improved pedestrian amenity and permeability across the precinct by providing for through movement links such as new streets and laneways in Strategic Sites. • Integrate landscaping as a key driver for building design in Strategic Sites. • Ensure that developments provide for an appropriate transition to new open spaces and plazas.
Development to include accessible public green areas, introduce green facades, consider heat island effect (n=30)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ supportive of this to be applied to private developments	**Accepted.** **Included in guideline** • Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards. • Ensure developments comply with the City's Environmentally Sustainable Design policy.
Set back at upper level with greenery (n=29)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ would not like to see roof top terraces overlooking to other surrounding properties	**Accepted.** **Included in guideline** • Integrate landscaping to podiums and upper levels including opportunities for green walls, roof top gardens and functional courtyards where feasible.
Equitable design: building separation preferred, encourage separation at upper levels, allow windows on boundaries (n=26)	Comfortable or very comfortable: 81% Neutral:19% Uncomfortable or very uncomfortable: 0%	○ avoid windows on lower levels that may overlook into surrounding residential properties ○ not necessary along Pako just for residents behind ○ conjoined podiums can be	**Accepted.** Noting that windows cannot be built to the boundary of adjoining property as it impacts equitable development potential. However, windows can occur on boundaries adjoining the public realm such as streets and laneways. **Included in illustrations and table** **Included in objective** • To ensure equitable development potential across the precinct. **Included in guideline** • Ensure side setback requirements encourage lot consolidation of narrow lots while achieving appropriate built form response.

		lovely too	• Ensure site coverage enables the incorporation of greater landscaping within land parcels (Map 2). • Avoid underdevelopment that is inconsistent with the vision and objectives for the precinct.
Active frontages to Pakington Street with continuous plinths, no blank walls and human scale (n=30)	Comfortable or very comfortable: 97% Neutral:0% Uncomfortable or very uncomfortable: 3%	○ not all business suit plinth design	**Accepted.** **Included in objective** • To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct. **Included in guideline** • Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street. • Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows. • Encourage use of natural, tactile and visually interesting materials and facade treatments at ground and upper levels. Ensure that the upper levels are distinctive from the podium when viewed from the street. • Ensure buildings are read “in the round” such that all facades visible from the public realm are well articulated to provide visual interest and are designed three dimensionally. Avoid large expanses of continuous facades or walls with only colour or minimal textural variation. • Ensure new development avoids overly stepped or ‘wedding-cake’ massing presentation to avoid visual bulk. Buildings are required to minimise the number of steps by grouping or pairing of levels to achieve a coherent built form outcome.
Integrating landscape: key development sites to use the top of podium levels to provide open space, fostering community interaction and engagement,	Comfortable or very comfortable: 91% Neutral: 6% Uncomfortable or very uncomfortable: 3%	○ clarify by identifying key development sites such as the Strand and the rail site ○ avoid overlooking to surrounding	**Accepted.** **Included in guideline** • Integrate landscaping as a key driver for building design in Strategic Sites.

include open space that allows activated frontages (n=32		○ residential properties there is enough space to include open space on ground level, this may be challenging for people with mobility issues	
Zero setback to Pakington Street with varied tenancies and fine grain (n=23)	Comfortable or very comfortable: 22% Neutral: 13% Uncomfortable or very uncomfortable: 65%	○ there should be varied setbacks along the street	**Unaccepted.** The voting outcome of this recommendation does not align with guideline 5.1.1.6 of the Urban Design Guidelines for Victoria which states "*In retail and commercial mixed–use areas, place the building frontage on the front lot line*". Hence a flexible guideline has been suggested where a level of variation is acceptable – "New buildings on Pakington Street should be built to the street frontage. However, there may be instances where small setbacks are benefitted by footpath widening". Setbacks intended for footpath widening can be utilised for footpath trading and outdoor dining. Various setback conditions have been provided in the illustrations.
Use previous draft UDF as starting point for site coverage (n=27)	Comfortable or very comfortable: 78% Neutral: 7% Uncomfortable or very uncomfortable: 15%	○ larger blocks require less site coverage	**Accepted.** **Included in map.**
Discourage 100% site coverage, floor area to be determined by the group (n=26)	Comfortable or very comfortable: 73% Neutral: 15% Uncomfortable or very uncomfortable: 12%	○ need to allow for permeability and green space	**Accepted.** **Included in map.**

Building should be well articulated, diverse in materiality and high quality (n=29)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%		**Accepted.** **Included in objective** • To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct. **Included in guideline** • Provide high quality shopfronts and easily distinguishable lobby entrances that are visually permeable, have integrated awnings and can be easily identified from the street. • Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows. • Encourage use of natural, tactile and visually interesting materials and facade treatments at ground and upper levels. Ensure that the upper levels are distinctive from the podium when viewed from the street. • Ensure new development avoids overly stepped or 'wedding-cake' massing presentation to avoid visual bulk. Buildings are required to minimise the number of steps by grouping or pairing of levels to achieve a coherent built form outcome. • Ensure buildings are read "in the round" such that all facades visible from the public realm are well articulated to provide visual interest and are designed three dimensionally. Avoid large expanses of continuous facades or walls with only colour or minimal textural variation. • Ensure side elevations adjoining other properties when built to boundary have an interim facade strategy whilst future development is being realised. • Design developments on corner sites to actively address both frontages at street level. Consider variation in podium heights to provide definition to the corner and ensure that the building can be read in the round.
Building materials that are affordable, sustainable (n=31)	Comfortable or very comfortable: 45% Neutral: 16% Uncomfortable or very	○ balance between affordability, longevity of buildings and design excellence is important	**Unaccepted.** Inadequate support from the Panel.

	uncomfortable: 39%	○ expensive materials should be used in impactful ways ○ disagree on restriction on building materials used ○ need to consider other drivers to affordable housing	
Car parking: • avoid rollers and garage doors on street frontages • encourage sleeve parking which is hidden from pedestrian views • encourage rear access for parking and waste services • precinct wide bins and waste services (n=29)	Comfortable or very comfortable: 97% Neutral: 3% Uncomfortable or very uncomfortable: 0%		**Accepted.** **Included in objective** • To integrate services into building design of new developments. **Included in guideline** • Ensure car parking is concealed from the street by locating it in the basement, rear or podium of the development by incorporating design measures such as sleeving with active uses. • Avoid using solid roller shutter doors or security grills. Ensure car parking frontages to the public realm are designed to be high quality, visually interesting with interactive materiality detailing whilst allowing for adequate ventilation. • Minimise or consolidate vehicular access points and carefully design ramps into basements of developments along Pakington Street to support increased amenity and safety for pedestrians and cyclists. • Avoid additional crossovers along Pakington Street. • Ensure that waste and recycling facilities are accessible, adequate and integrate with building design. • Ensure location of plant equipment and services are screened or integrated into the building design. Locate services in the basement where possible. Avoid positioning services on Pakington Street and grouping them together to create long inactive edges. • Provide facilities to have waste collection and loading undertaken on-site or from side streets. • Provide ease of access to bicycle parking facilities in new

			developments and incorporate end of trip change rooms, showers and lockers where possible.
Proposed building heights: higher buildings towards the north, low heights from Waterloo Street; medium from Clonard (n=31)	Comfortable or very comfortable: 90% Neutral: 6% Uncomfortable or very uncomfortable: 0%	○ supportive of transition from low to high buildings provided that the potential of Woolies site isn't reduced ○ needs more consideration on two key sites ○ does this mean very high building height and density at the northern end?	**Accepted.** **Included in map** **Included in objective** • To implement a range of building heights and setbacks that reinforces the mid rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.
ACCESS AND MOVEMENT			
Advocate for bus review, continuous improvement of public transport; increase frequency in Pako; improve reliability. (n=30)	Comfortable or very comfortable: 90% Neutral: 7% Uncomfortable or very uncomfortable: 3%		**Accepted.** **Included in objective** • To improve public transport services and access to and through Pakington North Precinct. **Included in guideline** • Advocate for a bus review to provide frequent and reliable bus services that are part of an integrated transport network to better meet community demand and needs, such as • Improved bus connectivity to North Geelong Station and Geelong Station. - Improved bus connectivity to key destinations including central Geelong, Kardinia Park and Waterfront - Improve and introduce bus shelters, increase their visibility, DDA compliance and pedestrian access.

Advocate for smaller buses and more frequent services (e.g. at peak times) (n=31)	Comfortable or very comfortable: 39% Neutral: 13% Uncomfortable or very uncomfortable: 48%	○ Not practical or financially viable ○ Frequent services – yes; small buses – no	**Unaccepted.** This is not practical and beyond the scope of this UDF.
Pako North should be a 'car last' area (n=26)	Comfortable or very comfortable: 46% Neutral: 23% Uncomfortable or very uncomfortable: 31%	○ How do people outside Pako (e.g. Highton) get there? ○ Car equal? All modes equal?	**Unaccepted.** Not aligned with other recommendations. Balanced approach to prioritising different modes of movement has been adopted.
Access for all – Include a balanced approach on all modes of traffic, with more space (and safety measures) for cyclists and shared use, potentially using alternative routes (n=26)	Comfortable or very comfortable: 65% Neutral: 19% Uncomfortable or very uncomfortable: 15%	○ This sounds like trying to move cycling and walking 'somewhere else' ○ There is too much in this statement ○ Neutral - car last: takes away choice; need to consider many people making choice	**Accepted.** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.
No widening of footpaths (n=24)	Comfortable or very comfortable: 29% Neutral: 13% Uncomfortable or very uncomfortable: 58%	○ Widening of footpaths where beneficial? I wouldn't want to completely rule this out of UDF ○ People over cars ○ Prioritise pedestrians	**Unaccepted.** Not aligned with other recommendations and does not have adequate support from panel.
Limited to no car parking in new developments (n=24)	Comfortable or very comfortable: 17% Neutral: 13% Uncomfortable or very uncomfortable: 71%	○ Balanced approach needs to be taken ○ Car centricity is a reality. This would push cars onto the streets and create a worse outcome ○ I don't think this is very practical	**Unaccepted.** Car parking in new developments is as per relevant Clauses in the Planning Scheme. It cannot be changed through an UDF.

		○ More people in developments will need places, somewhere, can be shared? Unless other options exist, they need to be included in new developments ○ Will have major impact on residents of side streets if no car parking is provided in new developments ○ No on-street ○ New developments must have parking to cover uses. No carparks – means parking is forced onto residential streets	
Have cars and bikes on a single lane. This will slow traffic and make cycling safer (n=28)	Comfortable or very comfortable: 39% Neutral: 11% Uncomfortable or very uncomfortable: 50%	○ Non-separated traffic is way more dangerous! ○ Do not think cars & bikes in one lane will make for safer cycling ○ I would not feel safe cycling in this situation with children ○ I don't see this as an appropriate long-term solution ○ We have a shared road way with current ??? distance between car & rider	**Unaccepted.** Inadequate support from the Panel.

Reduce speed on Pako to make pedestrian focus (30 km/hr) (n=28)	Comfortable or very comfortable: 75% Neutral: 22% Uncomfortable or very uncomfortable: 3%	○ 40km/h slow enough; realistic it's 20km/h now	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline** • Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct.
Slow down cars at Church Street when going out of Pako St (n=27)	Comfortable or very comfortable: 67% Neutral: 4% Uncomfortable or very uncomfortable: 30%	○ Cars are at a standstill before entering right turn ○ We want the cars to leave Pako onto Church… not discourage… not sure what this is trying to achieve ○ I don't see how this would solve any problems ○ If so, take bus stop at corner Pako east side ○ Would this encourage cars to take side streets? ○ Don't understand	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline** • Advocate improvements to existing signalised intersection at Church Street and Pakington Street to slow vehicular traffic in and out of the precinct and prioritise pedestrian movement.
Design the road to avoid rat running (n=27)	Comfortable or very comfortable: 85% Neutral: 15% Uncomfortable or very uncomfortable: 0%	○ How else do vehicles get to the north end if we don't want Pako to be for through traffic ○ Issues around health care parking (Church St) blocking traffic	**Accepted.** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline** • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to: - one way streets, - traffic calming measures, - speed limits

			• parking permits • parking time limits.
Slow traffic on Pakington St to discourage it being used for through traffic (n=27)	Comfortable or very comfortable: 89% Neutral: 4% Uncomfortable or very uncomfortable: 7%	○ Definition of slow?	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline** • Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct.
On-street parking to prioritise accessible parking (n=26)	Comfortable or very comfortable: 50% Neutral: 19% Uncomfortable or very uncomfortable: 31%	○ On-street parking not the safest option for any user ○ Don't understand recommendation ○ Does not encourage relaxed shopping experience ○ Supportive but it can't be all 'disabled' parking spots	**Accepted.** This is already part of the standards for street design.
On-demand (Uber etc.) drop-off zones allocation. Review: safety; access (n=31)	Comfortable or very comfortable: 42% Neutral: 45% Uncomfortable or very uncomfortable: 13%	○ Just don't think this is necessary or a problem ○ I don't see why this is a requirement or necessary? ○ Don't think this is a critical issue ○ Is this really an issue in the study area? This isn't the same area as the heritage area ○ Is this a problem? Possibly the only good use of on-street	**Unaccepted.** Inadequate support from the Panel and is presently not required in the precinct.

Encourage flexibility of on-street car parking to prioritise different uses at different times of the day (n=30)	Comfortable or very comfortable: 60% Neutral: 33% Uncomfortable or very uncomfortable: 7%	○ Does this mean sometimes you can park and sometimes you cannot? Not sure what I'm voting for ○ On-street not long-term option for growth ○ Too difficult to monitor or enforce	**Accepted.** **Included in objective** • To strategically consider access, sustainability goals and local economic gains when designing car parking. **Included in guideline** • Encourage flexibility in use of on-street car parking to prioritise different uses at different times of the day and/ season.
Redirect cycling routes to alternate or parallel streets (n=30)	Comfortable or very comfortable: 33% Neutral: 0% Uncomfortable or very uncomfortable: 67%	○ Elizabeth St not a good alternative for cyclists due to road width / safety for cyclists ○ These streets are not safe enough due to traffic and parking restrictions ○ The only North South bike option is Shannon Ave – not efficient; not safe with turning ○ No – cyclists need the most DIRECT route and will still use it ○ Need to consider cyclist safety as paramount ○ Cyclists are second-class citizens ○ Want to encourage more cycling, not less ○ This is trying to disappear non-car users :(	**Unaccepted.** Inadequate support from the Panel and Pakington Street is part of the Principal Bike Network and hence bicycle routes cannot be redirected.
Investigate rail-sidings yard for visitor parking (n=26)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ Not best and highest value use of this site ○ Comfortable only if it is paid parking and if there is	**Accepted.** **Included in objective** • To strategically consider access, sustainability goals and local economic gains when designing car parking. **Included in guideline**

		adequate provision for the other land uses on this site ○ With access from both Pako and Madden Streets ○ Good, if government owned and shared with residential developments. Increase options / use case(?)	• Encourage consolidated car parking facilities to be made available to the public for increasing the efficiency of use. • Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites. • Prioritise provision for car parking within developments to mitigate the need for additional on-street parking.
Reduce existing on-street car parking (n=30)	Comfortable or very comfortable: 40% Neutral: 20% Uncomfortable or very uncomfortable: 40%	○ Need parking on Pako, for customers especially with kids and older people need to park close to shops for pick-up ○ Comment re neutral - would require more info / & what may happen re adequate development car parking options in future consider is a need to reduce total parking on PS. ○ Parking is paramount for all businesses ○ This can create a people-first Pako experience	**Accepted.** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline** • Retain on street parking as required on Pakington Street. • Encourage consolidated car parking facilities to be made available to the public for increasing the efficiency of use.
Retain carparking on Pako (n=27)	Comfortable or very comfortable: 52% Neutral: 41% Uncomfortable or very uncomfortable: 7%	○ Too vague ○ Retain some - not all	**Accepted.** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline** • Retain on street parking as required on Pakington Street.

Improve footpaths: - widen pavements - remove obsolete crossovers - streetscape masterplans (n=31)	Comfortable or very comfortable: 84% Neutral: 10% Uncomfortable or very uncomfortable: 6%	○ Footpaths are currently wide enough. Monitor shopkeepers' junk on footpaths ○ What happens with parking? Are on-street car parks removed? ○ Car parking is paramount for strip shopping ○ Too many points to choose for one suggestion	**Accepted.** **Included in map.** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. **Included in guideline** • Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities: - Widening footpaths within the precinct as indicated in Map 1. - Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street. - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets. - Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users. - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users. • Encourage the consolidation and reduction of vehicular access points to Pakington Street. • Develop a Streetscape Master plan for Pakington Street ensuring continuity between Pakington North and the Heritage Core Precinct.
Improve safety for cyclists and pedestrians: - cycle priority routes (e.g. bike lanes separate from turning lanes) - pedestrian priority route (n=28)	Comfortable or very comfortable: 75% Neutral: 25% Uncomfortable or very uncomfortable: 0%	○ Should also be incorporated into side streets as well ○ Bike lanes don't need to be separated – on lane with cars at very low speed	**Accepted.** **Included in map** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. **Included in guideline** • Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities: - Widening footpaths within the precinct as indicated in Map 1.

			- Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street. - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets. - Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users. - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users. • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. - Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central Geelong via Brougham Street underpass. - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace. • Provide bicycle parking and facilities on logical, visible and central locations, without impeding pedestrians.
Raised pedestrian crossings at intersections of side streets and give way to pedestrian signs (n=29)	Comfortable or very comfortable: 93% Neutral: 3% Uncomfortable or very uncomfortable: 3%	○ Cars need to exit Pakington St unencumbered speed hump and giving way to pedestrians would cause congestion of regular traffic ○ Raised crossings must not increase the difficulty for people using mobility aids ○ Safety / access issue for some users, e.g. disabled	**Accepted.** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. **Included in guideline** • Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities: - Widening footpaths within the precinct as indicated in Map 1. - Raised crossings and or pedestrian operated signals for new

		○ Raised crossing make it even with sidewalk; it is safer for mobility impaired ○ [diagram of raised footpath and road; sunken gutter in between] Person with wheelie walker etc. cannot go up and down on this kind of pedestrian crossing. It also causes DANGER because they have to stop at each gradient change and so... each time they stop or pause an impatient driver moves into their space. Thanks	pedestrian crossing facilitating movement between east and west side of the Street. - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets. - Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users. - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.
Better connections to the train stations (both Central Geelong and North Geelong) (n=27)	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	○ So important!	**Accepted.** **Included in map** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. • To improve public transport services and access to and through Pakington North Precinct. **Included in guideline** • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. - Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central Geelong via Brougham Street underpass.

			- Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace. • Advocate for a bus review to provide frequent and reliable bus services that are part of an integrated transport network to better meet community demand and needs, such as - Improved bus connectivity to North Geelong and Geelong Station. - Improved bus connectivity to key destinations such as Mercer Street, Kardinia Park and Waterfront.
Install traffic signals/lights at Britannia St for improved pedestrian connectivity (n=26)	Comfortable or very comfortable: 50% Neutral: 38% Uncomfortable or very uncomfortable: 12%	○ Lots of traffic to and from school ○ Non-signalled might be adequate or better leave it to traffic engineers ○ Unsure about the benefits of pedestrian signals? Wombat crossing better	**Accepted.** **Included in guideline** • Investigate extension of Madden Avenue into Rail Siding Yards potentially joining Brittania Street. • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to: - one way streets, - traffic calming measures, - speed limits, - parking permits, and - parking time limits.
North side: Pedestrian and bike – explore connection to LaTrobe Terrace – along and into Mont Albert Rd (n=24)	Comfortable or very comfortable: 83% Neutral: 17% Uncomfortable or very uncomfortable: 0%	○ Too expensive? Could we improve the Church St Bridge instead?	**Accepted.** **Included in map and guideline** • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. - Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central

			Geelong via Brougham Street underpass. - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.
EV charging to be considered and included in any car parking development; also included in private developments (n=26)	Comfortable or very comfortable: 77% Neutral: 23% Uncomfortable or very uncomfortable: 0%	○ Should be as per building codes ○ Consider location of EV chargers. They can take up room and require space for cars	**Accepted.** **Included in guideline** • Ensure EV charging facilities are provided within car parking in all developments as per or in excess of Australian Building Codes.
Improved pedestrian access on Telegraph Bridge (n=24)	Comfortable or very comfortable: 93% Neutral: 7% Uncomfortable or very uncomfortable: 0%		**Accepted.** **Included in map and guideline** • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. - Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central Geelong via Brougham Street underpass. - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.
Create a safer Pako Street for cyclists (n=27)	Comfortable or very comfortable: 93% Neutral: 7% Uncomfortable or very uncomfortable: 0%	• How?	**Accepted.** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. **Included in guideline** • Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street

			by exploring the following opportunities: - Widening footpaths within the precinct as indicated in Map 1. - Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street. - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets. - Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users. - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users. • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. - Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central Geelong via Brougham Street underpass. - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace. • Provide bicycle parking and facilities on logical, visible and central locations, without impeding pedestrians. • Consider collocating bicycle parking with multi deck carparks.
Alternative connection to station via Brougham St (n=27)	Comfortable or very comfortable: 89% Neutral: 4% Uncomfortable or very uncomfortable: 7%	• Brougham Street underpass is unsafe – need an alternative option • Need more detail on how this could be achieved. Do you mean a bridge? Widening the underpass? Either?	**Accepted.** **Included in map and guideline** • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.

		• Better access from western side of the station • There is already a connection here – we need new connections	- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central Geelong via Brougham Street underpass. - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.
More pedestrian crossings on Pako St to help slow traffic (n=28)	Comfortable or very comfortable: 89% Neutral: 4% Uncomfortable or very uncomfortable: 7%	• How many more? • But prefer not signalled lights • Only 2 wombat and 1 lights; 3 in total • Wombat crossing on side roads as well	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street. **Included in guideline** • Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities: - Widening footpaths within the precinct as indicated in Map 1. - Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street. - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets. - Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users. - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.
Car parking in new development; no additional on-street car parking allowed (n=28)	Comfortable or very comfortable: 71% Neutral: 18% Uncomfortable or very uncomfortable: 11%	• Consider large shared-use facility or two? • Needs clarification – "mandatory" • Most of the sites are less than 500m2. Not possible	**Accepted.** **Included in guideline** • Prioritise provision for car parking within developments to mitigate the need for additional on-street parking.

		with the development to provide parking for everyone • All new developments with own carparking – residential, commercial, retail, hospitality	
Maintain viability of businesses over public works projects for business continuity & traffic management & public access & safety (n=21)	Comfortable or very comfortable: 76% Neutral: 24% Uncomfortable or very uncomfortable: 0%	• A bit unclear	**Accepted.** Reference is included in Implementation Chapter in relation to considering impacts on residents and business during construction.
Public works to be undertaken in a timely manner. Works to be undertaken overnight to expediate completion of works (n=25)	Comfortable or very comfortable: 60% Neutral: 24% Uncomfortable or very uncomfortable: 16%	• STOP allowing more and more functions/services to operate at night. One by one there's an incremental movement (decisions) to have things done at night to avoid interrupting 9–5 life. BUT people need sleep. For example: the pressure washers used on shops • This increases cost • Both these should happen in the most expedient fashion, and safe anyway	**Accepted.** Reference is included in Implementation Chapter in relation to considering impacts on residents and business during construction.
Improve Church St bridge over LaTrobe St to improve vehicle access so drivers choose LaTrobe over Pako as	Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0%	• Can I put 20 dots on (very comfortable)? • Improve for pedestrian and cycling • And bike access • And improve pedestrian access – very	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street. **Included in guideline**

through road (n=26)		dangerous	• Advocate improvements to existing signalised intersection at Church Street and Pakington Street to slow vehicular traffic in and out of the precinct and prioritise pedestrian movement.
Advocate changes to Church St / Pako intersection for pedestrian priority to connect to the Bay (n=26)	Comfortable or very comfortable: 96% Neutral: 4% Uncomfortable or very uncomfortable: 0%	• Horrendous bridge to walk over!!! • I think a separate bridge would be better – separate pedestrians/cyclists and traffic	**Accepted.** **Included in map** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. **Included in guideline** • Advocate for improved safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.
Improve walkability and bike-ability to North Geelong Station (n=29)	Comfortable or very comfortable: 97% Neutral: 3% Uncomfortable or very uncomfortable: 0%	• Buses are rarely used – don't waste $ on this • They can serve public amenity – Love seating too! • People who use PT are NOT second-class citizens :)	**Accepted.** **Included in map** **Included in objective** • To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong. **Included in guideline** • Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by: - Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. - Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road. - Improving pedestrian safety and connections to central Geelong via Brougham Street underpass. - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.

Decrease parking time limits in all on-street parking including side street (to increase the amount of parking turnover) (n=28)	Comfortable or very comfortable: 75% Neutral: 14% Uncomfortable or very uncomfortable: 11%	○ Must be 1 to 2 hours minimum ○ Excluding parking permits for residents? ○ The current limits are reasonable – agreed! ○ Be clear re. current time allowed to park	**Accepted.** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street. **Included in guideline** • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to: - one-way streets, - traffic calming measures, - speed limits, - parking permits, and - parking time limits.
Focus bicycle parking / facilities / infrastructure on side streets (n=28)	Comfortable or very comfortable: 39% Neutral: 4% Uncomfortable or very uncomfortable: 57%	○ NO – cyclists always stop and lock up as close as possible to a destination OR under a shelter ○ Uncomfy. Non-car uses shouldn't be hidden away ○ People need to know where bike parking is, not to have it hidden. Bike parking should be where it is visible and needed on the street. Also, on-street and visible bike parking reduces bike theft. ○ Don't think there should be less priority to cyclists. Theft risk? ○ No one will use them on side streets ○ Bikes can go on the main street	**Unaccepted.** Inadequate support from Panel.

		○ Footpaths on residential local streets are very narrow – ? Only in streets where footpath is wider	
Improve bus stops (shelter, seat, increase visibility) (n=29)	Comfortable or very comfortable: 79% Neutral: 17% Uncomfortable or very uncomfortable: 3%		**Accepted.** **Included in objective** • To improve public transport services and access to and through Pakington North Precinct. **Included in guideline** • Improve and introduce bus shelters, increase their visibility, DDA compliance and pedestrian access.
Bus loop linking key destinations: - North Geelong Station - Mercer St - Geelong St - Kardinia Park - River end, etc. (hospital?) Free? (n=31)	Comfortable or very comfortable: 84% Neutral: 16% Uncomfortable or very uncomfortable: 0%	○ Geelong rail line already goes to these destinations	**Accepted.** **Included in objective** • To improve public transport services and access to and through Pakington North Precinct. **Included in guideline** • Advocate for a bus review to provide frequent and reliable bus services that are part of an integrated transport network to better meet community demand and needs, such as - Improved bus connectivity to North Geelong and Geelong Station. - Improved bus connectivity to key destinations such as Mercer Street, Kardinia Park and Waterfront.
Build enough density on the rail sidings to create a station that serves Pako and high frequency buses (n=22)	Comfortable or very comfortable: 45% Neutral: 23% Uncomfortable or very uncomfortable: 32%	○ V uncomfy – we already know a station ain't happening ○ ??? be viable but UDF shouldn't limit this ○ Don't need another train stop between Geelong and North Geelong. The train is slow enough already	**Unaccepted.** Inadequate support from Panel and does not align with rail station distance requirements for V/Lines.

		○ No. Need to improve access to Geelong and North Geelong Stations	
Improved visibility for side street intersections, i.e. remove or limit car park (n=31)	Comfortable or very comfortable: 74% Neutral: 13% Uncomfortable or very uncomfortable: 13%	○ Residents should be able to park ○ Increase from 10 metres to 15 metres from intersection to available street parking bays	**Accepted.** **Included in map and guideline** • Improve visibility for side street intersections by limiting or removing car parking that is proximate to the junctions.
Retain the 2021 UDF suggestion to extend Madden Avenue through the rail sidings yard (n=30)	Comfortable or very comfortable: 90% Neutral: 3% Uncomfortable or very uncomfortable: 7%	○ Dependent on what will be put there ○ Or another variation option, e.g. near Brittania St ○ I don't know what this 2021 suggestion was but would be keen to see it so I can vote on it ○ No extending Madden Ave through rail yards destroys best development of major catalyst site	**Accepted.** **Included in map and guideline** • Investigate extension of Madden Avenue into Rail Siding Yards potentially joining Brittania Street.
Consider a Traffic Management Plan for side streets (n=26)	Comfortable or very comfortable: 92% Neutral: 8% Uncomfortable or very uncomfortable: 0%	○ Stronger wording than "consider" – this should be undertaken so it is understood ○ Shouldn't Council already be thinking about this?	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street. **Included in guideline** • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to:

			- one-way streets, - traffic calming measures, - speed limits, - parking permits, and - parking time limits.
Encourage car share, provide dedicated space for car share vehicles (n=26)	Comfortable or very comfortable: 88% Neutral: 12% Uncomfortable or very uncomfortable: 0%	○ "Very comfortable" comment – I would get rid of my second car if there was a car share locally	**Accepted.** **Included in guideline** • Seek opportunities for car sharing facilities with dedicated parking bays for car share vehicles.
Slow down and reduce traffic along side streets: - enforce speed limits - one-way streets (n=27)	Comfortable or very comfortable: 63% Neutral: 19% Uncomfortable or very uncomfortable: 19%	○ Slow down ✓ One-way streets I am less comfortable with unless it is supported by very solid traffic studies ○ Enforcement more of a police/traffic warden thing? ○ Not comfortable with one-way streets. Council not compliant with concern/check ○ Is a one-way street change fair or practical for those who live on an affected street?	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street. **Included in guideline** • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to: - one-way streets, - traffic calming measures, - speed limits, - parking permits, and - parking time limits.
Have permits for residents on side streets (n=27)	Comfortable or very comfortable: 78% Neutral: 11% Uncomfortable or very uncomfortable: 11%	○ Private cars should be parked on private property ○ As long as there is still a mixture of resident and visitor parks ○ Need to ensure that visitor parking isn't always just capped at 2 hours ○ Only if permits issued	**Accepted.** **Included in guideline** • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to: - one way streets, - traffic calming measures,

		free, 1 per bedroom of household	- speed limits, - parking permits, and - parking time limits.
Encourage zones on Pakington St in key locations that discourage through traffic (n=29)	Comfortable or very comfortable: 83% Neutral: 7% Uncomfortable or very uncomfortable: 10%	○ What does this mean? ○ Not at expense of car parking? ○ Need some capacity for through traffic	**Accepted.** **Included in guideline** • Investigate opportunities for shared zones at appropriate sections of Pakington Street to discourage through traffic. • Seek to protect existing laneways and encourage extensions and connections where feasible.
Discourage thoroughfare traffic on Pako North (n=27)	Comfortable or very comfortable: 89% Neutral: 0% Uncomfortable or very uncomfortable: 11%	○ Reduce Pakington St as through road / thoroughfare for vehicle access (agree) ○ Redesign Pakington St from a main distribution street to lower designation – local access	**Accepted.** **Included in map** **Included in objective** • To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street. **Included in guideline** • Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct. • Investigate extension of Madden Avenue into Rail Siding Yards potentially joining Brittania Street. • Advocate improvements to existing signalised intersection at Church Street and Pakington Street to slow vehicular traffic in and out of the precinct and prioritise pedestrian movement. • Prepare a Local Area Traffic Management Plan for Geelong West to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to: - one-way streets, - traffic calming measures, - speed limits, - parking permits, and - parking time limits. • Retain on street parking as required on Pakington Street. • Develop a Streetscape Master plan for Pakington Street ensuring

			continuity between Pakington North and the Heritage Core Precinct. • Investigate opportunities for shared zones at appropriate sections of Pakington Street to discourage through traffic. • Seek to protect existing laneways and encourage extensions and connections where feasible.
A portion part of the rail siding to be handed to Council and used for multideck parking with access from an extension to Madden St (n=27)	Comfortable or very comfortable: 78% Neutral: 15% Uncomfortable or very uncomfortable: 7%	○ Should be a condition of a private development ○ Parking should be contained(?) into any development catalyst site is too valuable for just parking ○ Would multideck parking be free or pay to park? ○ Increases attraction of new vehicles to the area? ○ Prefer open space	**Accepted.** **Included in map** **Included in objective** • To strategically consider access, sustainability goals and local economic gains when designing car parking. **Included in guideline** • Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.
Woolies site facilitate visitor parking (n=25)	Comfortable or very comfortable: 64% Neutral: 32% Uncomfortable or very uncomfortable: 4%	○ Don't understand question – (agreed with by others) ○ Is this monitored? ○ Multilevel current parking if developed further ○ 2nd catalyst site needs to be more than parking. Park incorporated in any development ○ How?	**Accepted.** **Included in map** **Included in objective** • To strategically consider access, sustainability goals and local economic gains when designing car parking. **Included in guideline** • Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.

Appendix D: UDF snapshot feedback

This document provides a response to the feedback provided by the panel members as part of the UDF snapshot voting exercises that followed each deliberative engagement session. The panel members had provided recommendations during the panel sessions which informed the first draft of the objectives and guidelines (including maps and diagrams), reflected in each UDF Snapshot, with one being produced for each of the themes discussed (Public Realm, Built Form, and Access and Movement).

For each UDF snapshot, panellists were asked to provide their comfort level (A, B, C or D) and had the opportunity to give feedback. The snapshot feedback has been summarised in the table below. An officer response has also been added.

A: I love it
B: I can live with it
C: It needs improvement
D: I don't like it

Public Realm

Note: The public realm feedback was provided prior to the Access and Movement session. A lot of matters raised were resolved in the Access and Movement session. The officer response is based on the final version of the UDF.

A	B	C	D	No	Feedback	Officer Response
				1	Unrealistic, we need and want change. The amount of public space requested will hinder actual change we need for the area in order for developers to invest and make change.	Noted. Additional public open space has been identified on the strategic sites only. The exact sizes will be determined when a Masterplan is prepared for the strategic sites but will not cover the whole site.
				2	Lots of things I really like about the plan. I don't feel I've had adequate time to give feedback during and following panel sessions. a) Concerns about removing on street car parking and establishing multi-deck car parks. Will it be paid parking? People will keep parking in residential streets. What about safety and security of multideck carparks. b) Re- roundabout within Pakington Strand (Bread Street): area is very concrete both ground and walls can it be greened up e.g. Street trees, raised garden bed or tree in roundabout, vertical greening of concrete walls, laneways. c) Re-Pakington Strand on Pakington Street façade: current wider pavement can this be used for raised garden beds bordered with bluestone borders and seating. Create transition from heritage precinct. d) Reference to multi deck car parking at key sites being ropeworks and at back Dan Murphys. Is that correct?	Noted. Overall, Panel Members are giving 20+ hrs of their time, which is significant, we appreciate the efforts to provide feedback. a) The UDF has guidelines in relation to on street parking and multi- deck carparks, while also mitigating impacts on residential streets. Decisions on paid parking are details for a later stage and outside the scope of the UDF. b) This area is part of the loading dock for the Strand. Changes cannot be made until significant redevelopment occurs. The greening of private walls is up to the private landowner, the City can only play an advocacy role. c) Upgrades like this will be part of the future streetscape masterplan.

		e) Adequate parking is required throughout Pakington North. f) Re- Council owned vacant properties on Madden Avenue (Angelsea St and Waterloo Terrace)- Could these site become pocket parks, community gardens. g) Rooftop terraces and balconies are appropriate when they are not impacting on residential amenity (overlooking, noise, lack of privacy). Some roof top terraces have caused significant ongoing issues for neighbouring residents. h) Creation of pedestrian and cycling overpasses linking Pako North, and Church St to recreational areas around West oval and to the other areas along the waterfront. i) Extend some desirable characteristics from heritage core into Pako North. E.g. tree canopy, plinths, veranda, etc. Can the industrial heritage (ropeworks, rail yard, mechanic shops) and rich cultural heritage of Pako Festa be reflected in elements of the public realm, built form. What about murals on blank walls. j) Add density and height to Railyards (6 storeys) and Pakington Strand (5-6 storeys) while considering impact on residential areas. Also include good quality open space. k) Encourage State Government to relocate Rail sidings Yard to Waurn Ponds as originally intended. Undertake remediation works for the site. Improve frontage of site with landscaping, seating etc in the interim. – Can a portion of the site made available for multi deck car parking? l) Agree with transitional landscaping into residential streets concerns about how narrow the streets are and how it will fit and impact on car traffic. m) When undergrounding electricity good tree selection will be critical. A group of knowledgeable people should be convened to research and make good decisions for tree selection and plant choices. n) Are 4 signalised traffic crossing too much, how will it impact on traffic flow and road users like the bus. o) Widening footpaths should not be to the expense of removing existing on road car parking. Do not exacerbate car parking in residential side streets. p) The footpaths are in a disgraceful and unsafe state. They need to be aesthetically pleasing, fit for purpose, safe, durability and requiring minimal maintenance. Works need to be carried out as a matter of urgency.	d) Multideck carparks are proposed in the 2 key development sites (Strand and rail sidings yard) e) Guidelines referencing adequate parking are included in the UDF. f) These sites are outside the Pakington North Precinct and outside the scope of this project. g) Noted, there are specific requirements in the Planning Scheme for rooftop terraces and balconies. Additional requirements are not needed. h) The UDF includes an upgrade to the Church St intersection to improve pedestrian connectivity and overpass is not deemed achievable. A new pedestrian overpass at the railsidings yard is proposed to improve connectivity with the bay. i) These aspects have been reflected in the UDF. j) This has been reflected in the UDF, heights have been based on voting exercise but have regard to an appropriate transition to residential areas. k) Further implementation actions are reflected in the UDF. Remediation works are required by law and sit outside scope of the UDF. l) There are design aspects which will be worked through as part of the streetscape masterplan. m) The City employs qualified professionals which have the relevant experience in their field. n) Pedestrians are identified as priority, while ensuring appropriate access is a key objective of the UDF. The further work identified (Local Area Traffic Management Plan and Streetscape Masterplan) will further detail how this can be achieved and consider pedestrian crossings. o) This is reflected in the UDF. p) Noted, a streetscape masterplan will address this.
	3	a) Include pedestrian overpasses/ flyovers: a. Over Church Street to link Pakington Street with recreation area in North Geelong; b. Over Latrobe terrace and railway line to link with bay. b) Proposed open space on corner Church Street is not appropriate. c) Railsidings Yard: do not use only for open space. Make it a multi use site including open space (40%) and built form with a maximum height of 6 storeys ensuring a transition to residential. Propose new road north and south of the	a) Refer to 2.h. b) This open space notation was removed from the UDF c) The site is identified as key development site with a max site coverage of 60%, open space is only part of it. The heights have been based on preferred voting while taking into account transition to abutting residential areas. Guidelines in response to carparking design are part of the UDF. The exact layout of the buildings and

		site and include a pedestrian overpass to the Bay. Carparking should be incorporated. d) Ropeworks site/ The Strand: cannot be only open space. Height should be no more than 5-6 storeys. Residential development with retail on ground and associated carparking. Ensure setbacks to reduce impact on existing residential areas. Consider 2 storeys on Pakington Street as transition from Heritage Core and then transition to height. Consider new access roads into the site. – Do not place open space on corner with Pakington Street but keep on Waratah Street. e) Too many signalised pedestrian crossings proposed. Maybe have 1 and have others as zebra crossings. f) The idea of food trucks will take business from the existing hospitality providers and will remove income from the region. Should only be when connected to other activities/ events. g) Do not remove street carparking, or waive carparking which will force carparking into the residential streets. People will always rely on cars as not everyone can walk, cycle or rely on public transport. h) Yes to widening footpaths but not a the cost of smooth traffic flow, car parking and access for all. i) Street art should not only be indigenous but also incorporate the settlement and growth of Geelong West and Greater Geelong. j) Do not restrict movement on the east/west residential road network. There is already enough pressure on these streets. k) Basement carparking should be included for strategic sites (Dan Murphys carpark, Ropeworks and Railsidings Yard) to increase parking. l) Consider smaller, more frequent busses to improve public transport. m) Ensure rooftop terraces and balconies are located where they will not impact on the amenity of existing residents.	roads will be developed as part of a Masterplan for this area, which is expected to be prepared by a developer prior to development. d) Refer to 3.c. In addition, the streetwall height on Pakington Street is set at 2 storeys at this location, increased heights are as upper level setbacks. Two potential locations have been identified for public open space to be further detailed as part of the Masterplan. e) Refer to 2.n. f) Noted, food trucks have only been identified as an option to activate underutilised spaces. g) Refer to 2.a. the UDF acknowledges that Pakington Street is a destination where visitors will need carparking facilities. h) Refer to 2.o. i) Noted, street art is subject to a specific selection process. j) A Local Area Traffic Management Plan is part of the implementation plan and will look into these issues. k) Consolidated multideck parking is included, basement parking remains an option but will depend on economic viability. l) The implementation plan includes an action to advocate for improved public transport. Smaller busses are unlikely as they are not economically viable. m) Refer to 2.g.
	4	Concerned regarding access, equity and inclusivity for all. Is there adequate representation of particular cohorts on the Panel– e.g. disability, multicultural groups and others.	The vision and guidelines reflect inclusive design ensuring access and equity. This will be further refined as part of the future streetscape masterplan. The Panel mix has achieved the targeted participation mix which included representation of specific cohorts.
	5	.	No comment was made only a full stop.
	6	GOGG has done a great job – following concerns remain: a) Outdoor dining, landscaping and widening of footpaths should not remove required on street parking. It is already difficult to find parking spots. Parking should remain a priority and short term parking is an important aspect. b) Fix footpaths and street/roads to make them safe and easier to walk on. c) Public transport- busses are too big. Consider adding busses during peak times.	a) The objective: 'Strategically consider access, sustainability goals and local economic gains when designing car parking' ensures that carparking will meet needs and several options (consolidated parking, on- street parking) remains available. b) Refer to 2.p. c) Refer to 3.l. d) Refer to 3.f.

		d) Food trucks will take business from existing business and their operations need to be strictly controlled if allowed at all.	
	7	The Urban Design Team have done a great job in translating recommendations into functional objectives and guidelines. Minor comments are: a) Proposed open space at north-west corner Church Street will not provide real benefit at this location. Better potential for built form. b) Signalised pedestrian crossing at Collins Street is unnecessary considering there is already a set of lights at Waratah/Wellington Street. c) Place emphasis on functionality of new green spaces. E.g. planter boxes with seating integrated into it rather than a simple park bench. d) The built form interventions which are used to slow traffic down are a good idea and something that should be considered carefully. e) Carefully consider location of new zebra crossings. Some current crossing in Heritage precinct are problematic as cars stop in middle of intersections. f) Do not allow the red brick paving (as in front of Post Office on Pakington Street). The pavement gets very slippery in autumn and winter.	a) Refer to 3.b. The open space has been removed. b) Refer to 2.n. c) This will be further detailed in a future streetscape masterplan. d) Noted e) Refer to 2.n. f) Noted, pavement will be further detailed in a future streetscape masterplan.
	8	Only suggestion is NO angled parking! Other than that it looks good.	Angled parking has not been proposed.
	9	Overall captures the ideas expressed for the street. a) Support the provision for temporary utilisation of spaces prior to development (eg. food trucks). Some ideas should be implemented now. b) Is the open space on corner Church Street appropriate?	a) Noted, the implementation plan has an action to temporarily activates sites prior to development. b) Refer to 3.b. The open space has been removed.
	10	The proposed developments will enhance the sense of community and cultural cohesiveness of Pako. We need to focus on developments that encourage one to slow down perambulate and interact. a) Balance grassed areas, trees, seating with sufficient street parking. Provide off street parking in a timely matter. b) Built form: set back upper levels to minimise overshadowing on pedestrian/ gathering space.	Noted a) The access and movement objectives and guidelines aim to achieve this balance b) This principle is incorporated in the built form guidelines ensuring sufficient solar access to a pedestrian footpath of 4 m at either side of the street.
	11	It is great to see the details from the group discussions being crystallised in the public realm document. Pleasing details are undergrounding electric cables underground to continue the tree canopy along Pakington Street North, to knit the Heritage Core section to Pako North. Concerns relate to removal of car spaces to widen footpaths.	Noted, refer for widening footpaths to 2.o.
	12	What a great collaboration of ideas and recommendations! a) Add detail around colour palette and look and feel on new proposed buildings. Maintain a consistency for the whole of Pakington Street. More colours or more subdued. b) Include modern sculptures and water features, maybe a community garden. c) Should there be restrictions on branding and signage. Can we have requirements on building materials, with sustainable materials preferred. d) The Pakington North character would be ruined if larger retailers were allowed such as target/kmart\fast food KFC/ hungry jacks etc.	a) Continuity of the Pakington character throughout the street is referred to in the UDF. Streetscape Masterplan will consider matters of detail such as colour palette. b) Artworks will be supported, these aspects can be further detailed as part of future streetscape masterplan. c) The Planning Scheme and Geelong Signage Guidelines give direction on branding and signage, and it is therefore not required for the UDF. There are also Environmental

		Sustainable Design Guidelines which include reference to the use of materials. d) Noted, the City cannot influence uses when they are allowed under the zone. Large bulky good retailers are allowed under the current zone therefore a rezoning is proposed to focus on smaller scale retail and mixed use.
13	a) Continuation of street canopy and undergrounding electricity excellent idea b) Railyards: short term interface improvement and longer term approach is good. c) Include light controlled pedestrian crossings. d) Footpath: make non-slip and include heat reduction coating as in MCG. Ensure all materials for streetscape works are of high quality, durable and are sympathetic to the area. e) Have a fruit and veg market in the ropeworks f) Ensure designated public use sites are designed to be multifunctional / multi use to maximise their usage.	a) Noted b) Noted c) Refer to 2.n. d) Refer to 7.f. The streetscape masterplan will consider the use of materials. e) This is privately owned; Council can support a use like that but it is up to landowner to initiate. f) This is reflected in the UDF but will be further refined in the Streetscape Masterplan.
14	a) Recommendation 1 - Image of working document from session shows additional comment that on street parking should be retained. b) Recommendation 10 - "Remove car parks for alfresco dining, street furniture, and widen footpaths" - please advise where in the panel feedback the phrase "remove car parks" actually exists. c) Recommendation 5 - document fails to properly acknowledge objections to signalised crossings. d) Within the "other section" the participants specifically identified the rail stabling yards as being a priority for a train station, yet the summarised version fails to highlight this. Therefore, it needs to be revised to reflect the panel's level of comfort with the establishment of a stop as part of the redevelopment of that site. e) Document makes frequent reference to heritage requirements however working docs from session show objections and already stated evidence of no heritage value in the precinct.	a) A "Retain on street parking as required on Pakington Street" guideline is included in UDF. b) The UDF reflects a balance in ensuring sufficient parking while also allowing for streetscape upgrades. c) Further strategic work (Local Traffic Management Plan) will be undertaken to identify the most appropriate pedestrian crossings. d) During the access and movement session it was explained that an additional train station is very unlikely and advocacy to state government for improved public transport and improved connections to public transport was supported. e) The UDF references to heritage elements and an appropriate transition of the heritage core into Pakington North.
15	I think it represents what the group decided	Noted.
16	I see that it is a genuine attempt to address all the issues raised by the community panel and I am looking forward to seeing the ideas implemented	Noted.
17	Love it - but the one issue is the siting of the public park on the corner of Church / Pakington Street. It makes no sense in that location. The site will have limited-to-poor amenity given the substantial increased volume of traffic movements anticipated for this part of the road network.	Refer to 3.b. the open space has been removed.
18	Supportive of most of the proposed guidelines. Disagrees with the opportunity for open space at the intersection of Pakington St-Waratah St and Pakington St-Church St. Church St is a major arterial road!	Open Space at intersection Pakington Street - Waratah Street has remained as an option which can be further detailed as part of a future Masterplan for this site. Open Space on corner Church Street has been removed.

	Also, multi-deck parking in lieu of on street parking = good, but should be below ground	The UDF does not prohibit basement parking, it should be acknowledged that it is expensive and likely to be economically unviable.
19	The guidance is good but there was a better level of detail in the previous v8 draft of the UDF previously. The engagement process has lost some detail given the panel members are not generally planners and designers. I hope the detail from the previous UDF comes across to enhance the guidance.	Noted.
20	No issues with the current Open Space Map, Objectives or Guidelines. I do hope that other heat island mitigation tools will also be incorporated into the UDF and it doesn't just stop at tree canopy and open space.	Development will also need to achieve Council's Environmentally Sustainability Design Policy which includes other heat island mitigation tools.
21	Great to see shift away from on street car parking (possibly - could just be at intervals) to enable wider foot paths, better pedestrian access and areas. Underground power an important addition.	Noted.
22	It genuinely reflects the ideas raised in our discussions. Even if only some of these ideas are viable, I feel we are being listened to. I feel strongly that improvements are sorely overdue in Pakington North, and we will all benefit from having guidelines for future development.	Noted.
23	What is there seems good, however nothing seems very revolutionary. Would be great however to get on with these relatively uncontroversial suggestions as it could greatly improve the amenity of the street.	Noted.
24	As footpath width is being discussed, we need to consider and encourage cycling as a mode of transport up and down Pakington St. There are successful examples of co-use of cycling pedestrian and car use on the same street in Melbourne & abroad-we should push to emulate and improve on these concepts.	The UDF supports a mode shift which also allows more opportunity for cycling.
25	I feel it should have been reduced to what is actually relevant to moving forward and not a wish list	Noted.
26	I think the feedback from the panel has been taken on board and I feel happy for my community if we are instrumental in making these changes to the area	Noted.
27	Incorporate a railway station as part of the development on railsidings yard. Develop as multi use site including station, underground parking, retail, residential and some public open space. This is v aspirational but a big opportunity.	Re- train station refer to 14.d. The railsidings yard has been identified as a key development site incorporating parking, residential, open space and retail and other uses.
28	Broadly speaking the proposed public realm open space plan is excellent and reflects the conversations. Multi deck? parking but as we learnt last week, we can influence how that is designed via the Built Form review. Too many crossings with lights? impact to traffic flow.	Noted, refer for multideck to 2.a. and pedestrian crossings to 2.n.
29	I feel that several recommendations, while positive and productive are just not feasible in the near future as they involve privately owned properties. I believe it would serve the work of this panel better to narrow the focus to what is actually achievable in the short term.	The UDF is a long term vision which will influence built form in private properties in additions to identifying short term opportunities. The UDF reflects both short and long term actions and opportunities.
30	I like the proposal, it has a lot of positives.	Noted.

		■		31	I don't recall any discussion about signalised pedestrian crossings. In fact the discussion was instead using human scale design to allow traffic to slow naturally, but also use raised pedestrian walk ways to support people with mobility issues. Trees planted in car spaces to create safer crossing	Refer to 2.n.
■				32	I think that it represents clearly what was democratically voted on in the room.	Noted.

Built Form

Note: The officer response is based on the final version of the UDF.

A	B	C	D	No	Feedback	Officer Response
		■		1	The corner of Pakington St and Church St are high volume traffic areas. 8+ stories will mean higher requirements to access to these sites and will create an unsafe area for cyclists, pedestrians and motorists, who will proceed into Pakington St. We need to ensure that we don't create an unsafe environment at this end of Pakington st	The UDF identifies a need to improve this intersection. Any access to the corner sites will consider the safety of all road users as per engineering standards.
			■	2	Building heights are still too high. Set back are ok.	The building heights reflect the votes by Community Panel and have been refined by the Project Team as required to ensure alignment with other built form objectives and guidelines related to matters such as solar access, transition to residential areas and interface treatments.
	■			3	I	No comment made only a notation.
	■			4	I felt it was too high in some of the places close to Waratah end. Not what I asked	Refer to 2.
	■			5	I appreciate the need for adjustments to Pakington Street profiles to increase population density and look forward to the benefits to commercial and lifestyle vitality. Not totally convinced that the scale of proposed objectives are needed.	Noted.
■				6	Ensure that the priority for active travel and pedestrians stays a priority and that footpath's etc are not reduced from the minimum recommended in the guidelines.	Noted, objectives and guidelines provided should assist with best possible outcomes.
	■			7	The framing of the guidelines in relation to affordable and sustainable building materials is poor. Residential developments shouldn't be overly embellished with expensive materials. High-cost apartments don't help solve housing issues for lower and middle income earners. Building materials should be durable and affordable, using clever and innovative design to provide an aesthetic built form, rather than relying on flashy expensive materials.	Noted, the wording of "high quality" ensures good quality materials to be employed whether that be affordable, sustainable or durable. The UDF does not call for overly embellished and expensive materials.
			■	8	Overall, it doesn't represent what was discussed and it is introducing heights well above those discussed.	Refer to 2.
	■			9	The comments of all and voting has achieved reasoned consensus	Noted.
			■	10	This exercise was a complete stitch up and a betrayal of fair and transparent process. a) The pre-designated height categories with no gradual transition category during the voting has been done to have a pre-designed outcome.	a) The height categories provided in the voting exercise included a gradual transition in height and reflected different height scenarios. b) Refer to Engagement Summary Report which details the process and responds to concerns in relation to attendance

			b) Another failing is having only half the panel numbers there for the voting, and this being considered as an acceptable outcome. c) This needs to be raised with the appropriate authorities. As council has deemed this an appropriate way to behave, then panel members have no need to be bound by any "code of conduct" that has been put upon the panel by council or its facilitators.	drop off and mix of panel participants. Voting on the height was undertaken at the end of the fourth session, to allow as much time as possible for the Panel to digest all session content before voting on heights. c) Noted, the process as outlined in the adopted Engagement Strategy was followed.
		11	a) Concern about attendance drop off to sessions and that only 32 panel members voting on the heights. Some views (business owners, developers) were disproportionately represented compared to those of residents due to the drop off in attendance. b) The panel expert presenters, all used examples of areas that were irrelevant as they had ample public transport, including train, tram and bus eg Chapel St Prahran and Smith St Collingwood - despite Pako North only having 1 bus. The traffic expert repeatedly suggested that cars in Pako North just park at Woolworths car parking at Pakington Strand – this is a private parking and can't be used by people generally. c) Serious concerns about the voting process used for the building heights. Especially the options (range of heights) to vote on. The results of the voting were shown while voting, which influenced how people were voting. d) The building heights are generally too high, particularly at the southern end of Pako North, just out of the heritage core section. Especially as there is no proper public transport and no likelihood of this being improved. It will: a. increase traffic and car parking pressures. b. overwhelm existing old infrastructure (sewerage, water). c. Impact on schools e) The built form session green dot vote supported the following heights: a. Along Pakington St from Wellington to Clonard Ave: transition of 2 storeys on the Eastern side (which backs onto low rise residential within the heritage overlay precinct) and a max of 4 storeys on the Western side. b. Wellington St to Waterloo St: reduce to 2 storeys due to Waterloo heritage precinct. c. Transition to 3 storeys from Waterloo Street, medium from Clonard with higher in the north. f) The transition from 2 storeys to 6 on the Strand is overwhelming, imposing in bulk and out of character. g) There should be an upper height limit on the large strategic sites. This would prevent much taller buildings. h) Concerns that the building heights on the large strategic sites will overshadow the green spaces. Six months of solar access will be insufficient for viable	a) Refer to 10.b. b) The panel experts used examples appropriate for the context they were explaining. The Strand parking area is publicly accessible. The general public uses this parking area. c) Refer to 10.b. d) Refer to 2. When development occurs, requirements in relation to car parking and infrastructure upgrades will need to be responded to as appropriate. The Department of Education reviews population growth yearly to ensure accessibility to local schools. e) Refer to 2. The transition to residential areas has been considered and is reflected in the UDF. f) Refer to 11.e. g) The UDF refers to maximum building heights. h) Solar access reflects best practice across Victoria. As per the guidelines, buildings will setback to ensure at least 50% of open spaces receive 5 hours of sunlight during winter solstice. i) Refer to 2.g in Public Realm section. j) As per planning scheme requirements, a wind report is typically required for buildings above 5 storeys.

	green space. There needs to be advice from a horticultural expert to ensure these public spaces aren't unduly overshadowed. i) Roof top gardens – there needs to be consideration to restricted access in order to limit noise from these to near by sensitive low rise residential areas. j) Pako and Church St intersection Concern that the very high heights here will create a wind tunnel on Church Street intersection and Telegraph Bridge. Wind gusts on the bridge are already a problem.	
12	I am comfortable with this section as written	Noted.
13	Whilst I don't love the idea of there being 10 storey high buildings, I feel it's necessary to improve the use of north pako and increase the number and variety of businesses that come to the areas.	Noted.
14	I am comfortable that the Built Form: Objectives and Guidelines prepared match as best as possible the panel's recommendations. Any reservations I have are based on my sense of the unknown. However, I am reassured by the overall planning principles and values.	Noted.
15	Thanks	Noted.
16	Some heights are ridiculous for a suburban area going to 10 storeys I also I could not support 4 or 6 storeys backing onto residential homes between Collins & Isabella Streets.	Noted, refer to 2.
17	a) Concerns about height: a. Not a smooth transition from Heritage Core. From Waratah Street to Clonard Ave to high (8+). Will be too imposing, and stark contrast with single storey buildings of heritage core. Also not aligned with green dot vote. b. Between Wellington Street and Waterloo should not be more than 2 storeys abutting the narrow residential streets. c. West-side Pako – between Wellington and Waterloo Streets should be no more than 4 storeys to ensure smooth transition. b) Concerns of costs to ongoing infrastructure failures and repairs. a. Sewerage infrastructure is over 100 yrs old and outdated and frequently failing. How to deal with stressed system b. Impact of power outages due to increased development c. Are developers responsible for building failures c) Other concerns re increased densities: a. Where do new children go to school b. Further traffic congestion and parking issues. d) Green spaces need to front Pakington Street and solar access is not enough for viable green spaces. e) Rooftop terraces – should be green, not for commercial use creating noise. f) Are height limits capped even is parking incorporated in the building g) Is the maximum height capped or can it be varied?	a) Refer to 2. a. The 8+ storey area is significantly setback from the street b. The height on the property boundary is 2 storeys with setbacks to ensure transition to residential area. c. It is 4 storeys between Collins Street and Clonard Avenue, 6 storeys are proposed in the Strand as it is a key development site. Both have a 2 storey streetwall height with an upperlevel setback of 5 metres to reduce impact on the street. b) The implementation plan has an action to liaise with key authorities, however these aspects will be addressed outside the UDF and are subject to requirements and regulations. c) Refer to 11.d. d) Other than the open space in front of the ropeworks all open space are fronting Pakington Street. Solar access achieves the best practice guidelines and will be sufficient. e) Refer to 2.g in Public Realm section. f) Yes, introduction of parking in a building will not impact height. g) The UDF identifies maximum heights. A Design and Development Overlay in a Planning Scheme can only identify

		h) There should be no waivers for parking requirements. All developers need to provide parking. i) Concerns in relation to process: a. Disparity in the way the built form voting session was structured. Limited time to digest information, to consider and deliberate. This did not happen for the height. b. Panel of 62 people and only 32 voted.	preferred maximum heights, variations will be subject to achieving the objectives of the UDF. h) The Access and movement section response to parking requirements. i) Refer to 10.b.
	18	Really well done team! Great objectives and design strategies. I really like the guidelines about viewing buildings in the round and providing interim facade activation. I am very supportive and impressed with how the built form guidelines have come together. Please note: colours on the map are difficult to read.	Noted. Colours have been adjusted to show greater variance.
	19	The heights are appropriate and showed a strong appreciation and appetite for increased density outcomes.	Noted.
	20	This accurately reflects our decisions and supporting discussions. My only comment would be, I don't think we should actively discourage heritage style, just not encourage it as such.	Noted.
	21	a) Concerns about attendance when voting on heights and subsequent legitimacy and validity of the voting results. Only 50% of the 62 panellist voted on heights. A panel compensation representing the demographics of Geelong West was deemed critical by Capire. This was not reflected during the voting. b) Issue on how voting was done: a. Should have been specific heights not a height range. There was no option for 3 storeys preference. 8+ category was open for interpretation. b. Not time and space to consider the heights, voting proceeded with undue speed. c. Live vote was radical departure from the way other feedback was provided. No advance notice ahead of the session that informed panellists of details and process. c) The heights stipulated in the final version of the map to be included in the UDF need to be maximum heights permitted in each site/block. d) The scale of the building heights is totally inappropriate for Pako North. e) The height map does not show appropriate transition to heritage and residential interfaces: a. Section between Waratah Street and Clonard Street should be reduces to 4 levels on Pakington Street. b. 6 levels on corner of Waratah is not a transition but a jarring contract with the heritage core. A 4 level height cap for the area fronting Pakington Street would achieve that. c. Reduce the 4 levels between Wellington Street and Waterloo Street to 2 levels to provide an appropriate residential interface and recognise	a) Refer to 10.b b) Refer to 10.b. In addition, it was announced in the built form session that voting on heights would happen at the end of the access and movement session. There was the opportunity to give comments using free text in the 'mentimeter' at the end of the vote. Other votes occurred putting 'green dots' onto paper which were also visible to other panellists as the voting was undertaken. c) The heights in the UDF are identified as maximum heights. d) Noted refer to 2. e) The height map must be read in conjunction with the interface response diagrams. All upper levels in this area have a setback of 5 metres. The following maximum heights do apply on the property boundary: a. Pakington Street between Waratah Street and Clonard Street: 2 storeys b. The Strand fronting Pakington Street: 2 storeys The Strand fronting Waratah Street: 4 storeys c. Residential interface Waterloo precinct: 2 storeys. f) Refer to 2. The voting on heights was done after the recommendations. Recommendations have been used to further refine the heights. g) The green space is indicative but positioned on the corner of Waratah and Pakington Streets.

		the heritage precinct. This will reduce amount of cars, visual bulk of new buildings and impacts from noise. f) The voting per the recommendation voting should be taken into account, there is a discrepancy. g) Move the proposed greenspace on Waratah in the Strand front Pakington Street to avoid a continuous line of new buildings. h) Green spaces will have insufficient sunlight / solar access given the proposed building heights. An expert should be consulted to advice on the amount of optimal sunlight/ solar access needed for plant and tree growth i) Private balconies and openable windows should not be placed over houses and backyards. This need to be clearly stipulated as facing Pakington Street only. j) Restriction need to be placed on roof gardens re hours and use. Rooftops should not be overlooking residential houses/ yards. There is a difference between a rooftop garden (green) or an entertainment space. Outdoor "greenspace" on upper levels must be restricted to the "strategic sites" and their use be restricted due to noise and privacy issues to nearby properties. k) Reference to high-quality materials and design is too vague and non specific. Need details how it will be measure, assessed, reviewed and enforced. There needs to be a mandatory independent architectural review panel to ensure architectural integrity. l) How will waste collection occurs from sites with no rear lane access? m) Onsite carparking – if provided at podium level part of development they need to be sound and traffic fume proofed to protect adjoining residential properties from noise and air pollution. n) Adequate onsite parking must be provided by ALL new developments. There must be no zero onsite parking allowed for new developments. o) A requirement is needed for mature canopy trees to be planted at residential interfaces to provide visual screen and shade. p) Concerns about infrastructure requirements: a. Outdated sewerage/ stormwater. How will this be upgraded b. Where wil kids in new developments go to school q) How will footpath be widened when the use of private land is required? r) Concern of wind tunnel effect on Church Street intersection, dangerous for pedestrians on Telegraph Bridge. s) New solar access studies need to be done for the residential houses and streets as heights are different than previous UDF.	h) The Urban Design team (who are qualified to do solar testing) have undertaken the solar assessment. The UDF easily achieves all Victorian best practice standards for solar access. The solar testing program was made available to panellists during the session, live on the screen in the room. i) Building regulations apply to private balconies and openable windows, these cannot be varied through a UDF. j) Refer to 2.g in Public Realm section. k) The planning scheme will outline how these expectations can be achieved, assessed and enforced. Council does not have a independent architectural review panel but when deemed appropriate can refer to the Office of the Victorian Architect for independent review. l) In a similar way waste is currently collected from sites without rear lane access. m) Built carparking needs to be in accordance with the relevant building codes and regulations. n) Refer to 17.h. o) A landscape buffer is identified in the UDF, however Council cannot control type of planting/landscaping in a private garden. p) Refer to 17.b. and 11.d. q) Widening of footpath will occur within the road reserve. In some areas building setbacks are identified. r) Refer to 11.j. s) New solar studies have been undertaken in the UDF and are included in the UDF. Best practice has been achieved.
	22	There are still some opportunities to add additional density such as the 3-4 block on the west side of the street which should be 5-7	Refer to 2.
	23	It is a good balance as it it reflects the valid vote that the panel members took that have been able to follow through with their commitments to the process (the validity of those panel members' opinions should not be undermined) while also	Noted.

	incorporating planning aspects such as overshadow modelling, amenity and concepts for public open space. It allows for meaningful density, therefore providing for a vibrant community and places for people to live in the future - to have a roof over their heads, with options to buy or rent affordably.	
24	Concern that Geelong North residents have not been fully represented. I can live with the proposed UDF and agree to the plans that have been laid out, however I am concerned that I may be the only person representing North Geelong residents.	The targeted panel mix was achieved, please also refer to the Engagement Summary Report.
25	The Built Form recommendations are comprehensive and detailed so it is difficult to adequately consider all aspects, hence I am hesitant to say I love it, however overall I feel it is good and seems to reflect the views of the panel. Some aspects may be problematic for developers such as green roofs and green facades but are a nice goal. Setbacks between buildings seem like they may be difficult to achieve but again a good goal. Overall it seems ok. Colours on the map are difficult to interpret relative to the legend.	Noted. Colours have been adjusted.
26	I think Built Form has covered many aspects and guidelines of creating a quality and diverse plan for the future to smarten and liven up an area that really needs it.	Noted.
27	I would wish for higher limits where 2-4 was selected particularly between Clonard Avenue and Collins Street. I would also recommend the removal of all heritage overlays on the 7 buildings in the area of interest.	Refer to 2. The heritage overlays are considered relevant and will not be removed.
28	It should be made clear in reporting that only 32 people voted from the 62-member panel, otherwise it will be misleading for Council. This has influenced the votes as majority are the most invested candidates of businesses, owners of significant land sizes and other people who want the highest density. This is not an accurate sample for COGG Council - current bar graphs and statistics will be misleading report to council members.	The engagement summary report outlines attendance and voting participation. It also provides an overview of panel mix in attendance at each session.
29	Takes panel opinion into account.	Noted.
30	Good consideration of variances based on sections of the street.	Noted.
31	a) Green space indicated on the maps seems smaller than discussed as a group. This is really disappointing! b) Building heights overall are way too high and really need to go back to 2 storeys then 4 in the next group, 6 then 8 for the highest. c) There is not enough graduation of height from heritage core to the north end. No rhythm that makes sense.	a) The size of the green spaces has not yet been determined. That will be determined at the masterplan preparation of the key development sites. b) Refer to 2. **c)** The streetwall height gradually increases from 2 storeys to 3 then to 4 and no streetwall height on Church Street intersection. This establishes a strong rhythm.
32	Overall, in agreement with the outcomes. Is there a mistake on Block 3 heights? Height voting results were 19-31-31-19% across the height bands (so equal parts for 3-5 & 5-7 stories). Given there were an additional 19% of folks comfortable with a higher level (8+) surely you should have gone with the 5-7 stories for that	The lower height chosen was based on the further analysis and application of the objectives and guidelines.

					block and not the 3-4. Please can you explain why/how you landed on the lower value?	
				33	Some reservations over preferencing the spring equinox over the winter solstice in determining acceptable overshadowing of footpaths. Also would like to highlight the overshadowing likely to occur on the heritage residence at 1 Britannia St as a result of the opposite Side Street - Type 2B interface on north side of Britannia St. Proposed setbacks with heritage interfaces are also not clear.	Solar access reflects best practice across Victoria. For overshadowing of footpaths the spring equinox is applied. However, testing has shown that solar access during winter solstice remains acceptable. Solar testing was also undertaking for the side streets. The objectives and guidelines contain detail on heritage interfaces.
				34	The 8 to 10 stories at the northern end of the precinct is not in the recommendations, yet the Height map includes these. Was this voted upon?	Yes, refer to engagement summary report for voting results.
				35	Built form seems reasonable.	Noted.

Access and Movement

Note: The officer response is based on the final version of the UDF.

A	B	C	D	No	Feedback	Officer Response
				1	Many of the proposals are hopes and wishes. It seems to me that these are feel good factors. Should concentrate on what is achievable.	Noted, the UDF is proposing a long-term vision and will guide long term development in this area.
				2	Raised crossings and additional pedestrian crossings will be good. Reduced speed will be good to make it safer for pedestrians.	Noted.
				3	I love the objective of a more vital Packo but I would hate to spoil it.	Noted.
				4	A preference for people, public transport and active transport can easily co-habitate with cars. When a focus on cars is allowed, they tend to push out other users aggressively. Can that made stronger.	This is reflected throughout the access and movement section but especially through the objectives and the vision as a people friendly precinct.
				5	It is important to make it even more attractive for development. CoGG have conceded to a small token of public opinion. This does not take into account project viability and to promote action on actually getting the street fixed. There needs to be a balance but also ensure the cost benefit is there to get rid of the railsidings yards. There should be no height restrictions on the current rail yard areas.	Noted, the heights reflect the votes. The Implementation Plan chapter provides clarity on viability and actions to implement the UDF.
				6	a) Implement grade separation of bike lanes now (as has been done on Gheringhap). b) To improve pedestrian safety and active travel implement large bump outs. They are currently missing on north Pako. Take a low cost approach through VIBRANT painting of the road surface, screw down curb and pot plants etc. c) Introduce clearly painted bike crossings at the side streets and ensure bike lanes pass through bump outs, instead of needing to go around them and into traffic.	a., b., c., d. Noted, the proposal for interim short term changes is acknowledged. However key suggestions will be dealt with as part of the streetscape masterplan. e. Church Street and Telegraph Bridge are State Government infrastructure. The Implementation plan identifies a short term advocacy action.

	d) Bump outs could also be increased into the side road direction as well at intersections where parked cars on side streets already reduce traffic lane width. e) The current inclusion of the Church Street bridge in the Principal Bike Network is quite frankly a joke. Urgent action required if this is part of the Principal Bike Network to reflect this. Suggestions are: change to one lane each way, with an asymmetrical turning lane at either end. Convert the extra lane width (currently the northernmost lane) to a two way separated bike lane which can be done with nothing more than paint and screw in curb. Will also provide immediate safety to pedestrians on the adjoining footpath, with the ability to widen this footpath, in the future, to turn the whole lane/footpath section into a wide two way shared bike/pedestrian zone.	
7	Reasonable representation of discussion.	Noted.
8	Support for slower cars and safer pedestrians is well received, but in spite of a number of split decisions I see this giving the council go ahead to remove some on street parking for traders and workers without being directly linked to any new parking being first or simultaneously developed by private developers.	The guideline reads “retain on street parking as required on Pakington Street”. This doesn’t necessitate removal or addition at this point. This will be dealt with at Streetscape Masterplan which will require further community consultation.
9	Do not split railyards site with a Madden Ave extension. The site can have far greater value and development scope if left as one major parcel, incorporating public open space, retail, hospitality, commercial and residential uses, with appropriate parking incorporate within building structures on the site. Consider moving the extension of Madden Avenue to the south and incorporate in a wide treenlined verg between the properties, creating rear access to the Waterloo properties. If an extension of Madden Ave is to be considered, create a wide treelined verge behind the properties on north side of Waterloo st., and run the road here on the south side of the railyards site. This verge with disiduous trees would green the area, and provide privacy to the rear of the waterloo properties, from the developments on the railyard site.	A masterplan is required for the key development site which may influence the exact location of the Madden Ave extension. If Madden Ave is extended it must ensure access to the whole side and not only the southern part.
10	a) Concerns on voting exercise on heights: a. It was not reflective of panel. Individuals who were in favour of higher density in Pako North for example business owners and developers were more strongly motivated to attend the sessions and their views were disproportionately represented compared to those of residents. b. Voting range for heights is also concerning. It was not possible to vote for 3 storeys, the 4 storey upperheight has been applied. c. Results of votes were shown before voting ended, potentially influencing the voting. b) The panel expert presenters, all used examples of areas that were irrelevant as they had ample public transport, including train, tram and bus eg Chapel St Prahran and Smith St Collingwood - despite Pako North only having 1 bus. The traffic expert suggested that cars in Pako North just park at Woolworths	a) Refer to 10.b in built form section and Engagement Summary Report. b) Refer to 11.b in built form section. c) Refer to 2 and 11.e. in built form section. d) Refer to 17.b. and 11.d. in built form section. e) A Local Area Traffic Management Plan has been identified as a short term action in the UDF. Delivery of parking will happen when development occurs. Access will be determined as part of the development process. As explained during the session, residential parking is subject to planning scheme requirements and due to its location in an activity centre and increase in dwellings does not automatically mean an increase in cars.

		car parking at Pakington Strand – despite being told that this was private parking and couldn't be used by people generally. c) Building heights are too high, especially out of the heritage section as there is no proper public transport or likelihood for improvement. Height between Wellington Street and Clonard Avenue should be reduced with 2 storeys on eastern side and 4 on the western side. d) Excessive heights will overwhelm sewerage system, schools. e) There needs to be a proper traffic and parking plan. a. If the railsidings yard is not available in the foreseeable future where will a multi deck parking go. b. The surrounding residential side streets are extremely narrow and residents are very concerned that these side streets will be used by others for car parking and will be turned into rat runs. Previous traffic study found that the Pako/Church St intersection was already operating at capacity. c. How is onsite car parking going to be accommodated and accessed on these apartment blocks? – Given all of the above traffic and parking problems, the building heights need to be revised down. f) How does the footpath widening work in practice, given that many of the existing buildings are built to the boundary. Will existing buildings partially demolished.	f) The footpath widening will be found in the existing road reserve through a change in the overall road layout. This will be further refined in the identified further strategic work.
	11	The Church Street intersection and surrounding area needs to be thoroughly reviewed for pedestrian and vehicle safety. It is not a safe area. This area - including the bridge - connects residential areas to Pakington Street North. You cannot consider one part i.e. Pako - without considering the other areas that link to this part of the street.	The Implementation Plan identifies an action for advocacy with State government on improvements on this intersection. In addition, the Local Area Traffic Management Plan will also consider these issues and propose solutions.
	12	Concerns in relation to application of 30km/hr speed limit. Will it be confusing for road users, especially coming out of heritage precinct, should it be time bound (7am-7pm), is it appropriate to implement as development occurs?	These aspects will be considered as part of the Local Area Traffic Management Plan preparation.
	13	I am happy the proposed Access and Movement: Objectives and Guidelines reflect the panel's recommendations	Noted.
	14	So many things that are being spoken about are out of Councils control. I believe there is too much self interest in many of these ideas	Noted.
	15	Very good, happy with the objectives and guidelines.	Noted.
	16	Where do the cyclists ride if the carriageway isn't shared? There is not enough room in the road reserve to keep parking, widen footpaths, maintain the existing carriageway and support adequate, safe bike lanes. If traffic was reduced to 30km/h - an appropriate speed - bikes could adequately share the carriageway (with younger riders still able to utilise the footpath if needed). Shared zones are commonplace in high streets at slow speeds.	These aspects will be considered as part of the Local Area Traffic Management Plan preparation.

	17	a) 'Advocate for a bus review'- not strong enough. We need guaranteed improvement to local bus services. b) Pakington Street North needs extra, safe pedestrian crossings, suitable for all, including people with mobility issues, or prams. c) Key concerns for traffic changes: a. Use of one way streets will only push the problem out further, not solve it. b. Brittania Street is less suitable for increased traffic than Isabella Street which flows better. d) Pedestrian and cyclist safety would be negatively impacted on the Telegraph Bridge overpass by the proposed unlimited, towering building heights which can create an unsafe wind tunnel effect, creating wind gusts on a narrow pathway. e) RE- parking: a. New developments need to provide their own car parking to negate flow-on congestion effects in local residential side streets. b. On street parking needs to be free and accessible to all. f) With increased density housing, how do children get to school? There is currently no viable public transport, nor the likelihood of an improved service in the near future. g) How can footpaths be widened on narrow residential streets as buildings are currently built to the edge. Is this a proposal for future developments, where buildings will be cleared and the site reconfigured?	a) City can only advocate for public transport as assets and services are run by Department of Transport and Planning. b) Pedestrian crossings are included in the UDF c) Refer to 16. d) Refer to 11.j. in built form section. e) Refer to 2.a. in the public realm section. f) Children will likely attend the local school. Also refer to 11.d. in the built form section. g) Refer to 10.f.
	18	Perfect good	Noted.
	19	Unfortunately, I believe our decisions and capacity for robust discussion was too rushed.	Noted.
	20	This accurately reflects our decisions and supporting discussions.	Noted.
	21	a) Concerns about attendance when voting on heights and subsequent legitimacy and validity of the voting results. Only 50% of the 62 panellist voted on heights. A panel composition representing the demographics of Geelong West was deemed critical by Capire. This was not reflected during the voting. b) Until Public transport (currently 1 bus) is improved Pako North will remain car dependent. If people can't find a carpark they will go elsewhere. Area needs to remain functional in short term to support Pako traders. c) A current traffic assessment is required, including impacts on side street. This must include a parking plan before making an informed decision about the UDF. A traffic management plan is required to determine how extra traffic will not create a grid lock on Pakington Street. Why is a Local Area Traffic Management Plan identified as implementation action and not prepared now. d) The examples given in expert presentation as comparable (Fitzroy, Collingwood, Windsor and Prahran) are well serviced by multiple tram routes and train stations. Most comments are not transferable. Increased car traffic	a) Refer to 10.b in built form session. b) The UDF is a long term vision which will give guidance to change over time. It will not be implemented over time and traffic will therefore change gradually over time as well. c) The Local Area Traffic Management Plan is identified as an action which will give detail on how the vision of the UDF can be achieved. This gives the next level of detail and is therefore appropriate to be delivered as an implementation action from the UDF. Parking plans are normally prepared at a planning permit stage, as at that stage the relevant data on proposed uses and parking requirements will be available. d) Refer to 11.b in built form section. In addition. the examples were given in context to explain specific design responses in different situations. During the session several examples and

		from the density proposed will greatly exacerbate traffic congestion and parking issues. Future residents should not park on the Woolworths site as it is a private site. The existing residential streets will be used for overflow parking. e) The 2010 traffic assessment study, which showed Church Street intersection to be at/ above capacity. Traffic is now heavier, Saleyards development is not yet included. How can decisions be made without up to date traffic information. How will the proposed increased density impact on daily car movements and traffic congestion. f) How will waste collection and loading occur from sites with no rear lane access? Especially on the smaller streets where garage trucks are already hitting parked cars. g) The suggestion to advocate for bus review suggests that this process has not started. h) Heights should be reduced to avoid the negative impact on traffic and parking.	situations were described in relation to parking solutions, including how impacts on residential streets can be reduced. It was also stated that increased density in shopping centres does not automatically mean same level of increase in car traffic due to closeness of services. e) It was noted that significant changes to traffic in Geelong which will be further analysed and responded to via a Geelong wide study. In addition, a key objective is to reduce through traffic on Pakington Street. f) Refer to 21.l. in the built form section. g) Advocacy with State Government on public transport is ongoing. However, a specific guideline in the UDF will enforce the need for public transport further. h) Noted.
	22	The snapshot touches on most of the consensus recommendations but it's hard to visualise the outcomes, will more diagrams and images be included in the UDF? The connection across to Mont Albert Road should be an aspiration in the UDF, but it will be very expensive if a bridge and will be difficult to secure sufficient funding for.	Noted, the UDF has some further detail and context. Potential cost of pedestrian overpass is acknowledged, funding mechanisms will be investigated in the subsequent stages of realising the UDF.
	23	Can more pedestrian crossings added to the northerly end of the precinct, as it will see a significant increase in density.	Exact locations for pedestrian crossings will be further explored through the Local Area Traffic Management Plan and Streetscape Masterplan.
	24	There are many recommendations but decisions on adoption seem appropriate. Concern that squeezing all the different modes of transport into available road reserve will lead to continued compromise. E.g - Separated bike lanes are unlikely to be feasible; - Agreed goal to discourage through traffic but an alternative is not proposed; - Increase in street trees (supported) but how will roots and leaves impact parking and footpaths Would like to see more incentives to reduce vehicle traffic and parking to help transition to active transport. Overall I am happy with the summary recommendations.	Noted, the Local Area Traffic Management will explore how the ambitions to create mode shift, reduce through traffic and give pedestrians priority can be realised.
	25	The GOGG staff must be commended for all the no doubt long hard work they have had to do with the UDF - a great initiative. Support the vast majority of recommendations remains concern for the widening of footpaths. The streetscape changes on Malop Street (Green Spine) seem to be aesthetic only and have negatively impacted the business.	Noted. Widening of the footpath will allow for an increase in activity which will benefit the traders and visitors. It has been acknowledged that the right balance must be found for all the different road users.

	26	Support the widening of footpaths as it ensures safety for people with mobility issues and bikes/ scooters. Retailers currently use 'A' frame boards which can be a safety concern when blocking the path. Limiting cars down Pakington street will make a more exclusive feel of area and point of interest	Noted. All footpaths require DDA compliance, and the streetscape masterplan will consider adequate space for signage, seating etc.
	27	Takes fair consideration of panel opinions into account.	Noted.
	28	It meets the needs of the area and agrees whole heartedly with the extension of Madden Avenue.	Noted.
	29	Good balance between all road users. Still important though to reduce speed limits (with infrastructure, streetscape and actual speed limit) and to support cycling on road with cars.	Noted.
	30	A balanced reflection of the panels inputs. Although not everything is accepted a lot of the feedback has been considered and incorporated and this moves us, overall, in the right direction.	Noted.
	31	Strikes a good balance. Like to see a more flexible guideline development in response to the recommendation regarding 'limited or no car parking to new developments.' It's no coincidence that the good examples cited in the Built Form UDF recommendations (Terrace House, Ferrars and York, Nightingale's) follow by design a "no car no garage" urban response. The UDF should advocate for change to the relevant clauses in the Planning Scheme.	Noted. The UDF recognises that a mode shift is needed but also that parking remains an important aspect in this precinct. Innovative approaches may be supported.
	32	The draft recommendations were more vague than the built form section. Some of them needed a lot more clarification for me to know what I was actually voting for. Still feel comfortable with most of the outcomes.	Noted.
	33	Focus on improving access to North Geelong Station (over Geelong Main Station) via Stubbs St including long-term plans to widen the road - Pakington St style should go all the way to NG station. This would improve opportunities to build density along the main transport line and has co-benefits with the Saleyards development.	Improved connectivity to key destinations as Geelong North Station is reflected in the UDF as a guideline.

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Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.

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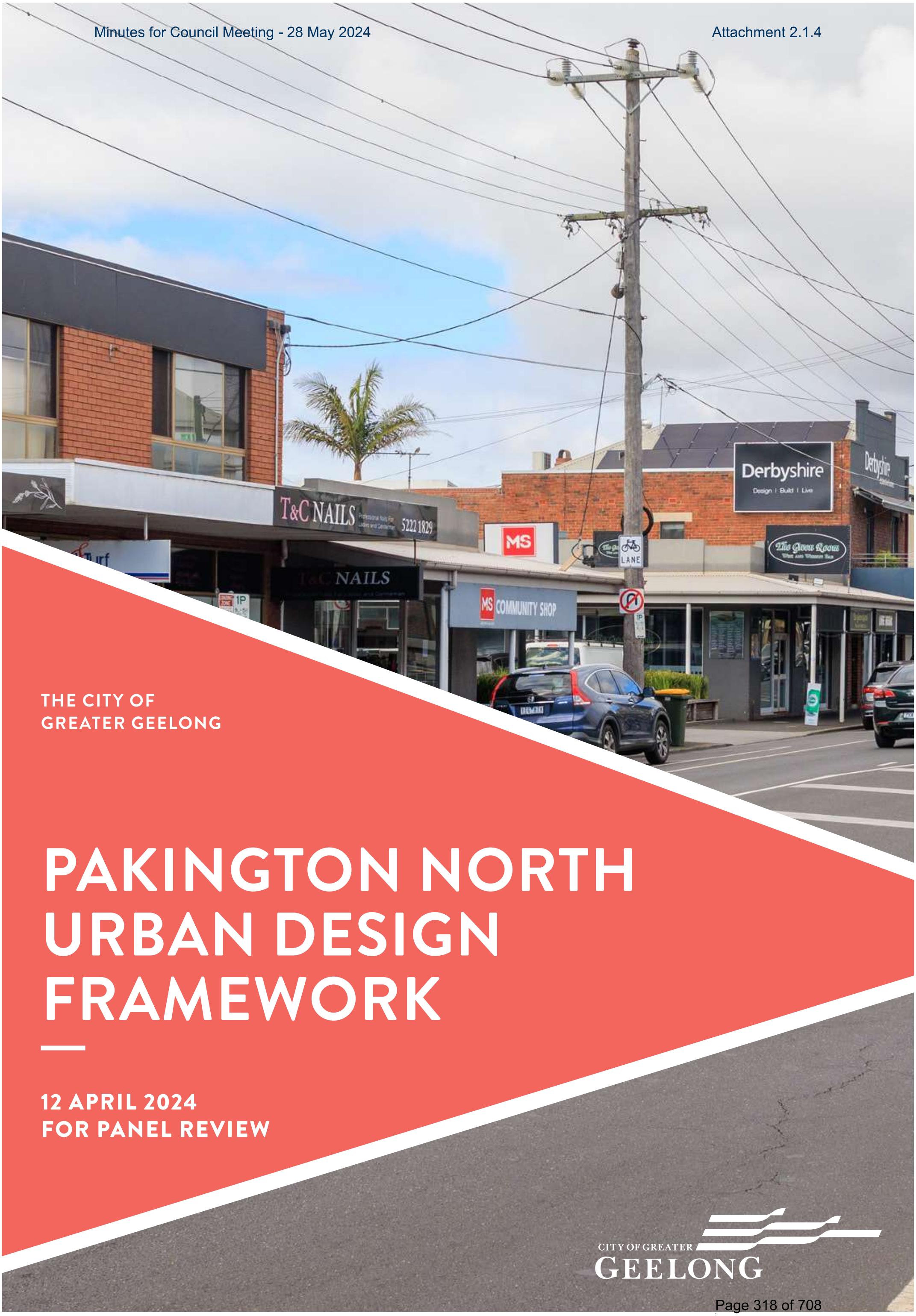

THE CITY OF
GREATER GEELONG

PAKINGTON NORTH URBAN DESIGN FRAMEWORK

12 APRIL 2024
FOR PANEL REVIEW

CITY OF GREATER GEELONG

ACKNOWLEDGMENT OF COUNTRY

We Acknowledge the Wadawurrung People as the Traditional Owners of the Land, Waterways and Skies. We pay our respects to their Elders, past, present and emerging. We Acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong community today.

PANEL REVIEW

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PANEL REVIEW

EXECUTIVE SUMMARY

Pakington North Urban Design Framework (UDF) has been developed to set an overall direction for growth and development of the precinct. It is a long term vision document that presents mechanisms to direct investment and renewal by establishing objectives, guidelines and actions which facilitate land use, built form and public realm outcomes.

VISION

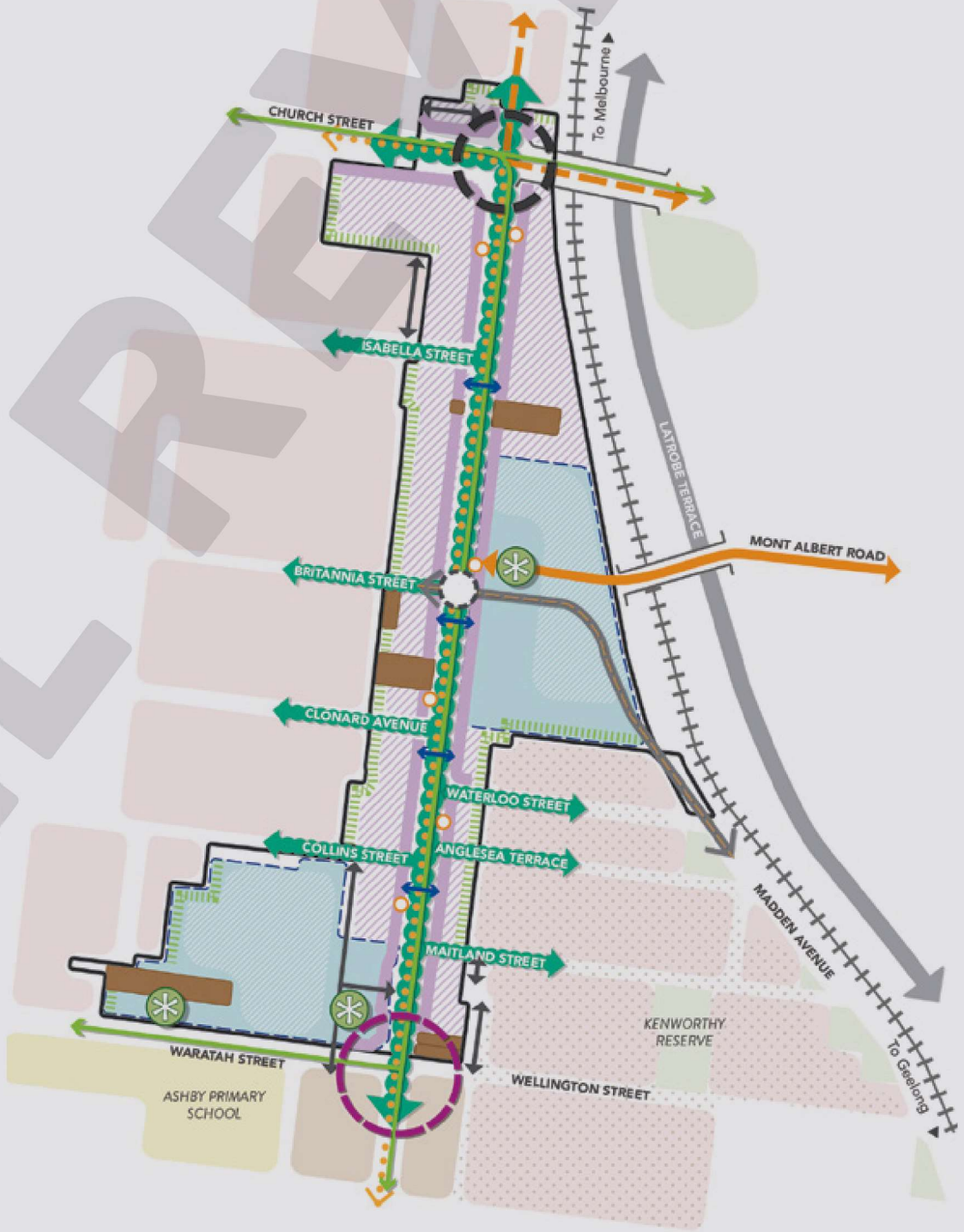
"a vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. As a people friendly precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture.

Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong".

The UDF is informed by the Community Panel's recommendations emerging from the deliberative engagement process, the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework and several existing local and state policies and strategies.

The UDF seeks to:

- Implement the City's Settlement Strategy by identifying suitable locations for preferred increased residential density.
- Provide built form objectives and guidelines, for incorporation into the City of Greater Geelong Planning Scheme to ensure improved built form outcomes and clarity in decision making.
- Provide basis for preparation of detailed masterplans to guide infrastructure and public realm outcomes along Pakington Street.
- Identify relevant projects and establish an implementation plan to deliver on a long term vision for the precinct.
- Inform the City's capital works program and annual budget.



Urban Design Framework

EXECUTIVE SUMMARY

The UDF seeks to guide the delivery of the vision under the following four themes:



Land Use and Activity

- To support a vibrant mix of retail, entertainment, services, and residential functions along this part of Pakington Street that enhance and complement the Heritage Core Precinct.
- To promote greater housing diversity and accommodate a range of housing typologies and densities which meet the needs of existing and future residents while respecting existing amenity.
- To establish a thriving activity center that ensures a safe environment for the community at all hours.
- To seek opportunities for new public open spaces and pedestrian connections.



Access and Movement

- To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street.
- To improve public transport services and access to and through Pakington North Precinct.
- To deliver safe and attractive environments for pedestrians and bicycle connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.
- To strategically consider access, sustainability goals and local economic gains when designing car parking.



Development and Interface Management

- To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts.
- To implement a range of building heights and setbacks that reinforces the mid rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.
- To establish a high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.
- To support opportunities for urban renewal in Strategic Sites.
- To ensure equitable development potential across the precinct.
- To integrate services into building design of new developments.



Public Realm and Open Space

- To establish a vibrant streetscape on Pakington Street that reinforces the sense of place and improves local accessibility and amenity.
- To facilitate public open spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups.
- To respond to climate change and increase environmental sustainability.
- To celebrate and enhance the cultural canvas through the integration of public art, materiality, streetscape elements and native planting.

The Implementation Plan summarises key policy and project actions identified in the UDF. The plan outlines the proposed timeframe, the allocated responsible lead, and City's role in the delivery of each action.


PETREL HOTEL
CARLTON DRAUGHT
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Victoria
Carlton
Draught

01

INTRODUCTION

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1.1 OVERVIEW

Project Background

The City of Greater Geelong (The City) has prepared the Pakington North Precinct Urban Design Framework (UDF) with Pakington North Community Panel (Panel) to guide future enhancements and development in the Pakington North Precinct. The UDF seeks to revitalise the area and help accommodate demand for new homes, retail, services and jobs.

In December 2021, Council adopted two of the three precincts in the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework, namely Gordon Avenue and the Heritage Core Precincts (see Figure 01). Council also requested to undertake further consultation for the Pakington North Precinct, due to significant community concern. However, the additional round of community engagement, undertaken in 2022, did not garner sufficient support. It was therefore decided to progress with a deliberative engagement process.

In February 2023, officers commissioned engagement specialists Capire Consulting to deliver the deliberative engagement process. This process has informed the UDF.

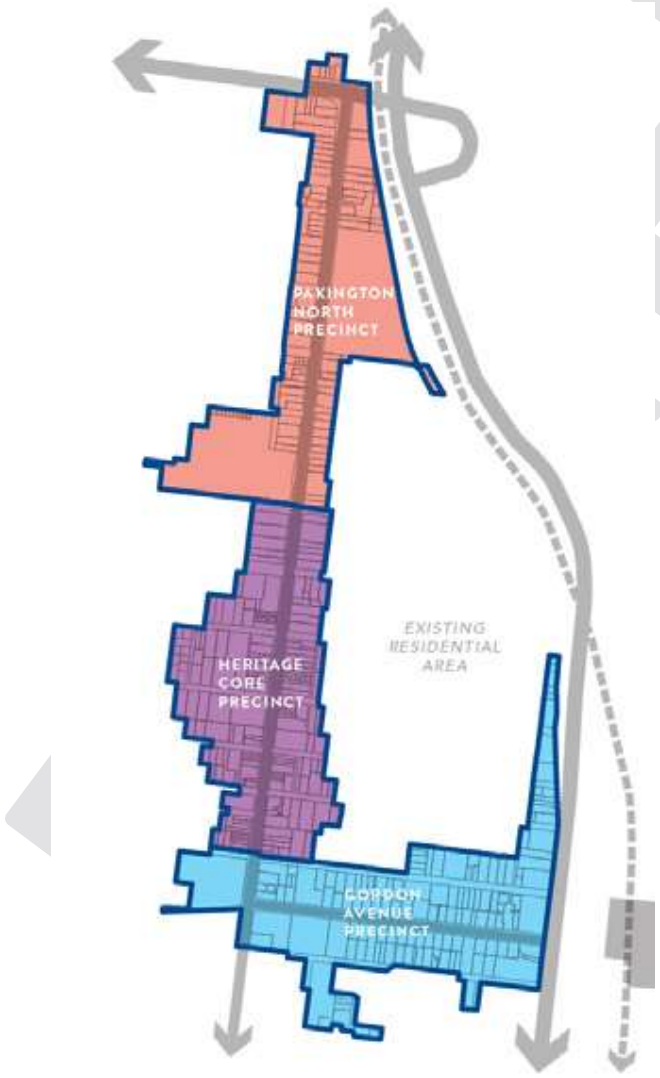

Figure 01. UDF Precincts - Three precincts as identified in the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework

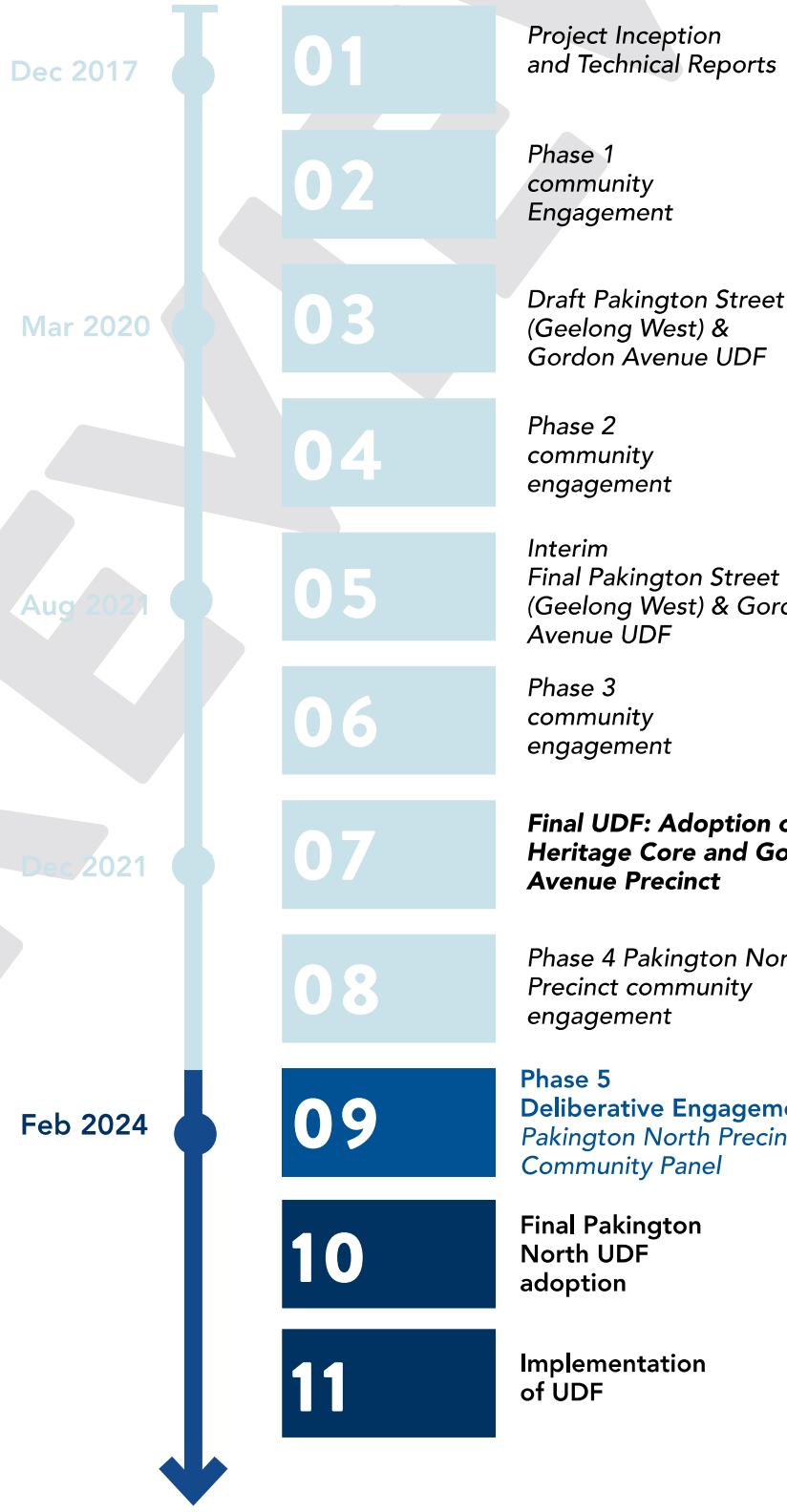

Figure 02. Project Timeline

1.1 OVERVIEW

What is an Urban Design Framework?

An Urban Design Framework (UDF) is a strategic planning tool that assist local planning authorities and their communities in setting an overall direction for the future of a place with local action plans and initiatives.

As a long-term visioning document, an UDF can provide mechanisms to direct investment and renewal in an area while guiding future development outcomes.

Purpose of the Urban Design Framework

- To implement the City's Settlement Strategy in relation to potential for increased residential density.
- To make amendments to the City of Greater Geelong Planning Scheme.
- To guide built form outcomes along the northern part of Pakington Street.
- To provide bases for preparation of detailed masterplans to guide infrastructure and public realm outcomes along Pakington Street.
- To identify relevant projects and establish an implementation plan to deliver on long term vision for the precinct.
- To inform Council's capital works program and annual budget.

How to read this document

This document provides a suite of information that sets the context for the opportunities that exists within Pakington North Precinct. It articulates the vision and objectives for this part of Pakington Street. The following diagram sets out the structure of this document.

01 INTRODUCTION
Includes an overview of project background, purpose and the deliberative engagement process

02 BACKGROUND ANALYSIS
Includes context, strategic and policy background, project drivers, existing conditions and key influences

03 URBAN DESIGN FRAMEWORK
Includes overall framework, themes, objectives and design guidelines.

04 STRATEGIC SITES
Includes future development and aspirations for both strategic sites.

05 IMPLEMENTATION PLAN
Includes statutory and non-statutory actions, expected timelines and further work required.

06 APPENDIX
Includes various works that has informed this UDF.

PAKINGTON NORTH PRECINCT URBAN DESIGN FRAMEWORK - DRAFT FOR REVIEW

1.1 OVERVIEW

Relationship to Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework



The UDF is informed by the recommendations of the Community Panel and the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework.

While Pakington North Precinct is no longer included in the Final Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework, certain aspects of the endorsed framework remain pertinent. Specifically the overall technical, statutory, and regulatory requirements continue to apply, alongside the vision, strategic approach, and guiding principles. The context and background also remain unchanged.

The Pakington North Urban Design Framework is an independent document and has incorporated elements from the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework.

Why was an Urban Design Framework selected for this area?

A UDF serves as a key tool for decision-makers, including Council, State Government, and various other agencies, to strategically allocate resources towards capital works, guide planning application decisions, and coordinate work programs across different departments.

Its primary objective is to offer transparency of expectations and certainty to the community, business owners, developers, and planning applicants regarding the level of change and type of development within the Pakington North Precinct. The stronger the controls within the UDF, the greater the clarity throughout the planning process, including proceedings at VCAT, which ensures a more transparent and predictable development environment.

How was the precinct boundary determined?

The precinct boundary included for the UDF includes all commercially zoned land and some within General Residential Zone and Mixed Use Zone from Church Street to Warratah and Wellington Street. It is bound by the rail line (VicTrack land) to the east, low rise residential to the north and west. The Heritage Core Precinct and low rise residential dwellings of heritage signficance lie to the south. This area was considered large enough to investigate for potential increased densities whilst ensuring that amenity impacts can be managed both within and beyond the boundary.

The UDF area and various distances have been shown in the following map.

DRAFT


NORTH GEELONG
DRUMCONDRA
PAKINGTON STREET
RAIL SIDINGS YARD
Corio Bay
PAKINGTON STRAND
500m
GEELONG WEST
HERITAGE CORE PRECINCT
1km
CENTRAL GEELONG
GEELONG STATION
GORDON AVENUE PRECINCT
1.5km

1.2 COMMUNITY ENGAGEMENT

Deliberative engagement was chosen for Pakington North UDF as it enables community to participate actively in the process. The participants are provided with a clear task or question, have access to appropriate resources and information, and are given the time and space required to deliberate and reach their consensus.

The City engaged Capire Consulting Group to design and facilitate the deliberative engagement process to develop an agreed outcome for the UDF with a community panel reflective of the wider study area.

The overarching scope of the engagement was:

The City of Greater Geelong is preparing an Urban Design Framework to guide future development in the Pakington North Precinct to revitalise the area and help accommodate demand for new homes, retail, services and jobs. On this basis, what are the community's recommendations for the future development of the Pakington North Precinct?*

**The Urban Design Framework will consider how people use the streets and public spaces, how they will move about, how the local character will be preserved, and the styles and use of future buildings and other places.*

The scope articulates what can be considered and influenced through the engagement process. The panel then worked together to deliberate over a number of key themes relating to public realm, built form controls and access and movement.

In October 2023, the City initiated an Expression of Interest process to recruit a diverse group of up to 60 participants who were genuinely invested in the betterment of the community and area. The recruitment was managed independently by Capire Consulting Group.

In January 2024, the Panel's recruitment was finalised completed with first session scheduled for on February 2024. The session details are as follows:

Session 1 : Setting the Scene and Understanding the Drivers for Change, 8 February

Session 2 : The Public Realm, 10 February

Session 3a : Built Form, 29 February

Session 3b : Built Form, 7 March

Session 4 : Access and Movement, 16 March

Session 5 : UDF Endorsement, 18 April

Over six sessions, the Panel and the City collaborated in a co-design process where the panel influenced decisions by providing recommendations and identifying preferred solutions. The advice and recommendations were weighted and incorporated into the UDF by the City. The Panel through surveys then confirmed whether the recommendations had been satisfactorily reflected in UDF. The process has been illustrated in Figure 03.

The endorsed Final Pakington North Urban Design Framework Community Panel Engagement Process, 2023 provides further details on the project negotiables and non negotiables, objectives, panel mix and evaluation framework.

PANEL REVIEW

1.2 COMMUNITY ENGAGEMENT

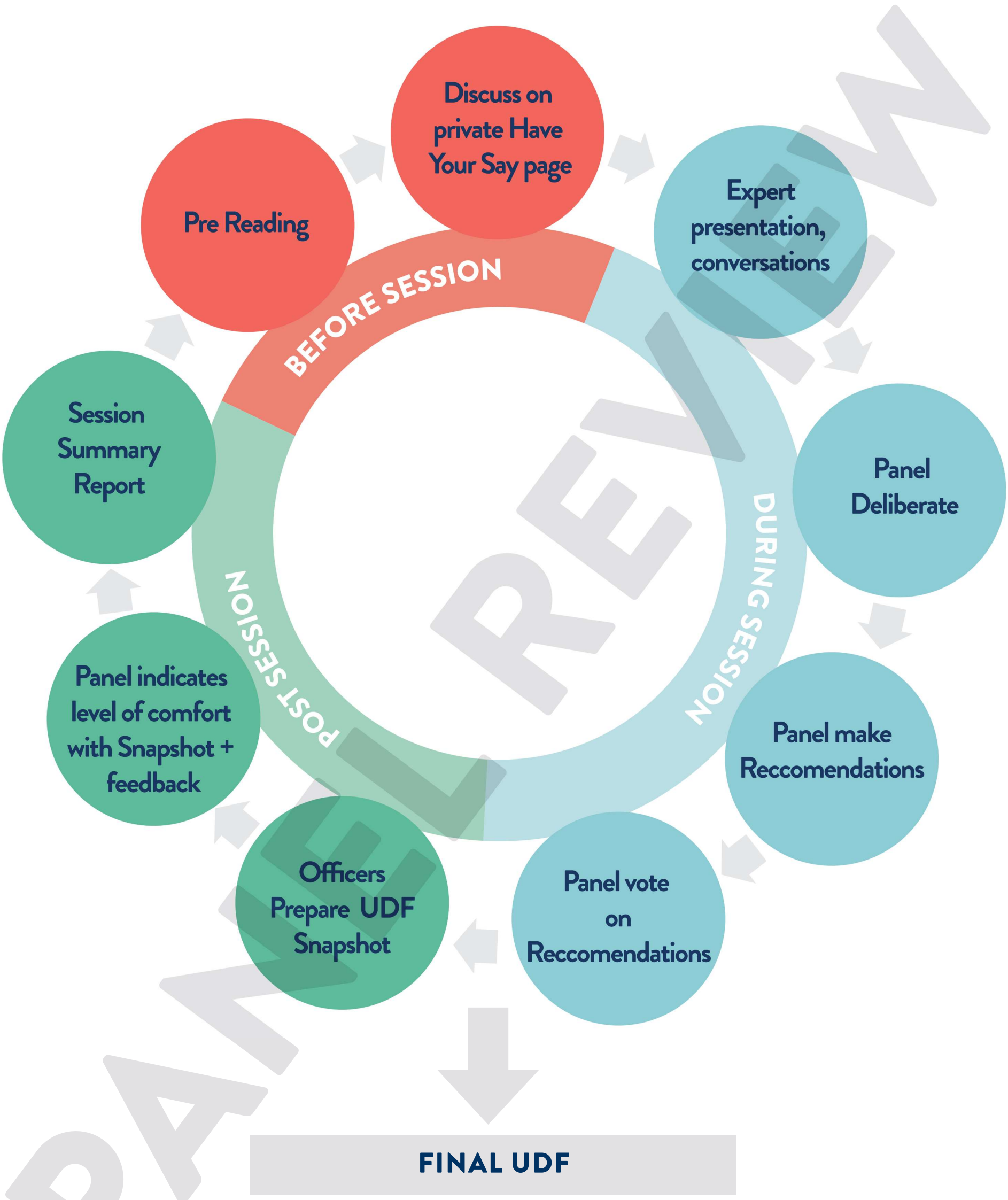

Figure 03. Deliberative Engagement Process for Pakington North UDF


priceline pharmacy
WAX GALLERY
0447 717 332
www.waxgallerygeelongwest.com
priceline pharmacy
WAX GALLERY Waxing • Tanning • Lashes • Beauty
Accountants &
5222 7683 Financial Services
priceline pharmacy
EXPERT
priceline pharmacy
OPEN
7 DAYS

02

BACKGROUND ANALYSIS

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Pakington North Precinct 28
Key Influences 30

2.1 STRATEGIC CONTEXT

A number of strategies and policies influence Pakington North Precinct and assist in the realisation of the precinct vision. This precinct is an important retail hub and community centre at a local and regional level.

VICTORIA'S HOUSING STATEMENT, THE DECADE AHEAD 2024-2034



Aims to boost housing supply and affordability in Victoria. The statement includes a target to build 800,000 new homes — 80,000 a year — across the state over the next 10 years of which 425,600 new homes in regional Victoria by 2051. The new Plan Victoria aspires for 70% of new homes to be built in established areas and 30% in growth areas across the State.

The UDF will deliver on aspirations for diverse infill housing in established areas.

VICTORIA'S INFRASTRUCTURE STRATEGY, 2021-2051



A key recommendation is to manage urban change by supporting more homes in priority established places, ie, to identify established suburbs for residential intensification to better use existing infrastructure, and prioritises a continuous high quality cycling network in Geelong.

The UDF will consider potential for urban intensification owing to proximity to social, transport and other public infrastructure. Pakington Street is earmarked as a Strategic Cycling Corridor.

G21 REGIONAL GROWTH PLAN, 2013



Aims to support the growth of Geelong with a focus on infill housing opportunities at targeted activity centres and Key Development Areas as identified in the Greater Geelong Planning Scheme.

Pakington Street is considered an activity centre and there exists potential to provide infill housing.

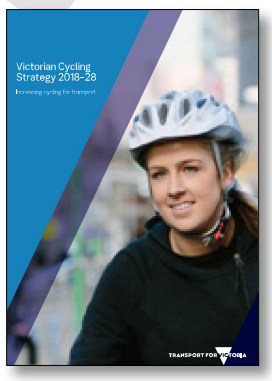
VICTORIA'S CLIMATE CHANGE STRATEGY



The strategy has a target of reaching net-zero emissions by 2050. Transport is the second largest source of emissions in the state and the strategy sets a target for 25% of all trips to be made by walking or riding a bicycle as part of reducing transport related emissions.

The UDF will improve experience for people walking and riding a bicycle for short, local trips to assist with reaching the strategy's target.

VICTORIAN CYCLING STRATEGY



This strategy aims to increase the number, frequency and diversity of Victorians cycling for transport by:
- investing in a safer, lower-stress, better-connected network.
- making cycling a more inclusive experience.

The UDF will improve bicycle infrastructure to make it safe for local residents and visitors to ride and access the Strategic Cycling Corridor that links to central Geelong.

VICTORIA'S BUS PLAN



Aims to provide a bus network that better meets public transport needs and demand, including new networks of routes and service models like on-demand and demand responsive services that make the most of innovation and new ideas.

The UDF can set guidelines and objectives that will assist with advocacy to the State government for improvements to the bus network that services Pakington Street.

2.1 STRATEGIC CONTEXT

A CLEVER AND CREATIVE FUTURE



A community vision document guides the municipality's development over the next 30 years. The vision states: 'By 2047, Greater Geelong will be internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.' The Council Plan is a tool to deliver the community aspiration.

The UDF will deliver on community aspirations including "sustainable development that supports population growth and protects natural environments".

PAKINGTON STREET AND GORDON AVENUE URBAN DESIGN FRAMEWORK, 2021



A key document that identifies three precincts, namely, Gordon Avenue, Heritage Core and Pakington North. The document informs and provides background to this UDF.

The UDF will deliver on overarching vision, strategic approach, and guiding principles outlined in the framework.

OUR COMMUNITY PLAN 2021-25



Outlines how Council will work towards making Greater Geelong a clever and creative city-region.

It guides Council's resources to deliver infrastructure, services and programs to the community to ensure the social, economic and environmental sustainability of our region.

The council plan and municipal public health and wellbeing plan are integrated into the Community Plan.

The four strategic directions are:

1. Healthy, caring and inclusive community
2. Sustainable growth and environment
3. Strong local economy
4. High-performing Council and organisation

The UDF will be underpinned by the desire to achieve "a choice of housing and lifestyles to meet the diverse needs of our community". This also is related to delivering on health and well-being.

RETAIL STRATEGY 2020 – 2036

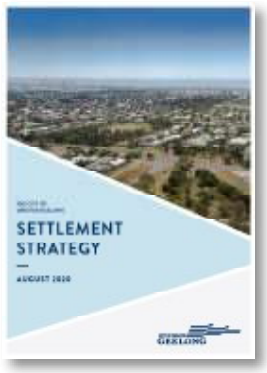


Greater Geelong has a well-established hierarchy of supermarket based retail centres to support the community's daily needs. Demand for additional floorspace will increase over the next 20 years. To meet this need, it is better to expand existing centres than to deliver new ones, as it helps achieve urban consolidation and reduce travel times for those who visit and work there.

Pakington Street is identified as a Specialised Retail Centre. Further work identified in the Retail Strategy includes to prepare an UDF which considers rezoning opportunities within the northern end of Pakington Street in order to maintain its speciality retailing function.

2.1 STRATEGIC CONTEXT

SETTLEMENT STRATEGY, 2020



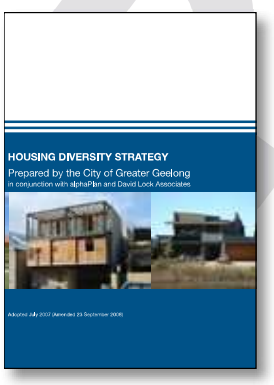
Provides a number of directions to maintain Greater Geelong's lifestyle and housing,

- Preserve significant landscapes and environments from urban encroachment
- Contain urban development within settlement boundaries
- Encourage urban consolidation, to increase the contribution it makes to the overall housing supply and
- Manage future growth to deliver more sustainable, well-serviced communities.

The UDF has the opportunity to support the following principles:

- *Increase the level of affordable and social housing in Greater Geelong.*
- *Ensure housing diversity is achieved in existing and growth area communities.*
- *Facilitate infill development to increase its housing supply contribution to 50%, by 2047.*
- *Continue to invest in 'place making' activities, that is amenity and local facility improvements-in urban renewal areas, key development and increased housing diversity areas and activity centres.*
- *Maximise opportunities for diverse housing types around activity centres in Increased Housing Diversity Areas.*
- *Prepare design guidelines for areas of housing change to reduce uncertainty about the scale, form and design of neighourhood developments.*

HOUSING DIVERSITY STRATEGY



Identifies Pakington Street as a key activity centre and along with its surrounding residential area that supports a range of housing typologies that caters in housing type and density.

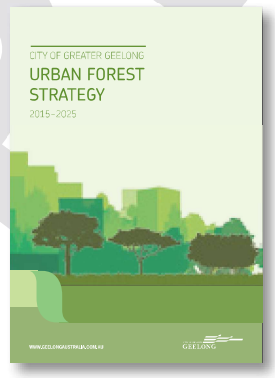
SOCIAL HOUSING PLAN 2020-2041



Outlines key initiatives, recommended strategies and actions to increase the supply of social housing in Greater Geelong as a response to an identified need to address housing stress, homelessness and housing poverty.

The UDF will deliver on social housing as per the Social Housing Plan and as on page 46 of the adopted Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework, 2021.

URBAN FOREST STRATEGY 2015-2025



Seeks to enhance and protect the public and private tree population and vegetation across all of Greater Geelong to 25% canopy cover.

The UDF will seek to integrate landscape into developments as much as possible and deliver on the 25% canopy cover targets within the public realm.

ENVIRONMENT STRATEGY 2020-2030, 2020

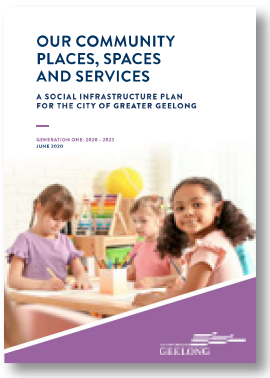


The purpose of the strategy is to protect and improve the region's environment and reduce environmental footprint.

Key goals such as mitigation of urban heat island effect, greening of community spaces, provision of opportunities for active transport, nature play and utilisation of climate resilient flora species will influence the delivery of the UDF.

2.1 STRATEGIC CONTEXT

SOCIAL INFRASTRUCTURE PLAN GENERATION ONE: 2020-2023, 2020



Outlines the needs of the community, investment priorities and implementation directives. It includes recommendations for improving equity, accessibility, integration, operation, maintenance, use and experience of the City's social infrastructure.

The Precinct sits within Planning Area 10 which includes Geelong West, Manifold Heights and Newtown. A number of amenities including a community hub and provision of open spaces play areas and arts and culture spaces need to be investigated.

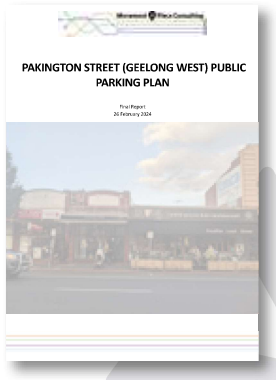
CONNECTING PEOPLE, PLACE & ENVIRONMENT, PUBLIC ARTS STRATEGY 2024



Aims to engage and inspire artists and diverse audiences to encourage meaningful and lively celebration of the City's, whilst honouring its cultural heritage, defining the City's identity now and into the future.

The UDF will need to consider the role of art in urban design, place making and spatial activation as we know it has community benefits of increased public safety; an improved sense of community connection, ownership and care for the civic environment; community confidence; and increased levels of use resulting in greater passive surveillance of public facilities.

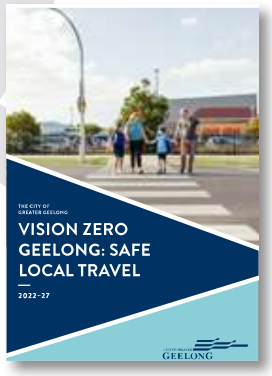
PAKINGTON STREET (GEELONG WEST) PUBLIC PARKING PLAN



This plan aims to manage on and off-street parking demand through Precinct Parking Plans for Pakington Street that will balance the needs of different users.

Proposes updates to the public parking area in the Heritage Core and Pakington North Precincts by balancing the needs of different users.

VISION ZERO GEELONG: SAFE LOCAL TRAVEL 2022-2027



Council's road safety strategy outlines an ambitious vision of no deaths and serious injuries on Greater Geelong roads by 2050.

The UDF should align with the strategy by creating a safe environment for all road users and consider how interactions between pedestrians and vehicles can be safely executed.

PREVIEW

2.2 PLANNING POLICY CONTEXT

The UDF is informed by policy and regulatory guidance within the Victorian Land Use Planning Policy and Planning Controls Structure. The Greater Geelong Planning Scheme and the Planning and Environment Act 1987 (The Act) are the key tools that enable change to the built environment.

The following planning policy contained in the Greater Geelong Planning Scheme is relevant considerations for the UDF.

CLAUSE 11 SETTLEMENT

- Responds to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.
- Growth of Greater Geelong is guided by the G21 Regional Growth Plan, the City of Greater Geelong Settlement Strategy, Structure Plans for townships and Growth Area Planning for Armstrong Creek and the Northern and Western Geelong Growth Areas.
- Directs the majority of future housing needs to urban Geelong (infill) and reduces new housing development on the Bellarine.
- Supports development within designated settlement boundaries.

CLAUSE 15 BUILT ENVIRONMENT AND HERITAGE

- Create urban environments that are safe, healthy, functional, and enjoyable and that contribute to a sense of place and cultural identity.
- Support Environmentally Sustainable Design, neighbourhood character and subdivision outcomes that positively contribute to the local context.
- The existing Parkington Street North Urban Design Guidelines at Clause 15.01-1L-02 will be replaced to include recommendations from the Pakington North UDF once complete. The current policy is based on Pakington Street North Urban Design Guidelines prepared by Planisphere in 2004. This policy guides built form outcomes affecting both private and public land.

CLAUSE 16 HOUSING

- Facilitate well-located, integrated and diverse housing that meets community needs.
- Support social housing in areas with good access to services and facilities.
- At a local level this policy seeks to accommodate housing located in identified key development areas, in increased housing diversity areas, in growth areas and in locations close to services such as activity centres.
- Support high quality-built form outcomes that are appropriate to the context and character of an area.

PAKINGTON STREET NORTH UDF REVIEW

2.2 PLANNING POLICY CONTEXT

CLAUSE 16.01-1L-02 INCREASED HOUSING DIVERSITY AREAS POLICY

The key objective of this policy is to support transition to more intensive development whilst ensuring positive architectural and urban design contributions with a level of guidance for built form and site consolidation. It also promotes pedestrian focussed activity centres.

- Maximise opportunities for housing in IHDA by accommodating:
  - High density housing in the activity centres consistent with their primary commercial and retail role.
  - Medium density housing in residential areas with more intensive development being located closest to the core of activity centres.
- Encourage a diversity of housing types to cater to a variety of lifestyle needs.
- Encourage development to provide a high level of on-site amenity for future residents.

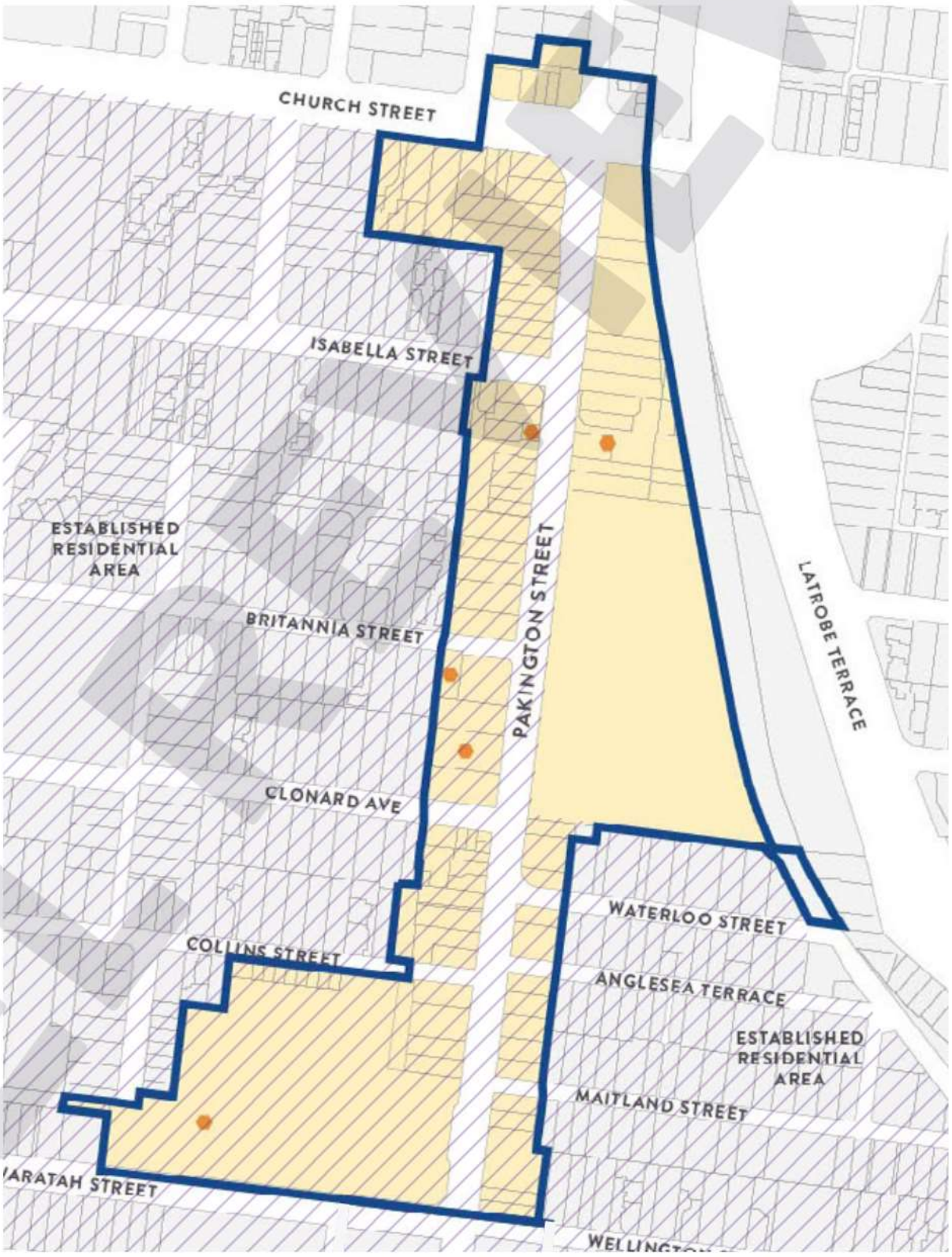


Figure 04. Lack of Built Form Controls and IHDA extent
Map showing areas that lack built form controls in yellow and areas influenced by Increased Housing Diversity Areas policy in purple lines.

PAWW

2.2 PLANNING POLICY CONTEXT

CLAUSE 17 ECONOMIC DEVELOPMENT

- Strengthen and diversify the economy by protecting existing and planned employment area and plan for new employment areas.
- Pakington Street is identified as a Specialised Activity Centre in the City's Retail Strategy. The changes proposed to Pakington North will continue to support a range of employment services.

CLAUSE 18 TRANSPORT

- Create a safe, integrated and sustainable transport system which supports the movement of people and goods, maximising existing networks and access to residential and employment services.
- Encourage the improvement of transport options to support 20 minute neighbourhoods.
- Consider the efficient use of public transport, bicycle, walking and roads to enable equitable and efficient access to goods and services, and residential areas.
- Facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

CLAUSE 19 INFRASTRUCTURE

- Ensure that planning considers the provision of social and physical infrastructure including education, cultural, medical and health, transport, open space and energy related infrastructure.
- Locate facilities where they can best assist local communities.
- Support the growth and development of existing facilities such as education and health centres, parks and libraries.

Existing Zones

The precinct is predominantly zoned Commercial 2 Zone with some areas within Commercial 1 Zone and Mixed Use Zone (*see Map 03*).

PURPOSE OF COMMERCIAL 2 ZONE

- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses

PURPOSE OF COMMERCIAL 1 ZONE

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

PURPOSE OF MIXED USE ZONE (Pakington Strand)

- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

PURPOSE OF TRANSPORT ZONE 1 - STATE TRANSPORT INFRASTRUCTURE (Rail Sidings Yard)

- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.

PANEL REVIEW

2.2 PLANNING POLICY CONTEXT

Existing Overlays

An overlay is a complementary planning control to the zone which facilitates a specific development outcome on the land. A Heritage Overlay applies to the places identified on the map. The purpose of this overlay is to conserve and enhance heritage places of natural or cultural significance and those elements which contribute to the significance of heritage places. It also ensures that development does not adversely affect the significance of heritage places.

INDIVIDUALLY SIGNIFICANT BUILDINGS

1. HO337 - Former Harp Inn, 22 Pakington Street
2. HO739 - Shop and Office, 29 Pakington Street
3. HO640 - Residence, 1 Britannia street
4. HO740 - Former Globe Hotel, 61 Pakington Street
5. HO741 - Former Donaghy's Rope Walk Building (part) and Rope Making Machinery, 95-103 Pakington Street
6. HO742 - Shop, 100-100A Pakington Street

HERITAGE PLACES

7. HO1634 - Pakington Commercial Area
   Provides guidance on building heights (one and two storey) and response to heritage character.
8. HO1962 - Waterloo Heritage Area
   Provides guidance on building height (one storey) and response to heritage character.

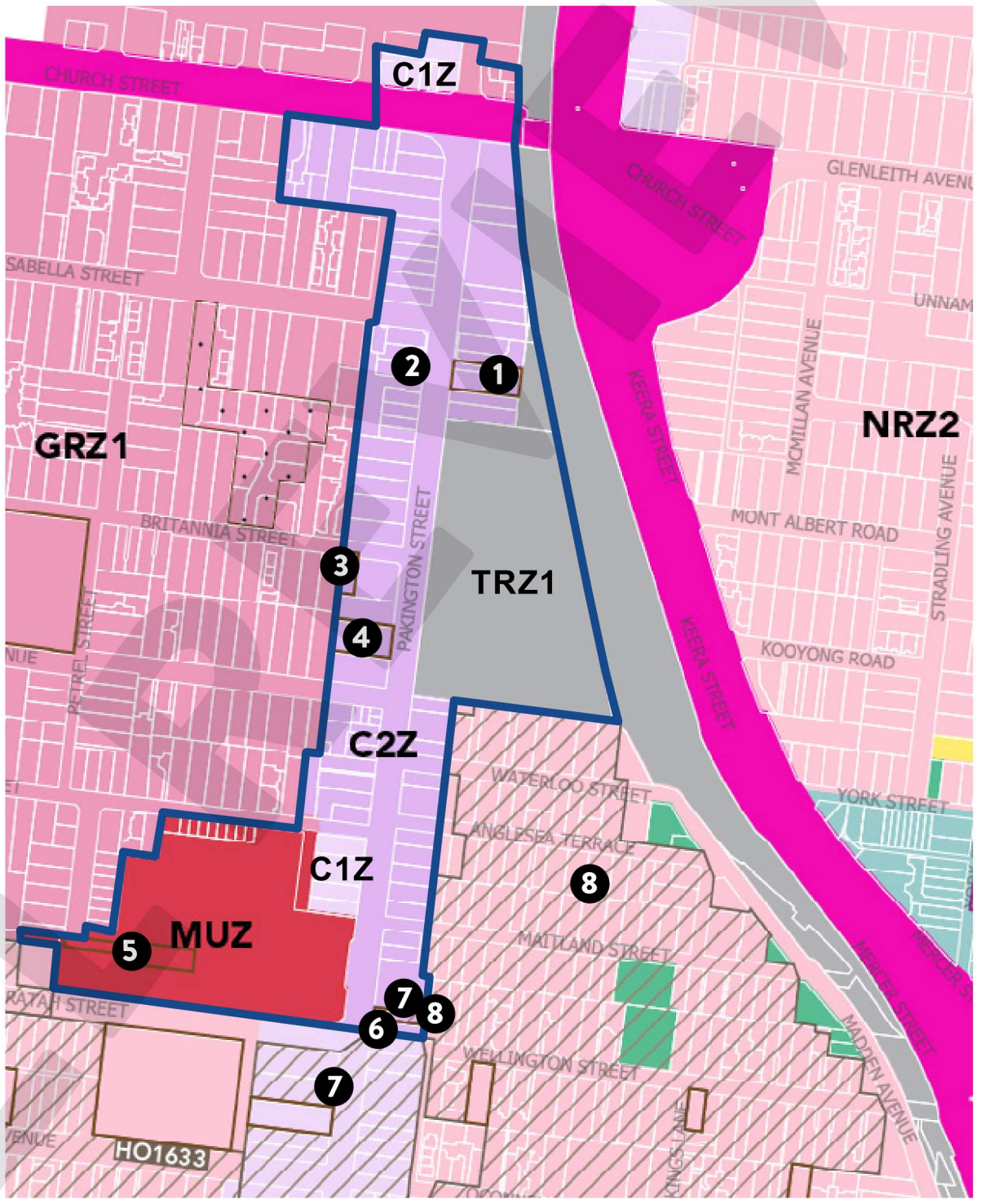


Figure 05. Existing Zones and Overlays

2.3 DRIVERS FOR CHANGE

Situated 75km south-west of Melbourne, Geelong is Victoria's second largest city and the gateway to the famous Great Ocean Road. Its varied landscapes offer multiple lifestyle opportunities, ranging from wilderness, rural, coastal, suburban and city environments.

Population Growth & Housing Demand

As Victoria continues to experience population growth and development pressure, Geelong plays an important role in accommodating future growth. The City's latest estimates project an annual growth rate of 2%, resulting in an additional 125,602 people who will be calling Geelong home by 2041.

Managing growth presents a significant challenge, necessitating the provision of 56,963 additional dwellings while ensuring accessibility to employment, services, education, recreation, and entertainment for a diverse populace. It is understood that embracing infill development significantly mitigates environmental, social, and economic costs by situating new housing within walking or cycling distance of existing services, public transport hubs, and activity centres.

Several State and local strategies and policies assist with accommodating growth including, the Settlement Strategy 2020 which aims to facilitate an increase in infill housing supply contribution to 50 per cent by 2047 and Victoria's Housing Statement, 2023 that identifies the importance of infill development to deal with the significant population growth and housing shortage.

With the population of Geelong expected to grow by at least another 50,000 dwellings over the next two decades, a current shortfall of 7,200 social housing dwellings, and 50% of the existing social housing needing to be replaced over that period, it is estimated that a Social Housing Plan designed to overcome homelessness and housing poverty will need to deliver 13,500 new social housing dwellings by 2041.

Currently, 85% of the housing stock in Geelong comprise of single storey detached homes. The City is committed to increasing housing diversity in appropriate locations providing for a range of typologies and densities to ensure a overall urban structure that is sustainable for future communities. Both are measures of success for the Clever and Creative Vision.

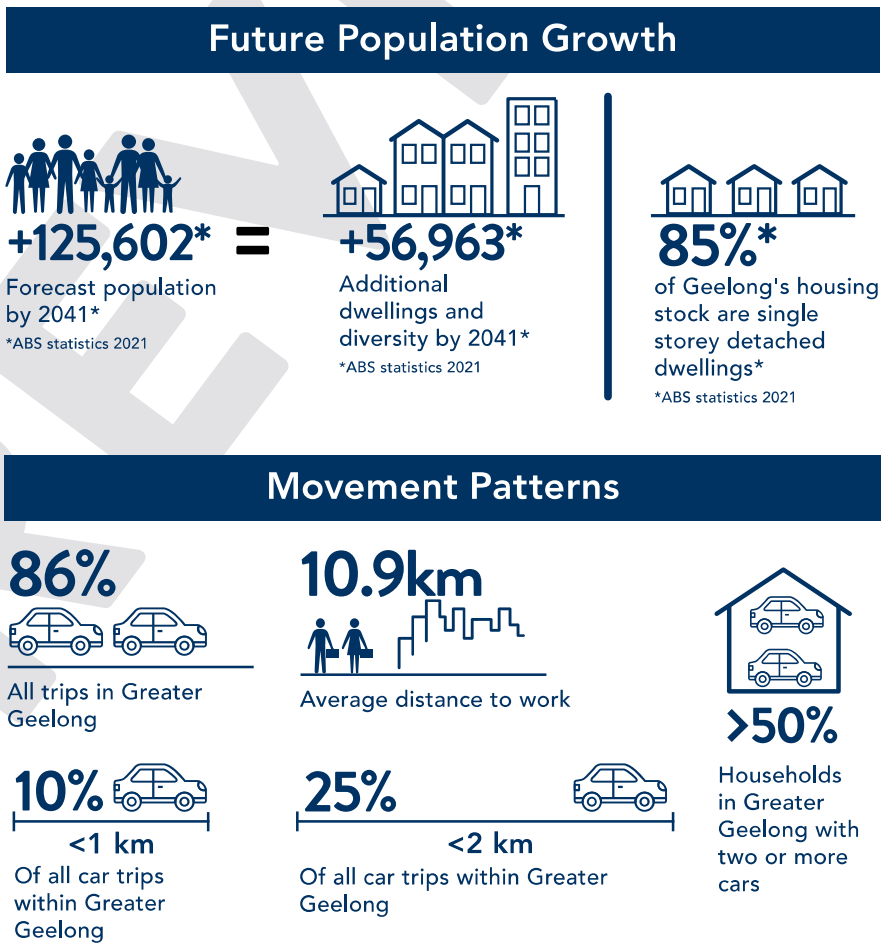


Figure 06. Population Growth and Movement Patterns

2.3 DRIVERS FOR CHANGE

Retail Growth

Pakington Street plays an important role as Greater Geelong's only Specialised Retail Centre. Pakington Street offers an unique experience to the broader community which is unlike elsewhere in Geelong, creating a destination. The Centre has grown from a traditional shopping strip serving the local community, to a hub for retail, civic and community uses capturing niche trade from the wider region. Slow and cultural retail, which are based on customers experience, have the greatest potential to develop the strongest links to the local economy, improve local employment outcomes and visitor experience. The Retail Strategy 2020-2036 provides a municipal wide strategy for the growth and development for the activity centres, including Pakington Street.

Currently, there is a noticeable shift towards hospitality and diverse shops. Through proactive planning and collaboration with various stakeholders, this part of Pakington Street has the potential to become a dynamic hub of a variety of uses that contributes to the economic and social vibrancy of the broader Geelong region.

Climate Change & Sustainable Development

The social, environmental, and economic advantages of infill development around public transport hubs and activity centres have become widely acknowledged. By adopting robust Environmentally Sustainable Development (ESD) principles, it is possible to mitigate the adverse effects of development to both people human and the natural environment. A key aspect of sustainability lies in increasing density and diminishing reliance on cars and enhancing active and public transportation options.

Recognising the effects of climate change and ensuring that neighbourhoods in Geelong remain resilient is a key driver for renewed focus on public and private realm contributions to landscape and biodiversity. This also means that the built form will need to work harder to ensure liveability and sustainability goals are achieved for future generations



View of the bay from the western parts of Geelong

DRAFT

2.4 PAKINGTON NORTH PRECINCT

Pakington Street is the only 'specialised' retail centre in Geelong and includes niche trade from wider catchments. It plays an important role in the community as the focus for retail, civic and community uses and also serves the a broader function of employment.

Having evolved as a peripheral commercial area adjacent to the established Pakington Street Commercial Heritage Area (Heritage Core Precinct), this part of Pakington Street predominantly comprises of restricted retail and office uses with some hospitality businesses. Activities in this area are generally around 'purpose' oriented visits with limited opportunities to linger.

North Geelong Station lies approximately 1.9km to the north, while Geelong Station is situated approximately 1.3km southeast of the precinct. Additionally, bus route 22 traverses the precinct. There exists good access to other parts of West Geelong however, ease in movement to destinations to the east such as the waterfront, central Geelong and Railway Station is constraint due to the presence of rail line and Latrobe Terrace, a key arterial road. A number of urban renewal and growth areas have been established proximate to this precinct (*see Map 04*), including,

❶ Central Geelong

The Central Geelong Framework Plan, 2023 seeks to establish a vibrant city centre with mixed use development, thriving arts and culture, heritage protection, improved amenity for pedestrians and bicycles. It has established built form controls to home 16,000 people and 60,000 jobs.

❷ South Geelong

Endorsed South Geelong Urban Design Framework, 2022 seeks to establish a long-term vision to protect South Geelong's heritage character and providing housing choice proximate to South Geelong train station, with increased densities to the Key Redevelopment Areas along Moorabool Street and Station Hub.

❸ Geelong Saleyards

Adopted Saleyards Precinct Plan facilitates mixed use development with a focus on housing to deliver on City's ambitions.

❹ Western Geelong Growth Area

Western Geelong Growth Area anticipates a resident population of 64,200 across 1,800 ha of land. The community will also provide for employment.



Pakington Street Eclectic mix of low rise buildings hosting retail and office uses.



Central Geelong Looking towards the waterfront, the renewed built form controls will allow for increased densities and wider array of uses to be realised within the CBD.



Western Geelong Growth Area This area will see a population of 64,200 people when realised. Pakington Street, located between the Western Growth Area and Geelong Station may benefit from future changes to public transport services in addition to a potential increase in visitation.



Map 02. Precinct Context and Key Areas

0 500 1KM 2KM

KEY

- Pakington North Precinct
- Freeway
- Arterial Road
- Train Line
- Bus Route
- Cycle Network
- Key growth and renewal areas

2.5 KEY INFLUENCES

Pakington North Precinct has characteristic elements that influence development potential and revitalisation of the public realm. A series of studies including existing conditions were undertaken to inform the development of the UDF.

Land Use

Pakington North hosts a diverse range of land uses, including restaurants, cafes, warehouse retailers, small-scale retailers, and various personal and business services. Additionally, larger retail establishments such as Woolworths supermarket are situated to the south, at the intersection of Waratah and Pakington Streets. There are no other retail anchors within the precinct.

Originally developed as a peripheral area catering to manufacturing and bulky goods retail, this precinct now already in transition presents considerable opportunities to diversify its offerings. Embracing a wider array of uses would more effectively serve the local existing and future resident population, stimulate more foot traffic, and support the expansion of commercial and retail uses. Ultimately, this shift would contribute to prolonging the precinct's activity into an after-hours destination ensuring a safe environment for the community.

Pakington Strand (privately owned) and Rail Sidings Yard (owned by VicTrack) are two of the largest single ownership landholdings within the precinct and will influence the level of 'change' across the precinct, noting that the Rail Sidings Yard will continue to be used for rail related purposes until facilities are relocated to Waurn Ponds. There are no open spaces currently within the precinct.

Lot Configuration

The configuration of a lot or parcel of land impacts its potential for redevelopment. In this aspect, it is important to examine and analyse the dimensional attributes of the land parcel. It is to be noted that the findings and testing for built form outcomes do not consider the potential for multiple lots being consolidated.



Map 03. Lot Size

KEY

- 0-500m²
- 500-1000m²
- 1000-3500m²
- >3500m²

FINDINGS

- Majority of lots are less than 1000m².
- Few sites albeit large are within strata title.
- Largest sites are Pakington Strand and Rail Sidings Yard.

2.5 KEY INFLUENCES



Map 04. Lot Width

KEY

- 0-20m
- 21m-50m
- 51m-100m
- >100m

FINDINGS

- Fine grain lot frontages are non existant and can be related to the land use.
- Most frontages are less than 20m.
- Largest frontage is seen for the Rail Sidings Yard (200m) and Pakington Strand.



Map 05. Lot Depth

KEY

- 0-25m
- 25m-50m
- 51m-100m
- >100m

FINDINGS

- Majority of lots 25m to 50m wide.
- Few sites albeit large are within strata title.
- Largest depths are Pakington Strand and Rail Sidings Yard.

2.5 KEY INFLUENCES

Built Form Character

Pakington North Precinct is predominantly characterised by one and two-story buildings, often featuring expansive commercial frontages directly to the street. At the southern end of the precinct, the Woolworths Strand site designed as a hybrid shopping centre locates the speciality retail tenancies towards Pakington Street with the anchor central to the shopping centre.

Building frontages rarely engage with the street, resulting in a discontinuous streetscape characterised by varied setbacks and generally larger parcels and lot frontages compared to the Heritage Core Precinct. The setbacks are often utilised for car parking or as buffer spaces. This results in a less defined streetscape, contributing to a 'soft' street edge that impacts vitality and activation of the street, resulting in consistently diminishing pedestrian activity tends to as one moves towards Church Street.



Isabella Street and Pakington Street intersection Looking to the south towards former Harp Inn. The street interface and character is eclectic with a variety of frontages including verandahs, awnings and exposed facades.



Church Street and Pakington Street intersection Looking to the south, with some buildings sited to the boundary and some with front setbacks comprising of car parking or landscaping. Building heights and materiality are varied with several blank walls visible from the public realm

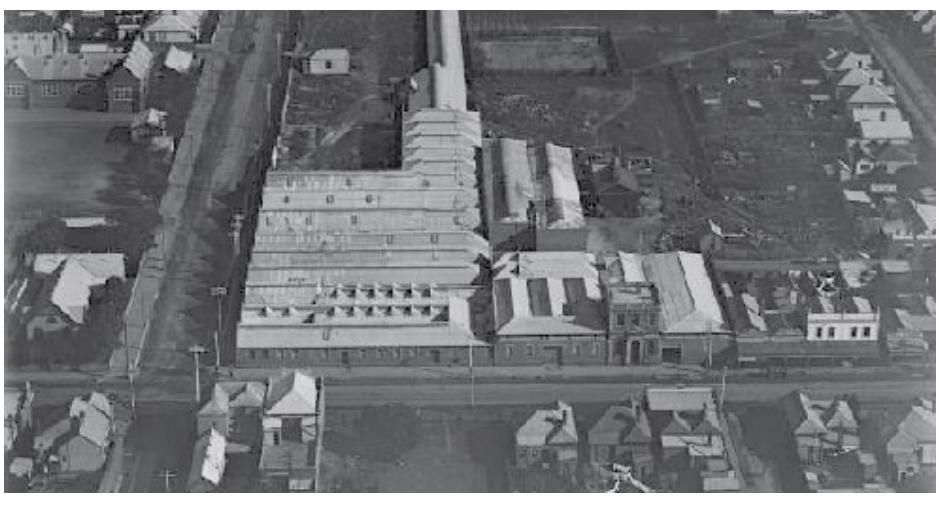
Heritage

From the early 1850s, Pakington Street was developed as a commercial centre in Geelong West. It remained unnamed until December 1853. There are some instances of distinctive buildings with historical features located at prominent corners such as The Telegraph Hotel at the intersection of Pakington Street and Church Street, the Petrel Hotel at the corner of Collins Street, and a shop of heritage significance to the corner of Wellington Street.

Ropeworks located within Pakington Strand (to the rear of car parking with extensive high red brick walls) at 95-103 Pakington Street has high local or state significance. The Shed, which only parts remain today, provides evidence of social and industrial history Geelong West.

The Former Harp Inn, 22 Pakington Street, is one of the oldest buildings in Victoria, surviving from the pre-gold rush era. The single storey building of Tasmanian/ New South Wales architecture fronts Pakington Street with a constraint Verandah. The shop at 100 Pakington Street is of regional significance rising to two storeys with angled corners and decorative ashlar coursing.

Other buildings of historical significance that impacts the precinct's development includes former Globe Hotel, a two storey stuccoed two part building separated by a central entrance. It also has a second entrance on the angled corner with a small balcony above. Windows are arch headed double hung, and casement with leaded glass fanlights above.



Donaghy's Fairview Ropeworks Pakington Strand Site, looking towards west

2.5 KEY INFLUENCES

Designation and Street Profile

Based on the Department of Transport's Movement and Place Framework, Pakington Street is classified as an Activity Street. An Activity Street is a place with a need to balance different demands within the available road space with a high demand for movement (cars, bicycle and pedestrians). The precinct has low public transport patronage with residents driving to and through Pakington North. This creates high levels of congestion, further exacerbating the ability to establish a sense of place within the precinct.

This segment of Pakington Street as seen in Figure 07, features two bi-directional vehicular lanes, accompanied by on-street parking facilities situated at both sides of the street and several crossovers. Additionally, narrow unprotected bicycle lanes are present in both directions. The lack of adequate pedestrian crossing points and constrained footpath width averaging at approximately 2.8m, limits potential for footpath-focused outdoor activities and accessibility.

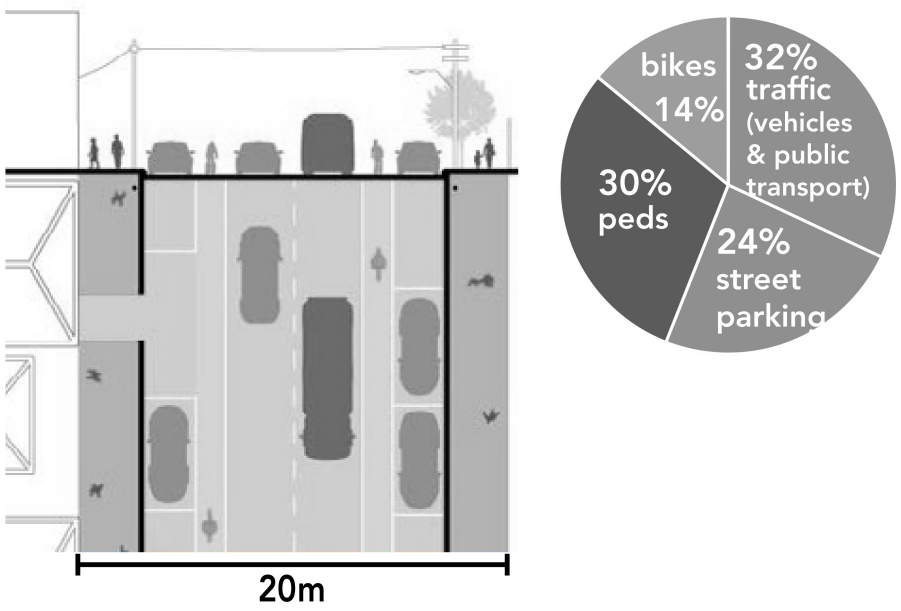


Figure 07. Existing Pakington Street Profile

Pakington Street is part of the Principal Bike Network (PBN) that connects the Strategic Cycling Corridors along Villamanta Street and subsequently links into central Geelong. Brittania Street and Warratah Street connects the precinct from the west. O'Connell Street connects Pakington Street to the bridge over the railway line and under Latrobe Terrace linking to Mercer Street. However, currently there is a lack of bicycle infrastructure and bicycle parking facilities that impacts safety and choice of transport mode.

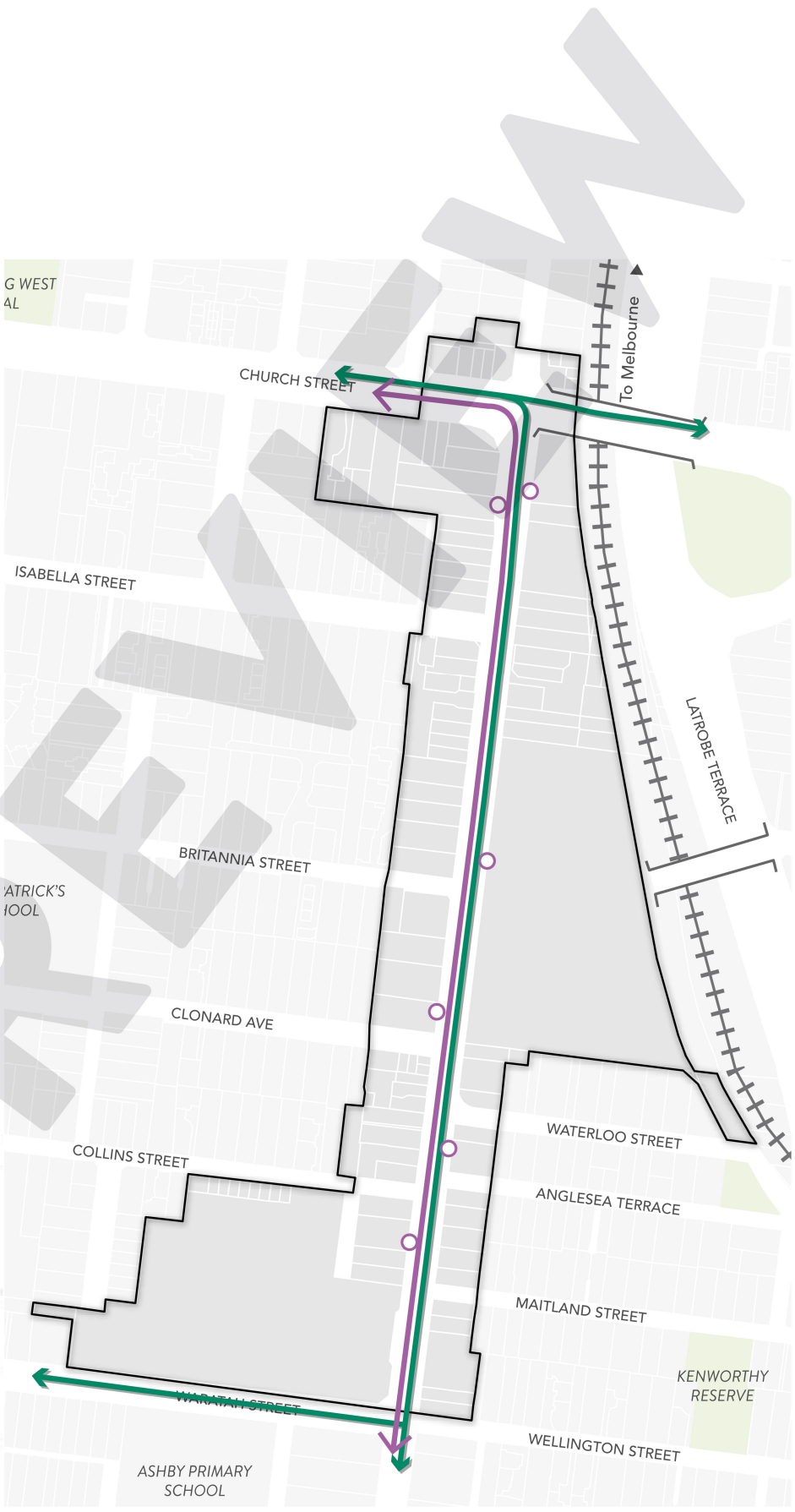


Figure 08. Existing Public Transport and Principal Bike Network

Principal Bike Network Bus Route

2.5 KEY INFLUENCES

Public Realm

The design of the public realm is critical for the vitality of an activity centre and should stimulate as well as encourage street activity. The precinct's uniform street environment diminishes experiential qualities and impacts the perception of safety and ability for passive surveillance. It also influences the ability to attract businesses, visitors and residents into the precinct.

Considering the Pakington North Precinct's constrained street width, there are opportunities to deliver street activation and amenity through indented parking, to allow for new canopy trees and kerb outstands for extending footpath activities such as outdoor dining and more opportunities for vegetation. Built form also plays a key role in improving the streetscape by including weather protection and activated frontages to improve the connection between built form and public realm.

The precinct lacks a public space/plaza and green open spaces where people can gather, pause and linger. Recognising this need, it is important to identify opportunities for open spaces particularly within larger sites such as the Rail Sidingss yard and Pakington Strand to cater to all the needs of the community and enable social and environmental benefits.



Verandahs along Pakington Street Pakington Street employs varied weather protection measures including verandahs of different profiles, niches (setbacks from the property line) and several instances of exposed facades. Paving treatment are also assorted with concrete, brick and asphalt being employed.

Side Streets

There are 7 east-west streets feeding into Pakington Street, with profiles varying from 10m-18m. Typically, streets are elongated, arranged in a gridiron pattern with T-junctions, two-way with car parking along nature strips or kerbs. Presence of street trees and visual amenity is dependent on the width of the street. Some streets have traffic calming measures.



Clonard Avenue Looking east into Clonard Avenue from Pakington Street. The side street is tree lined with verges and kerbside parking to both sides. Whilst older buildings seem to activate the intersection, newer warehouse typologies presents blank walls to the public realm.



Maitland Street Looking west into Maitland Street from Pakington Street. Single storey brick buildings lie to the south with access from the laneway. Similarly the north is flanked by brick and render single storey building with activation to side street and verandahs to Pakington Street. The street itself is of constraint widths with the presence of some traffic calming measures. Street trees are absent with marked kerbside car parking to both sides of the street.

2.5 KEY INFLUENCES

Adjoining Residential Areas

Properties between the Rail Sidings Yard and Wellington Street lie within a Neighbourhood Residential Zone - Schedule 1 (NRZ1) with a maximum building height of 9m. Heritage Overlay 1962 (Waterloo Heritage Area) applies to the properties on Waterloo Street adjacent to/abutting the precinct. All other properties including fronting Guthrie Avenue and Stubbs Avenue to the north lie within a General Residential Zone - Schedule 1 (GRZ1) with a maximum building height of 11m. The common boundaries interface residential sideages and in some instances private open spaces, typically single storey with dispersed two storey forms.

Views

Rail tracks are located along the entire length of the western boundary of the precinct, unlocking the land for higher densities. The precinct is generally flat in topography. However, the openness to the west affords views to the bay with increased building height.

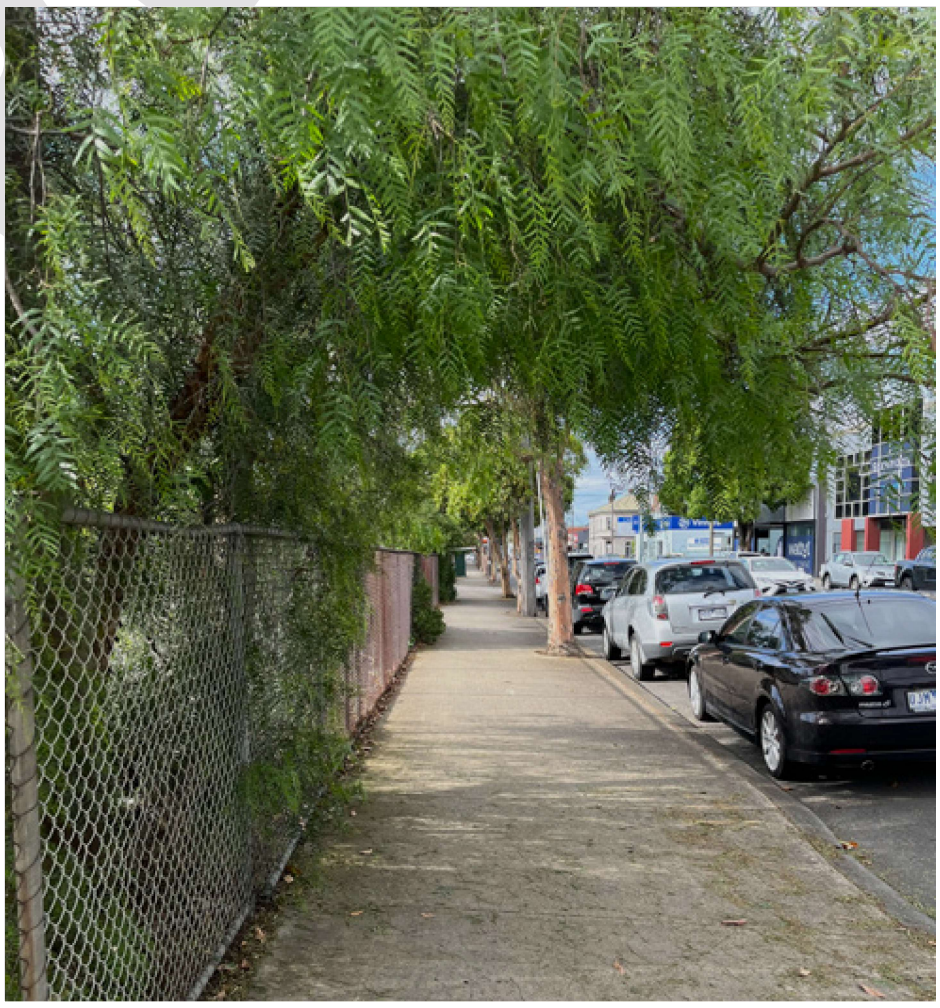
Large Sites

Pakington Strand and Rail Sidings Yard are the largest sites within the precinct. Both provide greater development opportunity including taller forms, new public open spaces, additional vehicular, pedestrian and bicycle linkages and consolidated car parking. The rationale for the identification of larger sites as strategic sites is as follows:

- Significant landholding (greater than 3500m2) - realisation of taller buildings, inclusion of new open spaces and deliver on canopy cover targets for the precinct
- Single land ownership - cohesive planning potential and flexibility in layout
- Limited sensitive interfaces - efficient development potential that does not adversely impact existing residential areas
- Multiple street frontages - ease of access and enhanced connectivity



Pakington Strand, Waratah and Pakington Street intersection Looking south towards the Heritage Core Precinct, Pakington Strand sits on an important intersection that assists in transitioning from the heritage commercial area to the new uses and character envisaged in Pakington North.



Rail Sidingss Yard Pakington Street's interface with Rail Sidings Yard is dominated by fencing with some trees within the street reserve. This side of Pakington Street is generally utilised for kerbside parking. The length of frontage is an opportunity to enhance the precinct and host a number of uses.


Two Tins Patisserie
Two Tins Patisserie
MAITLAND ST
Rural Turf
IRRIGATION
40 metres
on the left
John Scarlett
SECURITY
GIVE
OPEN

03

URBAN DESIGN FRAMEWORK

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Public Realm and Open Space	58

3.1 VISION

Pakington North Precinct will be a vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. By becoming a people friendly precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture.

Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong.

PANEL REVIEW

3.2 URBAN DESIGN FRAMEWORK

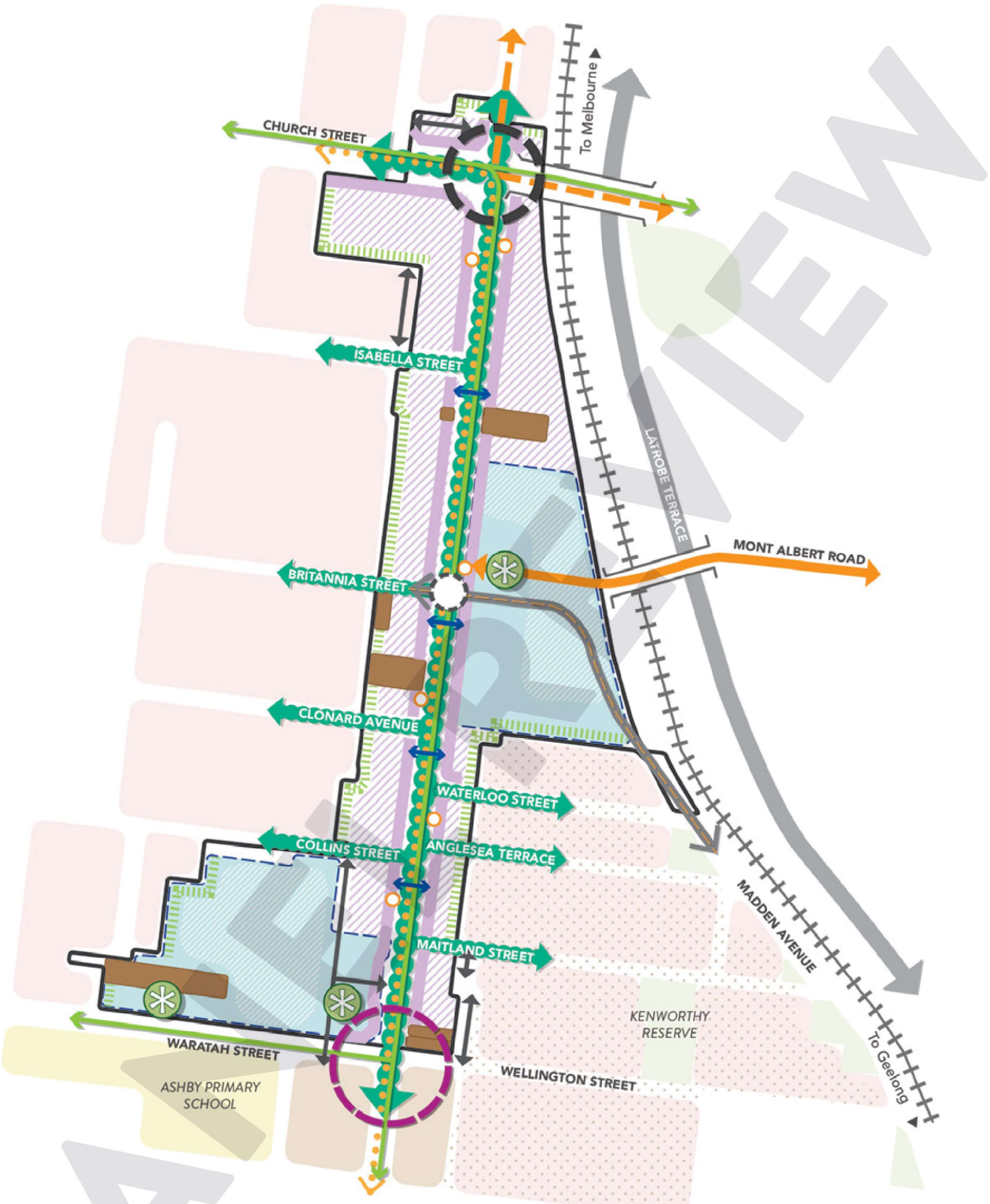


Figure 09. Urban Design Framework

3.3 LAND USE AND ACTIVITY

The UDF seeks to strengthen the land use pattern to provide consistent and appropriate zoning in order to deliver new housing and commercial opportunities within the precinct. The Retail Strategy, 2020 forecasts additional demand for future retail and commercial space in Pakington Street. The Settlement Strategy, 2020 provides basis for increased residential densities in the area. Anticipating a rezoning into Commercial 1 Zone to align with Policy and community ambitions, Pakington North will become a destination, improving visitor experience and generating higher visitation whilst delivering on community needs.

Mixed-use developments comprising of residential and community uses will be supported in this area as it will have enhanced connections to public transport, key destinations and services. Additionally, the potential development of underutilised Rail Sidings Yard, VicTrack land, and Pakington Strand will strengthen the precinct. Continued public and private investment in the public realm will create a precinct which complements the Heritage Core Precinct.

Objectives and guidelines

To support a vibrant mix of retail, entertainment, services, and residential functions along this part of Pakington Street that enhances and complements the Heritage Core Precinct.

- Encourage the development of mixed use buildings with ground level activation of commercial and retail uses and dwellings in the upper levels.
- Support flexible configurations in new developments that provide for a range of future uses.
- Encourage consolidation of land where necessary to provide for higher density developments with diverse uses.
- Provide opportunities for appropriate urban design outcomes including increased public spaces, creating opportunities for people to linger, and weather protection.

To promote greater housing diversity and accommodate a range of housing typologies and densities to meet the needs of existing and future residents while respecting existing amenity.

- Support a mix of housing types with a focus on medium to higher density typologies that meets the retail and employment needs of the community.
- Ensure housing choice catering to diverse age demographics and income levels, including provisions for social and affordable housing.
- Encourage higher densities on larger sites and along non sensitive interfaces such as the rail tracks and arterial roads.

To establish a thriving activity center that ensures a safe environment for the community at all hours.

- Promote activities and uses that support trading during the day and night with a safe environment that is well lit and encourages passive surveillance of public areas.
- Promote gender inclusive design within all publicly accessible spaces and places.

To seek potential for new public open spaces and pedestrian connections.

- Investigate opportunities for new open spaces within large sites such as The Woolworths Strand and Rail Sidings Yard.
- Seek other opportunities to increase provision of public open spaces.
- Ensure that new development does not impede the delivery of future pedestrian and bicycle connections or public open space.

PANEL REVIEW



Map 06. Future Land Use and Activity

KEY

- Precinct Boundary
- Railway track
- Heritage buildings
- Investigate opportunities for new open spaces
- Commercial/Retail/ Residential
- Commercial/Retail frontage
- Strategic Site

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Objectives and Guidelines

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

- Maintain sunlight to the opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox.
- Maintain sunlight to southern footpath on Waratah Street between 10am and 2pm during Spring Equinox.
- Limit overshadowing of southern footpaths on side streets where possible.
- Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 11am and 2pm at Winter Solstice within Strategic Sites (Woolworths Strand and Rail Sidings Yard).

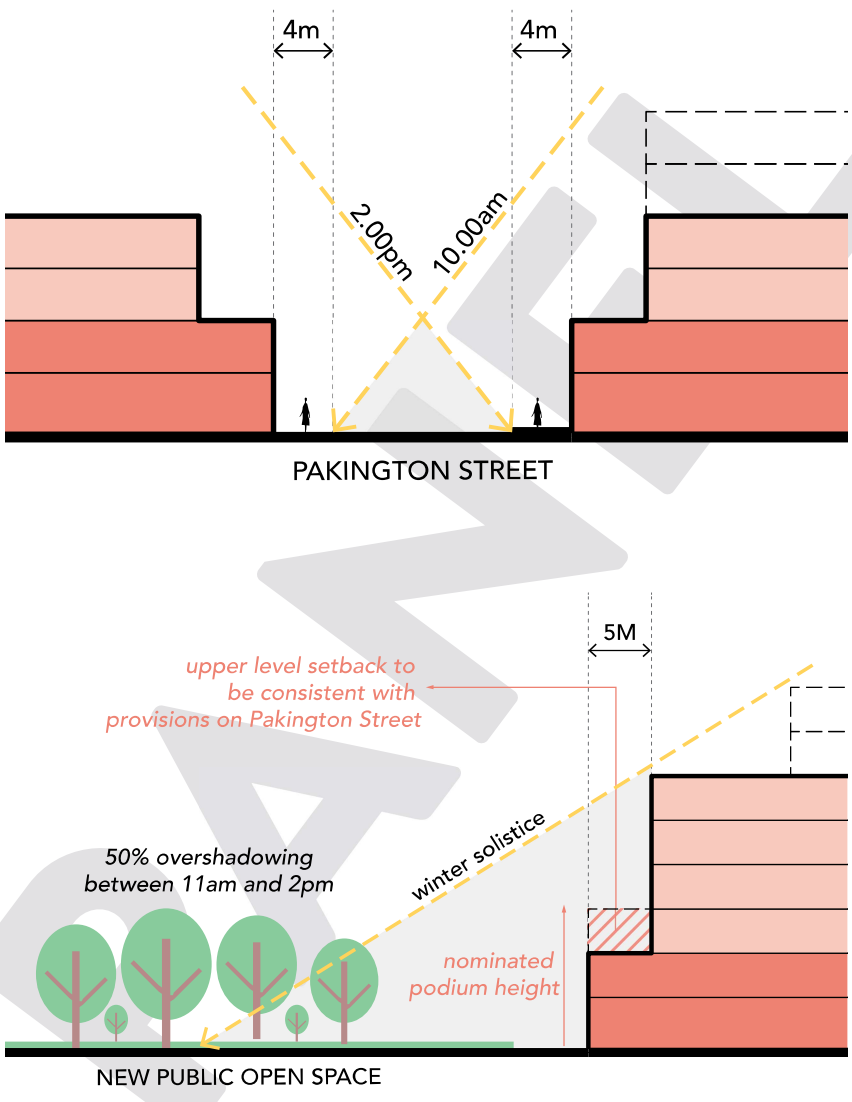


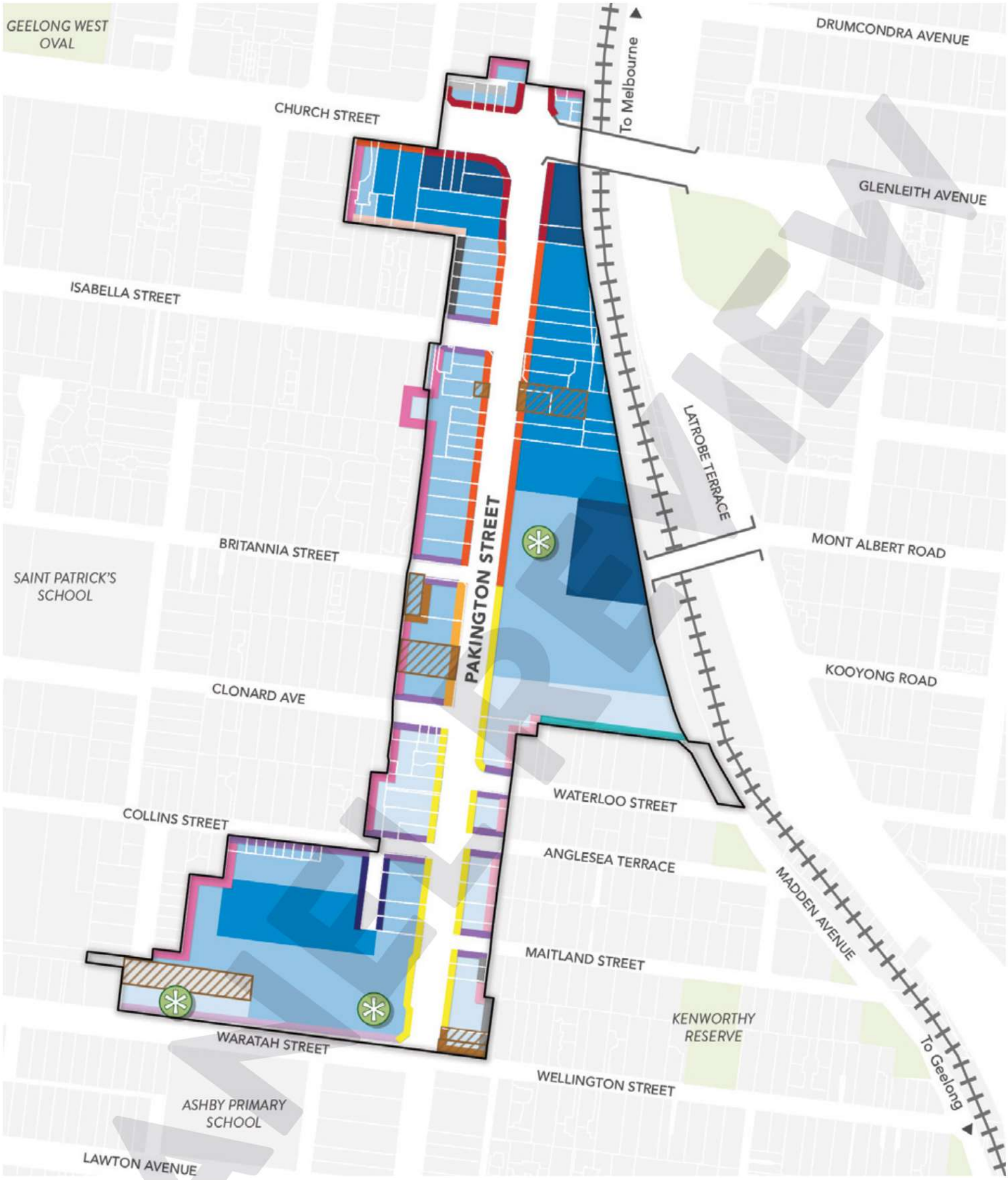
Figure 10. Solar access objective diagram

To implement a range of building heights and setbacks that reinforces the mid rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.

- Ensure development transitions sympathetically to and respects adjacent heritage buildings or places by employing appropriate massing, materials, colours and architectural articulation.
- Ensure a podium proportionate to the Heritage Core Preinct up to Clonard Avenue that gradually increases in height towards Church Street.
- Discourage development that mimics or replicates adjacent heritage styles.
- Avoid facadism on heritage sites that are partially redeveloped, retain the integrity of the heritage fabric as viewed from the street.
- Ensure adequate level of internal amenity for habitable room windows, including solar access and privacy separation without the need for screening by providing appropriate side and rear setbacks.
- Provide a landscaped buffer to identified sensitive interfaces whilst ensuring sufficient area for deep soil planting and canopy trees within the building setback that assists in achieving the canopy cover targets for Geelong.

Incorporate the following building heights, interface responses, design requirements including site coverage to realise the vision for Pakington North Precinct as shown in Map 10, Map 11 and Figure 11.

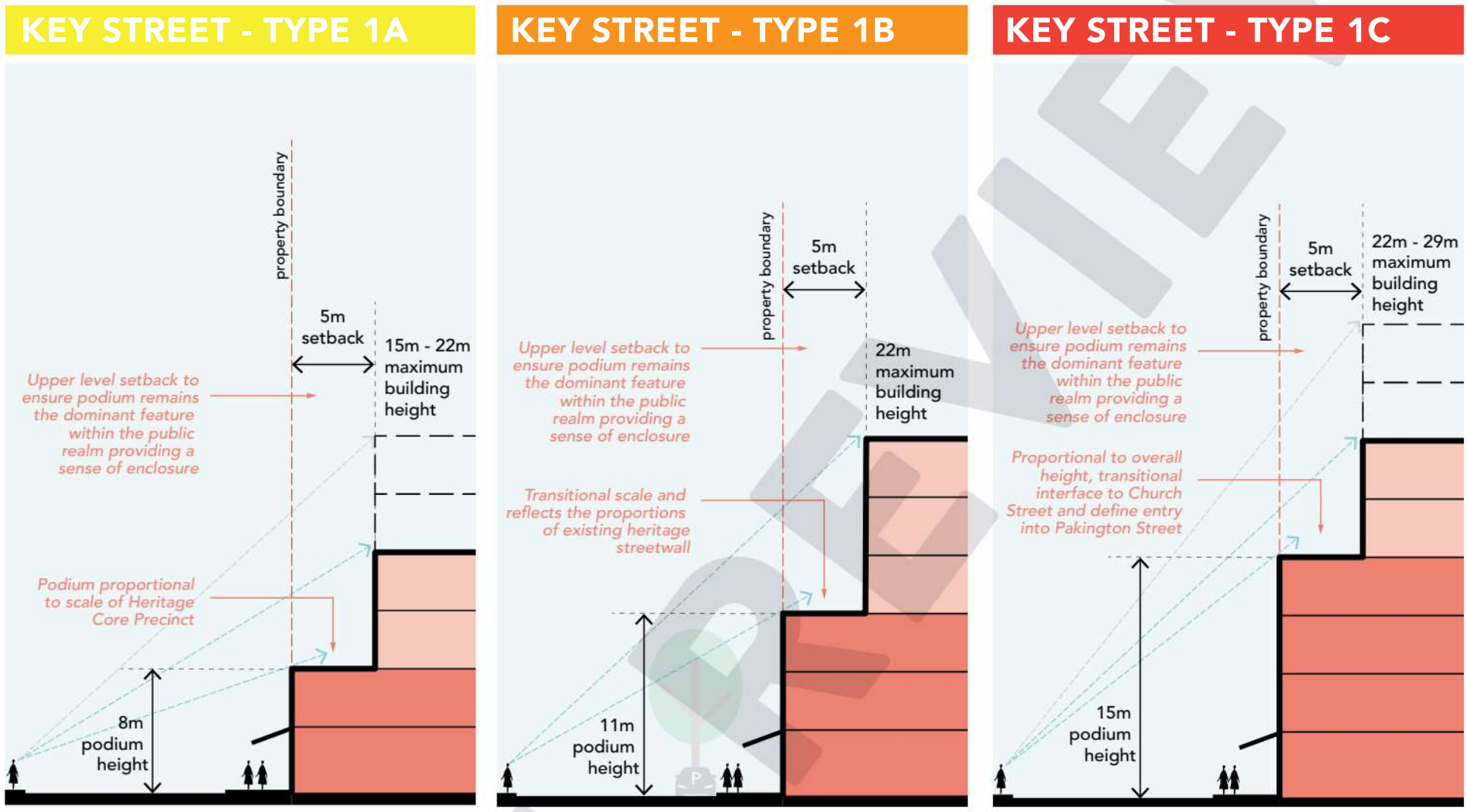
Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)



Map 07. Maximum Building Height and Interface Response

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties to the western side of Pakington Street between Waratah Street and Clonard Avenue, eastern side of Pakington Street between Wellington Street and new intersection with Brittania Street

RATIONALE

- Maximum 8m streetwall to maintain consistency of scale with the Heritage Core Precinct.
- 5m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

LOCATION

Properties to the western side of Pakington Street between Clonard Avenue and Brittania Street

RATIONALE

- Maximum 11m streetwall to reflect the proportions of existing heritage building at 61 Pakington Street.
- 5m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.
- Retain existing heritage streetwall of 61 Pakington Street. New development to reflect proportions of the heritage streetwalll with upper levels to be 5m behind podium.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

LOCATION

Properties to the west of Pakington Street between Brittania Street and 9 Pakington Street, eastern side of Pakington Street between Rail Sidings Yard and 8-12 Pakington Street

RATIONALE

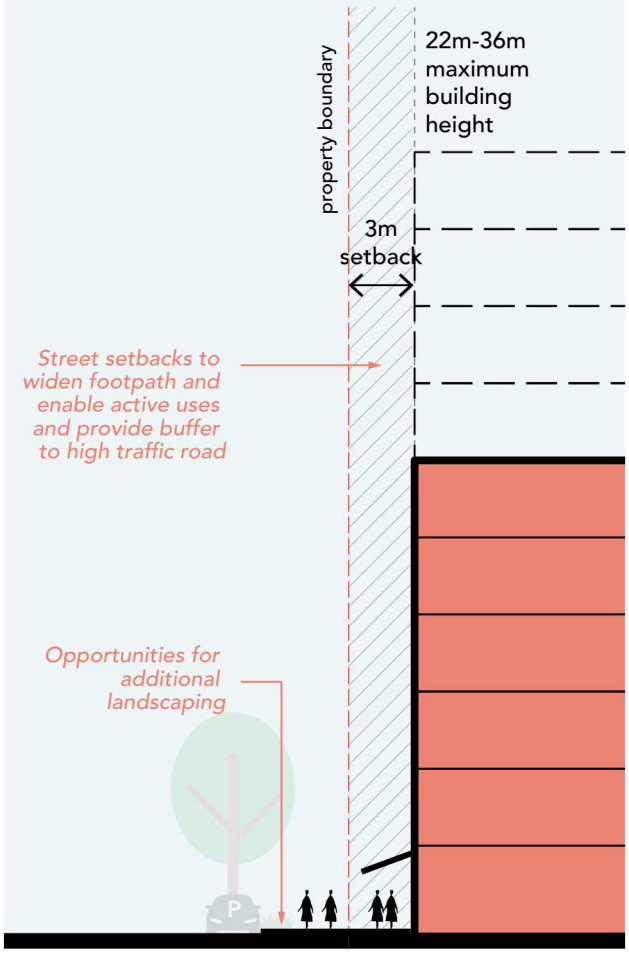
- Maximum 15m streetwall to transition from Church Street to lower rise to the south of the precinct.
- 5m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response

KEY STREET - TYPE 1D



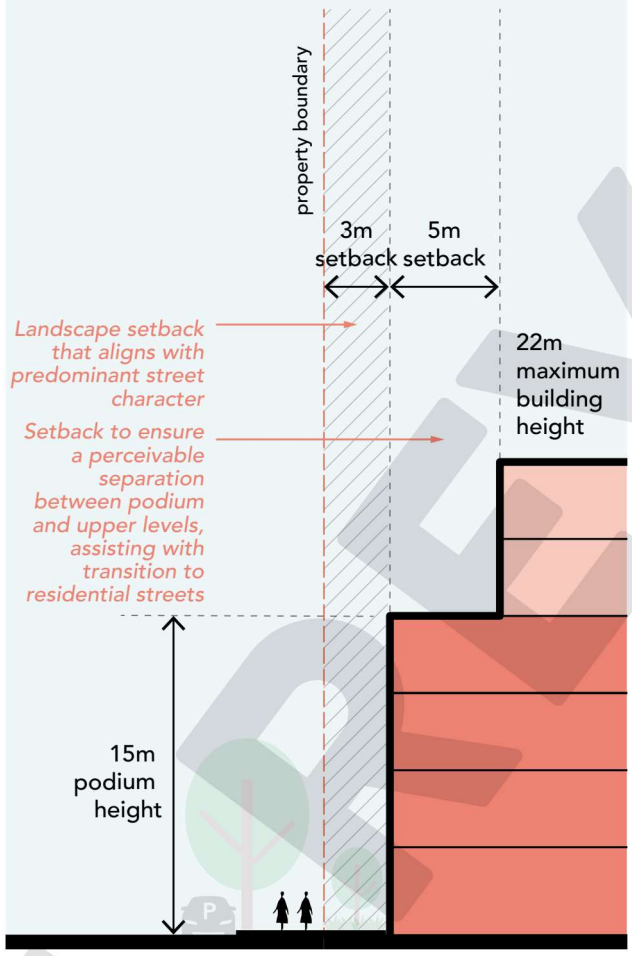
LOCATION

Church Street intersection with Pakington Street

RATIONALE

- 3m ground level setback to street to allow for footpath widening and landscaping
- Avoid overshadowing opposite footpath on Pakington Street and Church Street between 10am-2pm Spring Equinox.

WARRATAH ST - TYPE 2A



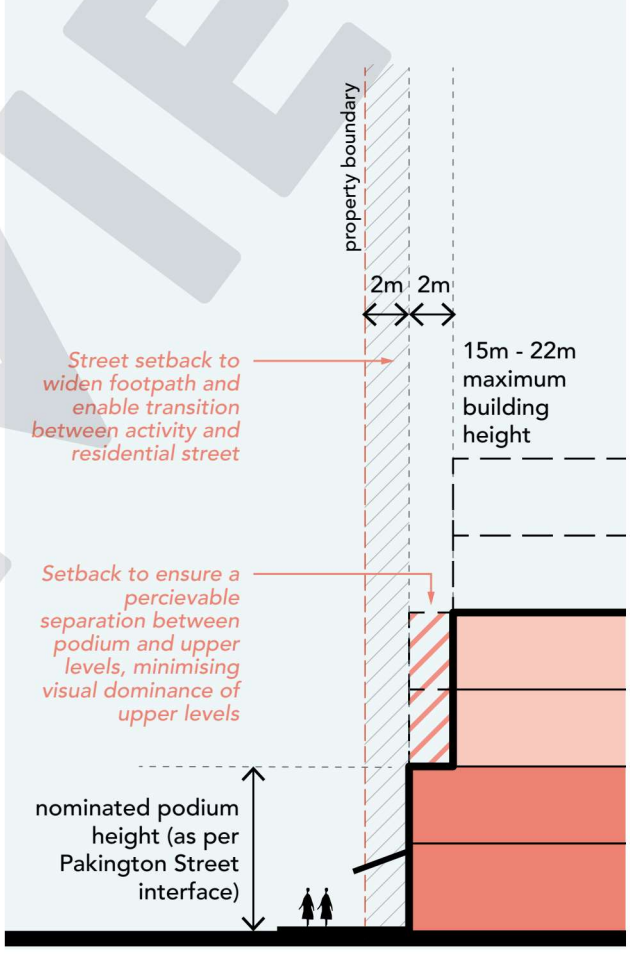
LOCATION

Waratah Street

RATIONALE

- 3m ground level setback to Waratah Street to align with predominant street character
- Maximum 15m streetwall to define the street edge behind the landscaped setback and allow for residential uses.
- Avoid overshadowing opposite footpath on Pakington Street between 10am-2pm Spring Equinox.

SIDE STREET - TYPE 2B



LOCATION

All side streets to Pakington and Church Street

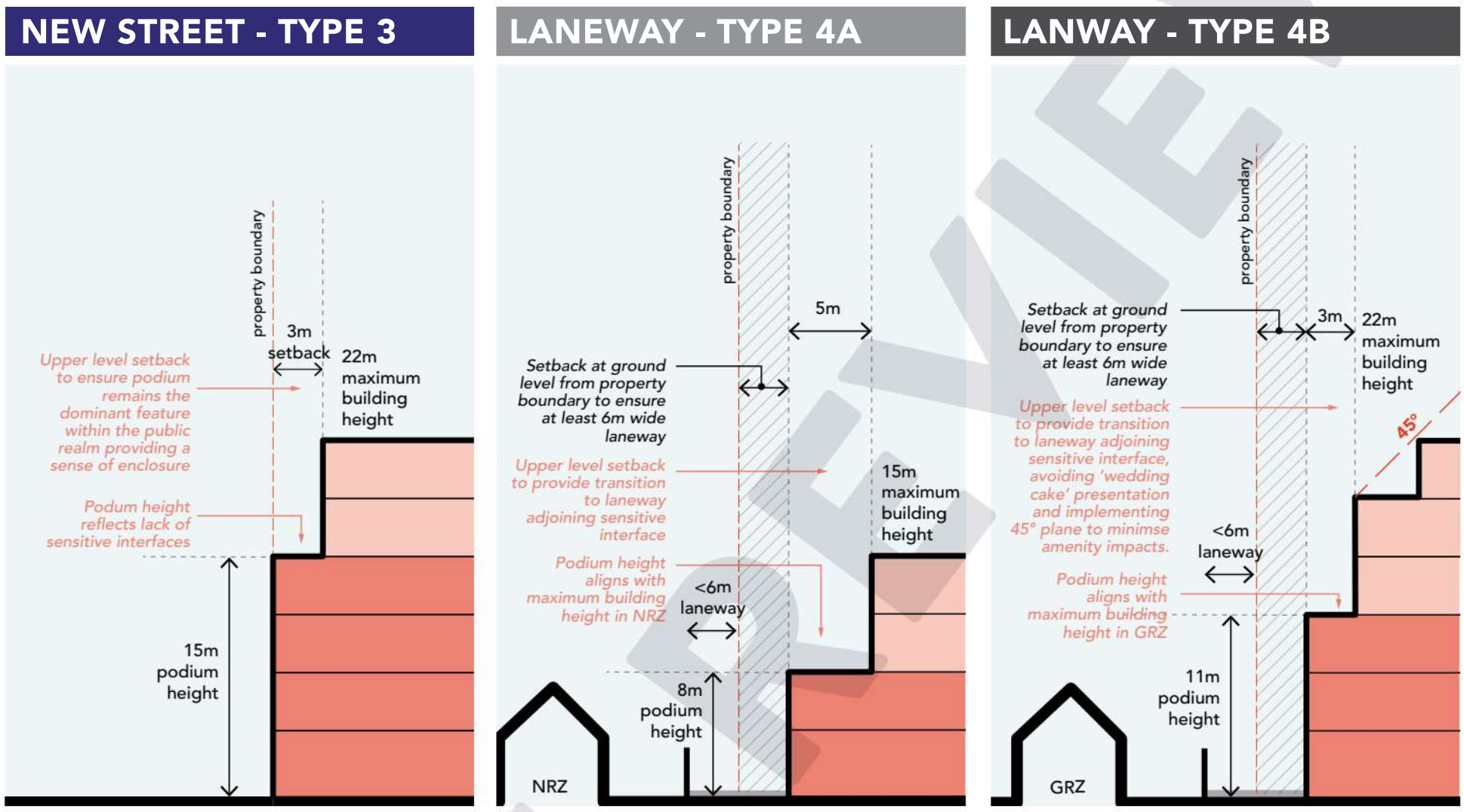
RATIONALE

- 2m ground level setback to street for footpath widening and enable transition to residential streets.
- 8m-15m podium as per the nominated podium height on Pakington Street.
- 2m upper level setback to ensure a perceivable separation between the upper levels and podium.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties abutting Bread Street and new streets

RATIONALE

- Maximum 15m streetwall/podium height to ensure a defined street edge and allow for greater flexibility in the uses within the podium.
- 3m setback from the streetwall/ podium to ensure visual primacy of the podium and maintain recessiveness of the upper levels.

LOCATION

Properties to the west of Pakington Street between Clonard Avenue and Brittania Street

RATIONALE

- Maximum podium height of 8m aligns to the maximum building height for NRZ.
- Appropriately setback at ground level to ensure minimum laneway width of 6m.
- 3m upper level setback to ensure transition and provide a perceivable separation between the podium and upper levels.
- 45 degree setback above 15m to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting >6m wide laneways and GRZ beyond, north of Isabella Street

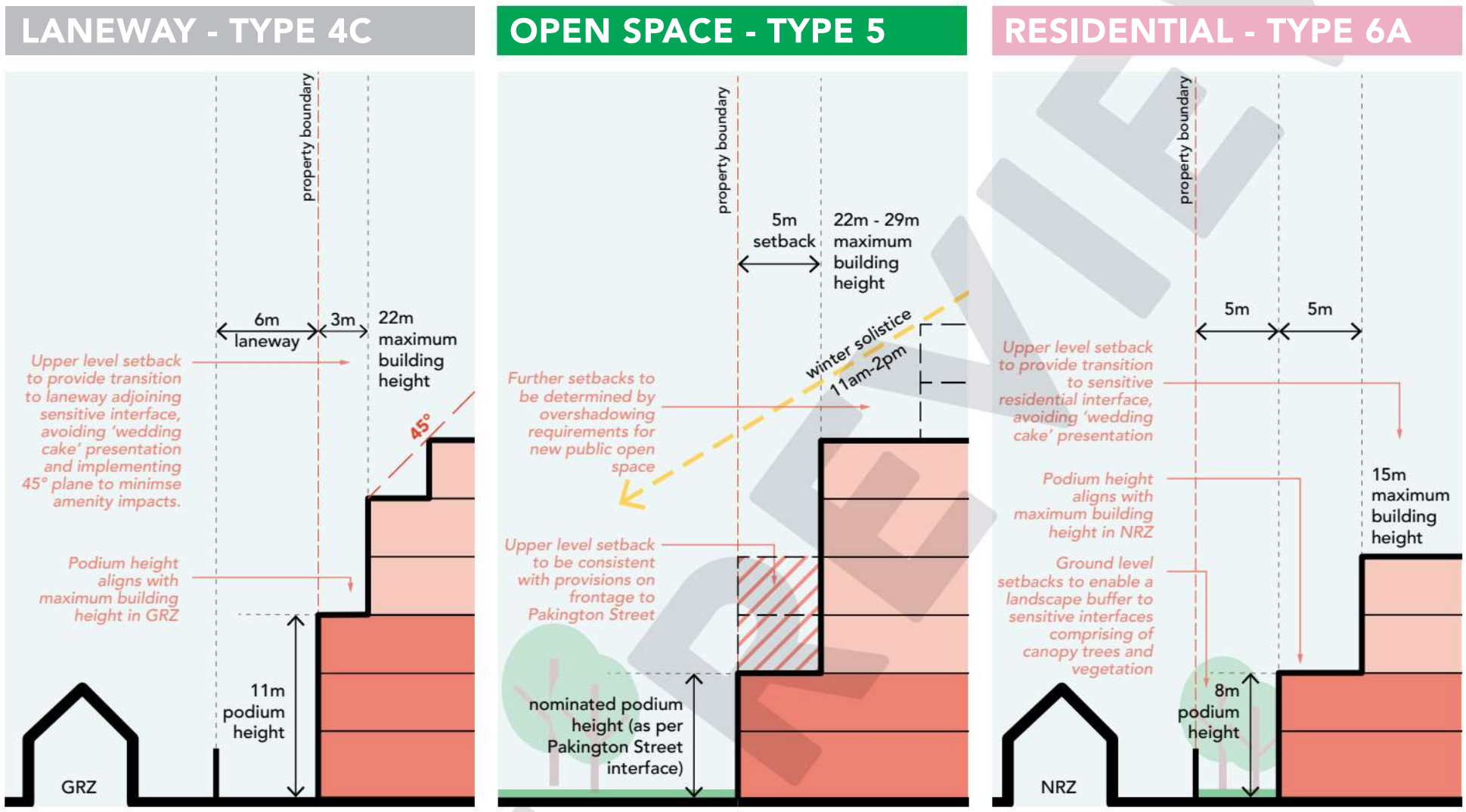
RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- Appropriately setback at ground level to ensure minimum laneway width of 6m.
- 3m upper level setback to ensure transition and provide a perceivable separation between the podium and upper levels.
- 45 degree setback above 18m to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties directly abutting 6m wide laneways and GRZ beyond, north of Church Street

RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- 3m upper level setback to ensure transition and provide a perceivable separation between the podium and upper levels.
- 45 degree setback above 18m to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting new open space

RATIONALE

- Maximum podium height to be consistent to the provisions to the frontage with pakington Street.
- 5m upper level setback to establish separation with podium and upper levels.
- Further setbacks to be determined by overshadowing controls for new open spaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties from Waterloo Street to Wellington Street, eastern side of Pakington Street

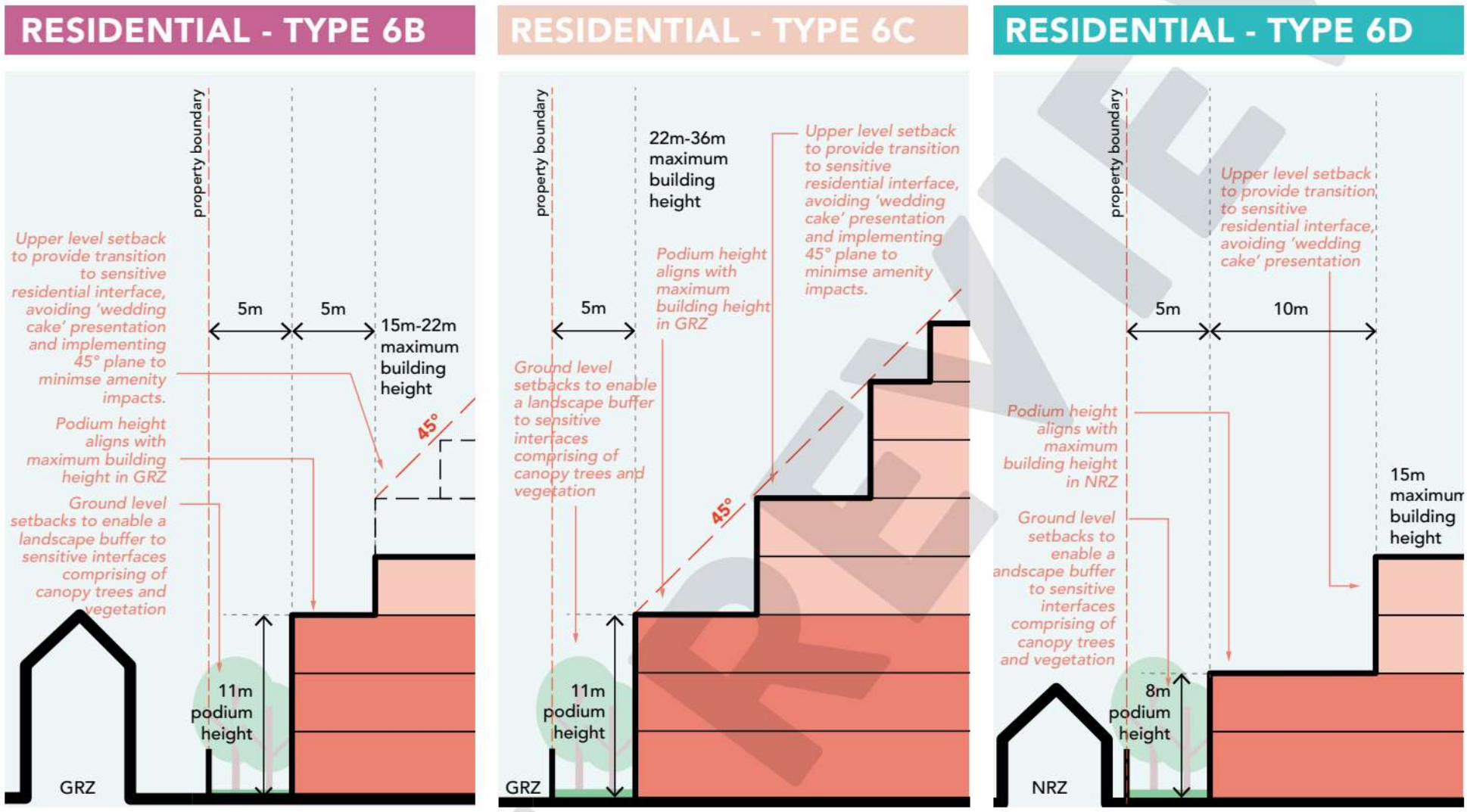
RATIONALE

- Maximum podium height of 8m aligns to the maximum building height for NRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 5m upper level setback to reduce amenity impacts and establish transition to sensitive interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



LOCATION

Properties directly abutting General Residential Zone

RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 5m upper level setback to ensure transition to sensitive residential interfaces with a 45 degree setback above 18m to minimise amenity impacts.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting General Residential Zone, south of Church Street

RATIONALE

- Maximum podium height of 11m aligns to the maximum building height for GRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 45 degree setback above podium to minimise amenity impacts and ensure transition to sensitive residential interfaces.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

LOCATION

Properties directly abutting Neighbourhood Residential Zone, north of Waterloo Street

RATIONALE

- Maximum podium height of 8m aligns to the maximum building height for NRZ.
- 5m landscaped setback at ground level to allow for canopy trees and vegetation.
- 10m upper level setback to reduce amenity impacts and establish transition to sensitive interfaces that lie directly south within NRZ.
- Consolidated levels or pairing of levels to avoid overtly stepped presentation.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To establish a high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.

- Design buildings to address the street, with legible and direct entries to support street activation and passive surveillance. Maximise the number of doors which face the street.
- Ensure provision of direct access for ground level residences.
- Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.
- Ensure continuous awnings and canopies are located at the appropriate above the footpath level to provide effective weather protection.
- Encourage active frontages which employ plinths, depth and tactility with high quality materials, as opposed to shallow floor to ceiling glazing. Encourage provision of operable windows.
- Encourage use of natural, tactile and visually interesting materials and facade treatments at ground and upper levels. Ensure that the upper levels are distinctive from the podium when viewed from the street.
- Avoid large signage or graphic displays which interrupt views in and out from tenancies and dominate building facade.
- Provide balconies and habitable windows towards adjoining public realm including public open spaces and laneways to increase passive surveillance opportunities.
- Allow a maximum 75% glazing on any facade and provide 50% visually permeable balcony balustrades.
- Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards.
- Ensure new development avoids overly stepped or 'wedding-cake' massing presentation to avoid visual bulk. Buildings are required to minimise the number of steps by grouping or pairing of levels to achieve a coherent built form outcome.
- Ensure buildings are read "in the round" such that all facades visible from the public realm are well articulated to provide visual interest and are designed three dimensionally. Avoid large expanses of continuous facades or walls with only colour or minimal textural variation.
- Ensure side elevations adjoining other properties when built to boundary have an interim facade strategy whilst future development is being realised.
- Design developments on corner sites to actively address both frontages at street level. Consider variation in podium heights to provide definition to the corner and ensure that the building can be read in the round.



Terrace House, Brunswick Raised Commercial space at ground level with residences above with high quality materials that provides visual interest whilst stitching the built form into the context.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

- Encourage new open spaces to be located to street frontages to maximise safety and visibility.
- Provide lighting along key pedestrian routes to improve perceptions of safety.
- Ensure developments comply with the City's Environmentally Sustainable Design policy.
- Adopt and demonstrate the use of the latest Crime Prevention Through Environmental Design (CPTED) principles.

To support opportunities for urban renewal in Strategic Sites.

- Ensure a diversity of building heights and typologies in both Woolworths Strand and Rail Sidings Yard.
- Contribute to improved pedestrian amenity and permeability across the precinct by providing for through movement links such as new streets and laneways in Strategic Sites.
- Integrate landscaping as a key driver for building design in Strategic Sites.
- Ensure that developments provide for an appropriate transition to new open spaces and plazas.



Ferrars and York, South Melbourne Street level is designed to provide a variation in uses and landscaping that is scattered within setbacks and upper levels. The articulation and materiality combined with the saw tooth roofline creates a distinctive feature for the area.



Nightingale Leftfield, Brunswick Located adjacent to the railway line and recieving the western sun, the building utilises the constraints to provide a podium that is textured, punctured with openings of different shapes and sizes to break the continuity and dominance when viewed from a distance.

PANEL DRAFT

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To ensure equitable development potential across the precinct.

- Ensure side setback requirements encourage lot consolidation of narrow lots while achieving appropriate built form response.
- Ensure site coverage enables the incorporation of greater landscaping within land parcels (Map 2).
- Avoid underdevelopment that is inconsistent with the vision and objectives for the precinct.
- Ensure the following side separation is achieved to mitigate bulk and provide for views to the sky:

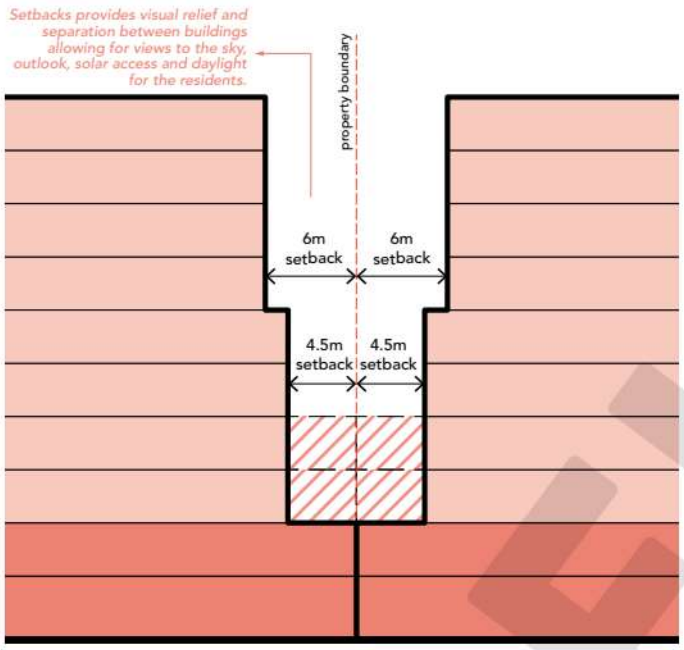


Figure 12. Preffered side separation for buildings built to boundary

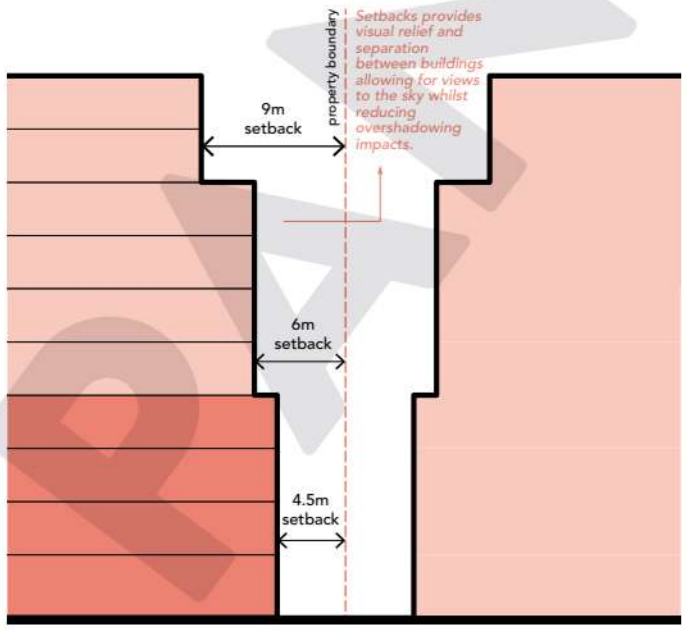
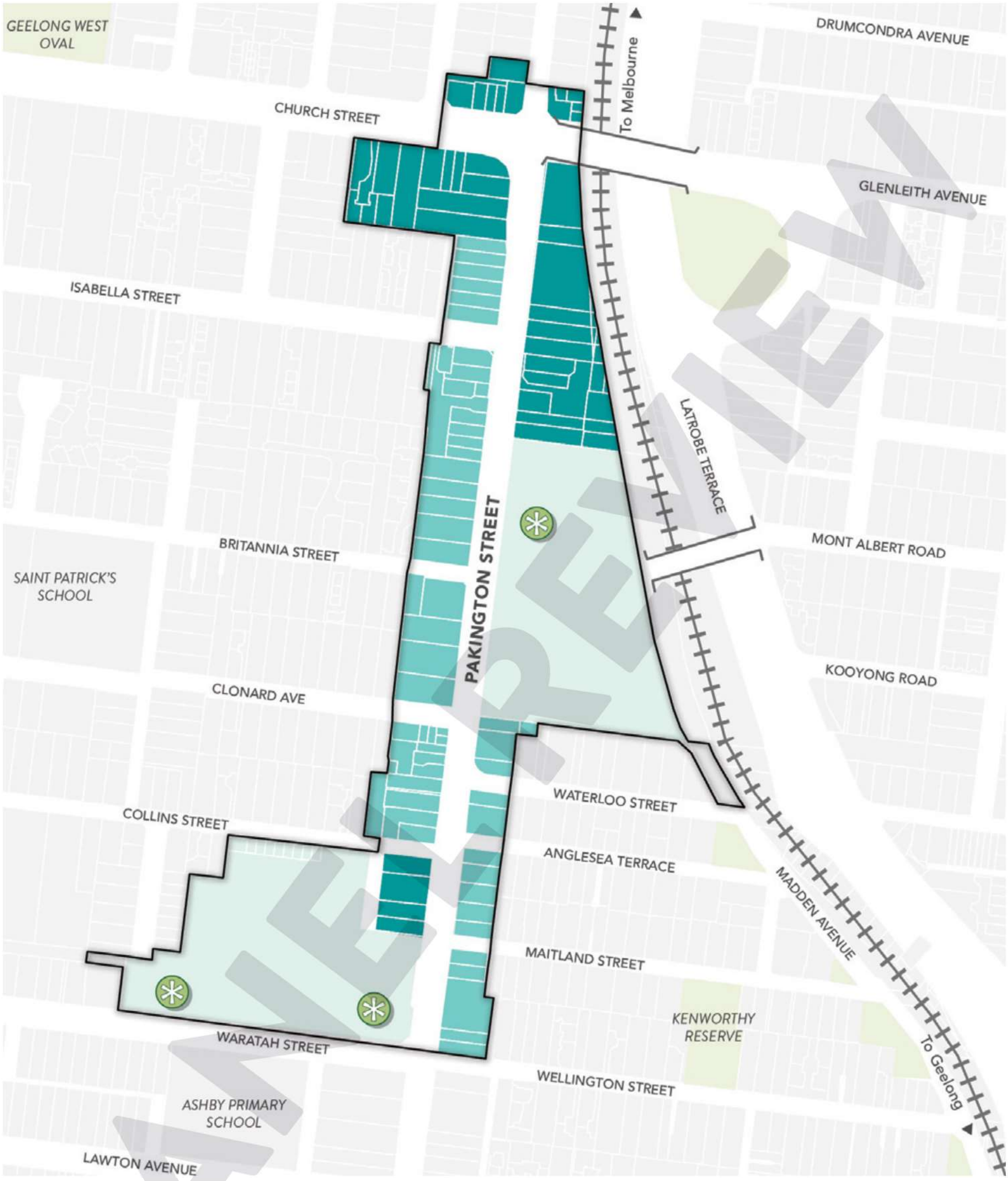


Figure 13. Preffered side separation for buildings not built to boundary

BUILDING HEIGHT	BUILDING SEPARATION	INTERFACE CONDITION
When built to common boundary (party wall)		
8m -15m (match to nominated podium height on Pakington Street)	0m	Common wall or party wall.
15m - 22m	A minimum of 4.5m from common boundary achieving 9m separation	Upper level setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
>22m	A minimum of 6m from common boundary, achieving 12m separation	Further setbacks above 22m to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
When not built to common boundary		
8m -15m (match to nominated podium height on Pakington Street)	A minimum of 4.5m from common boundary achieving 9m separation	Setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
15m - 29m	A minimum of 6m from common boundary, achieving 12m separation	Setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach into setbacks.
>29m	A minimum of 9m from common boundary, achieving 18m separation	Setbacks to accommodate primary outlook and habitable windows. Balconies to not encroach setbacks.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)



Map 08. Maximum Site Coverage

KEY

- Precinct Boundary
- Railway track
- Investigate opportunities for new open spaces
- 80% site coverage
- 70% site coverage
- 60% site coverage

PREVIEW

3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To integrate services into building design of new developments.

- Ensure car parking is concealed from the street by locating it in the basement, rear or podium of the development by incorporating design measures such as sleeving with active uses.
- Avoid using solid roller shutter doors or security grills. Ensure car parking frontages to the public realm are designed to be high quality, visually interesting with interactive materiality detailing whilst allowing for adequate ventilation.
- Minimise or consolidate vehicular access points and carefully design ramps into basements of developments along Pakington Street to support increased amenity and safety for pedestrians and bicycle.
- Avoid additional crossovers along Pakington Street.
- Ensure that waste and recycling facilities are accessible, adequate and integrate with building design.
- Ensure location of plant equipment and services are screened or integrated into the building design. Locate services in the basement where possible. Avoid positioning services on Pakington Street and grouping them together to create long inactive edges.
- Provide facilities to have waste collection and loading undertaken on-site or from side streets.
- Provide ease of access to bicycle parking facilities in new developments and incorporate end of trip change rooms, showers and lockers where possible.



Napier Street, Fitzroy Services are visible but integrates with the overall design of the building and appears as a distinctive feature element.



Napier Street, Fitzroy Services are concealed by intergrating into the architectural design of the ground level, enhancing the street edge with visual interest through high quality finishes.



Healeys Lane, Melbourne Garage door positioned to the public realm such that it appears as a continuation of active uses, maintaining a consistent boundary, textural interest and avoids deep recesses and entrapment spaces.

Further details on built form rationale, assumptions and testing have been provided in 06. Appendix Built Form Analysis (page 76)

3.5 ACCESS AND MOVEMENT

Pakington North will have convenient and safe walking and bicycle connections to services and facilities. Efforts will be made to reduce vehicular congestion by promoting a balanced multi modal approach to movement. Increasing walking, riding and public transport use will be key to maintaining the attractiveness and livability of the precinct. A coherent movement network plan alongside land use planning for the future should prioritise pedestrian and bicycle to ensure an efficient and sustainable precinct.

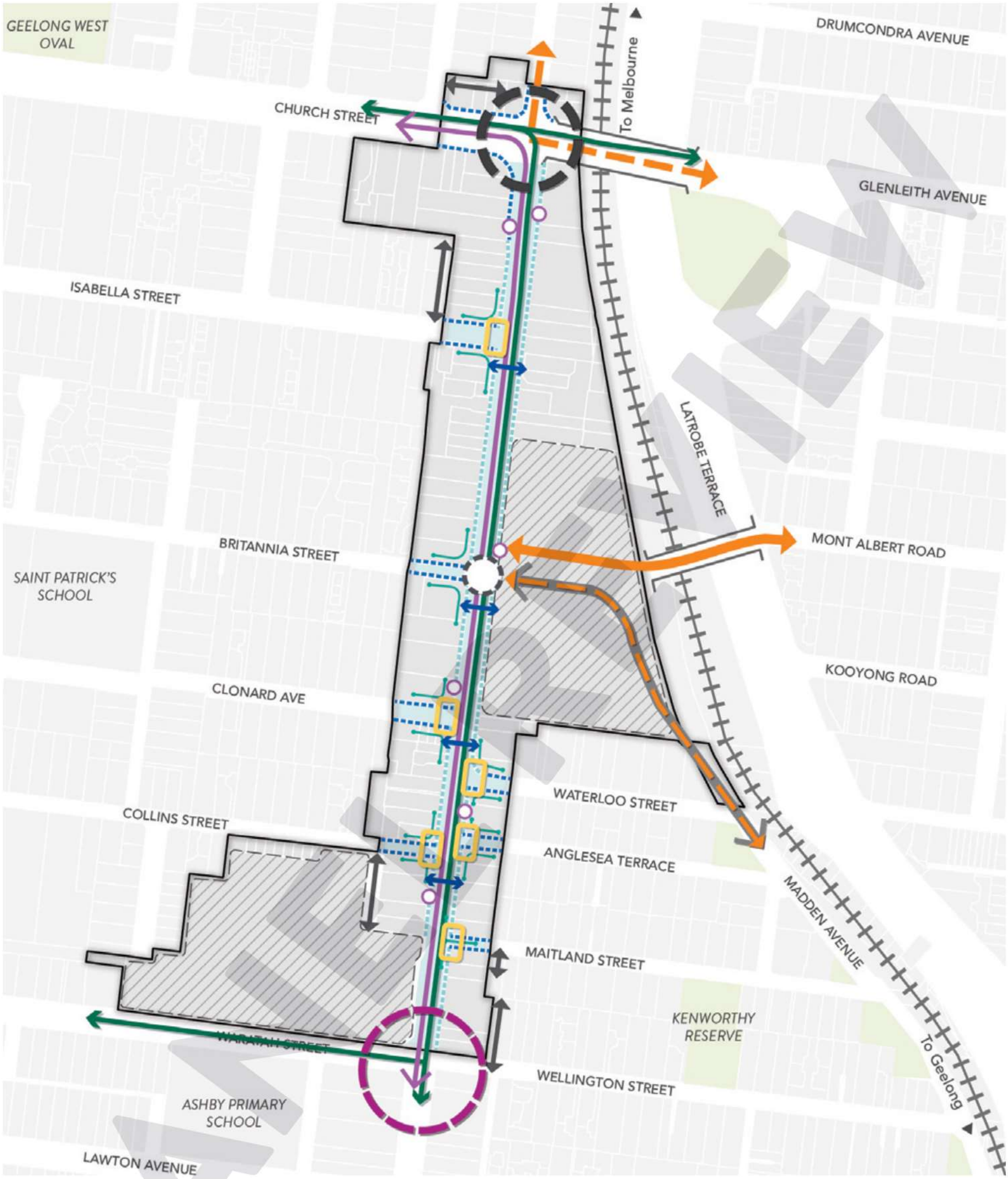
Through efficient planning and design, Pakington North Precinct will be destination for residents, workers and visitors alike.

Objectives and guidelines

To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and to minimise adverse impacts of through traffic on Pakington Street.

- Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct.
- Investigate extension of Madden Avenue into Rail Sidings Yard potentially joining Brittania Street.
- Advocate improvements to existing signalised intersection at Church Street and Pakington Street to slow vehicular traffic in and out of the precinct and prioritise pedestrian movement.
- Prepare a Local Area Traffic Management Plan for the precinct and side streets to understand the precinct movement network holistically. Explore measures to minimise instances of rat running by vehicles to bypass intersections and congestion including but not limited to:
  - one way streets,
  - traffic calming measures,
  - speed limits,
  - parking permits, and
  - parking time limits.
- Retain on street parking as required on Pakington Street.
- Develop a Streetscape Masterplan for Pakington Street ensuring continuity between Pakington North and the Heritage Core Precinct.
- Investigate opportunities for shared zones at appropriate sections of Pakington Street to discourage through traffic.
- Seek to protect existing laneways and encourage extensions and connections where feasible.

PANEL REVIEW



Map 09. Access and Movement

KEY

- Precinct Boundary
- Railway line
- Primary intersection - Church Street
- Secondary intersection
- Existing Bus Route (22)
- Existing Bus Stop
- Existing laneways
- Principal Bike Network
- Improved active transport connections
- Investigate extension of Madden Avenue
- Investigate opportunities for intersection
- Upgrade and widen footpath within street reserve
- Upgrade and widen footpath within private land
- Improve side street visibility
- Raised threshold
- Investigate pedestrian crossings
- Investigate area for lowering speed limit
- Investigate new overpass to Mont Albert Road
- Investigate opportunities for consolidated public car parking

3.5 ACCESS AND MOVEMENT

To improve public transport services and access to and through Pakington North Precinct.

- Advocate for a bus review to provide frequent and reliable bus services that are part of an integrated transport network to better meet community demand and needs, such as
  - Improved bus connectivity to North Geelong Station and Geelong Station.
  - Improved bus connectivity to key destinations including central Geelong, Kardinia Park and Waterfront
- Improve and introduce bus shelters, increase their visibility, DDA compliance and pedestrian access.



Sunshine Bus Port The bus stop has improved passenger experience with the inclusion of a bus shelter than is visually permeable, provides clear signage that assists with wayfinding and timetable that displays bus frequency.



Brunswick Street, Fitzroy Raised Thresholds at street intersection improves pedestrian visibility and safety whilst slowing vehicles without changing the right of way.
Photo credit: Melissa & Chris Bruntlett, modacitylife

To deliver safe and attractive environments for pedestrians and bicycle connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.

- Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and bicycles on Pakington Street by exploring the following opportunities:
  - Widening footpaths within the precinct as indicated in Map 12.
  - Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street.
  - Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.
  - Introducing specific treatments for bicycle lanes to increase the visibility of bicycle riders and provide greater awareness to all road users.
  - Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.
- Improve pedestrian and bicycle connectivity to key destinations such as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:
  - Providing appropriate lighting, ease of access and amenity.
  - Investigating a new pedestrian and bicycle overpass through Rail Sidings Yard across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.
  - Ensuring pedestrian safety and connections to central Geelong via Brougham Street underpass.
  - Enhancing safety and amenity for pedestrians and bicycle across Church Street overpass to facilitate east west connections across Latrobe Terrace.
- Provide bicycle parking and facilities on logical, visible and central locations, without impeding pedestrians.

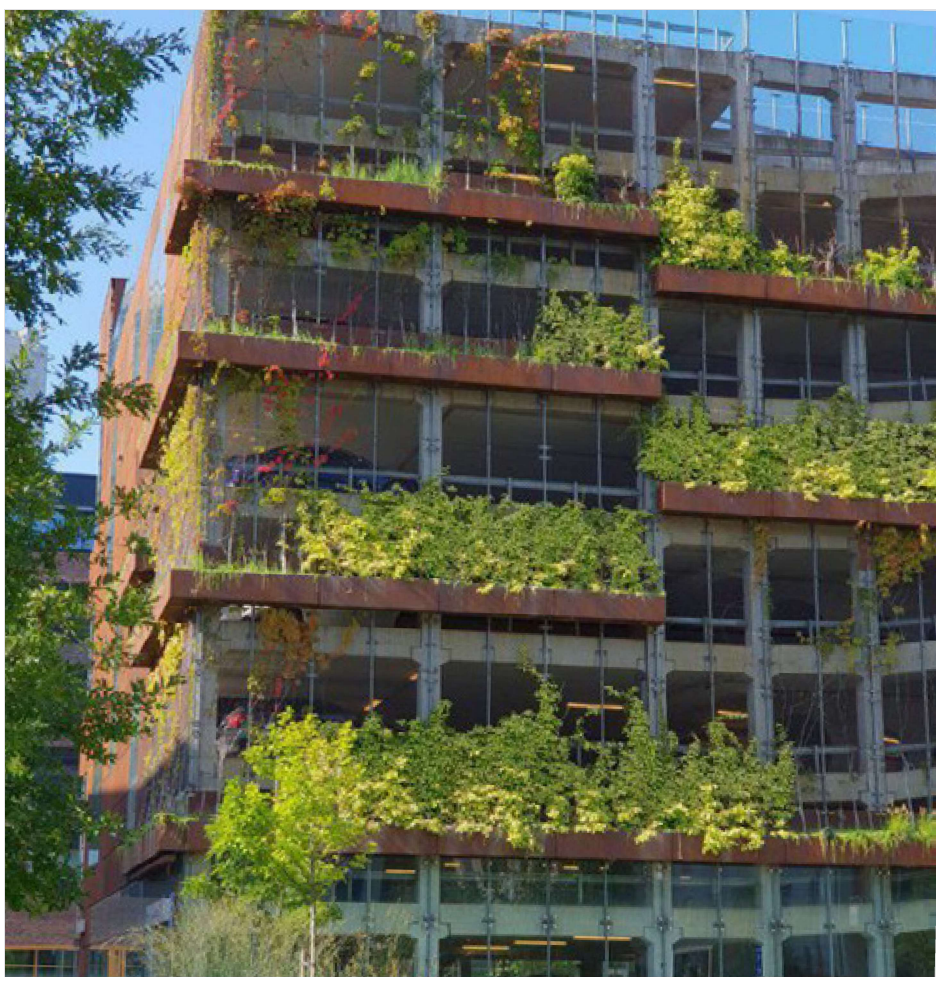
3.5 ACCESS AND MOVEMENT

To strategically consider access, sustainability goals and local economic gains when designing car parking.

- Improve visibility for side street at intersections by limiting or removing car parking that is proximate to the junctions.
- Encourage the consolidation and reduction of vehicular access points to Pakington Street.
- Encourage consolidated car parking facilities to be made available to the public for increasing the efficiency of use.
- Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.
- Prioritise provision for car parking within developments to mitigate the need for additional on-street parking.
- Seek opportunities for car sharing facilities with dedicated parking bays for car share vehicles.
- Ensure EV charging facilities are provided within car parking in all developments as per or in excess of Australian Building Codes.
- Encourage flexibility in use of on-street car parking to prioritise different uses at different times of the day and/ season.
- Encourage co-locating bicycle parking with multi deck car parks.



Dawson Street Car Park, Sunshine The multideck public car park provides necessary car parking for the precinct whilst ensuring streetscape benefits. It includes an external feature stair, public plaza and events space and also provides a safe walking environment with enhanced wayfinding owing to the facade treatment employed.



Parking garage, Sweden Multideck car park with landscaping integrated into the facade treatment as part of biophilic approach to design.

PAKINGTON NORTH URBAN DESIGN FRAMEWORK

3.6 PUBLIC REALM AND OPEN SPACE

Pakington North Precinct will be tree-lined, safe and universally accessible, providing several opportunities for social interaction and community well-being. The community's desire for increased canopy cover, open spaces and associated infrastructure will meet the need of existing and future population.

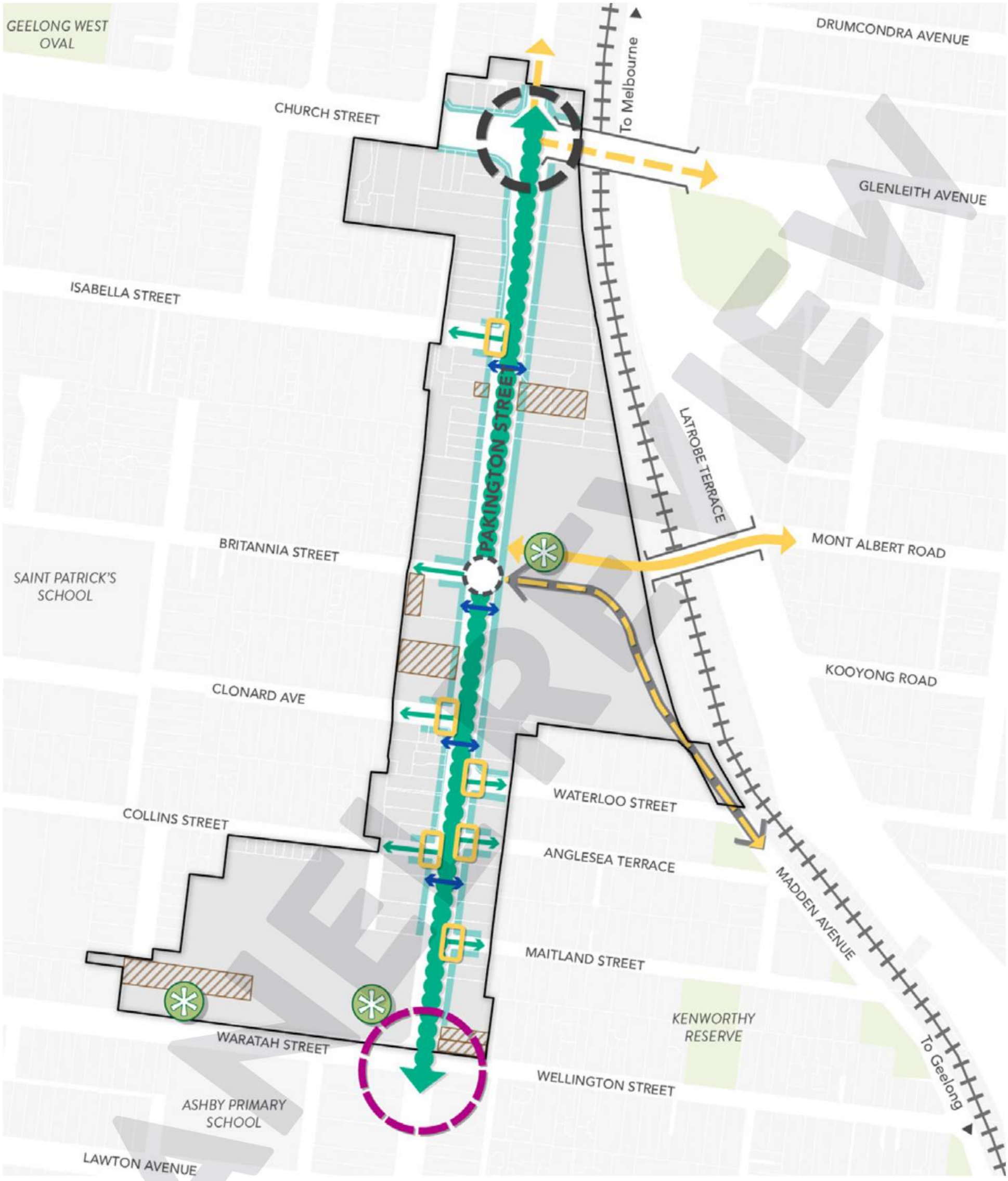
The public realm and open space design will respond to climate change, providing green and natural spaces for enhanced biodiversity and mitigate heat island effect. Footpaths will be key public realm assets that enables flexible uses that improves the vitality of the street.

Objectives and guidelines

To establish a vibrant streetscape on Pakington Street that reinforces the sense of place and improves local accessibility and amenity.

- Explore opportunities for a range of streetscape improvements to enhance the amenity of Pakington Street including:
  - widening of footpaths,
  - improved footpath treatment,
  - street furniture,
  - weather protection,
  - understorey planting,
  - bicycle hoops and repair stations
  - raised crossings and or pedestrian operated signals for new pedestrian crossing, and
  - street lighting.
- Introduce Smart poles, which can offer intelligent LED lighting, wi-fi access, charging stations and parking sensors, as part of streetscape upgrades
- Underground powerlines to allow for canopy trees and reduce visual clutter.
- Establish a consistent wayfinding strategy for Pakington Street through Pakington North and Heritage Core Precinct, directing pedestrians to key destinations, and integrate into public art installations.
- Establish consistent canopy planting to either side of Pakington Street at regular intervals. A minimum canopy cover target as per the Urban Forest Strategy should be achieved across the precinct.
- Select appropriate street tree species that are climate resilient and enhance the character of Pakington Street.
- Improve interface between Pakington Street and Rail Sidings Yard through landscaping and public art in the interim while the site is being utilised for rail functions.

PANEL REVIEW



Map 10. Public Realm and Open Spaces

3.6 PUBLIC REALM AND OPEN SPACE

To provide public open spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups.

- Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses, including at the intersection of Pakington Street and Waratah Street.
- Establish new open space within strategic sites of Pakington Strand and Railing Sidings Yard.
- Co-locate new open space with Ropeworks Shed to provide a landscaped surround to the historic building. New development at the site and surrounds should ensure landscaping and activation whilst responding to the existing heritage context.
- Design open spaces to integrate Crime Prevention through Environmental Design principles to minimise risk of crime and create a perception of safety.
- Investigate opportunities for temporary activation of vacant sites prior to development.
- Provide a balance of flexibility and programmability in new open spaces for activities such as pop-up markets, food trucks and investigate other temporary activation opportunities.

To respond to climate change and increase environmental sustainability.

- Allow activities to spill out to adjoining footpath by creating wide footpaths that are inclusive, accessible and flexible for a variety of uses including walking, public seating and trading activities such as outdoor dining.
- Create built environments that ensure climate resilience through the provision of street trees, green walls and roofs. Street design should incorporate water sensitive urban design principles and explore opportunities for bio retention pits, rain gardens and swales.
- Ensure materials used are robust and durable with a long service life, and are easily maintained. Support recycle and reuse of materials where appropriate.



Horscroft Place, Moorabbin The open space not only provides space for recreation and relaxation but also takes advantage of blank walls for artistic expression and supports through movement for pedestrians and bicycles.



Hampshire Road, Sunshine The street includes green infrastructure, public art, seating and shade whilst supporting pedestrian and bicycle movement as well as the economic activity of the street.

3.6 PUBLIC REALM AND OPEN SPACE

To celebrate and enhance cultural canvas through the integration of public art, materiality, streetscape elements and native planting.

- Encourage retention of existing heritage design elements in buildings and street infrastructure, whilst encouraging sympathetic feel in creating Pakington North's own distinct character.
- Provide opportunities for the installation of public art, including event and breakout spaces and on blank facades, to contribute to the identity, activation and interest of streets and open spaces.
- Investigate opportunities to raise awareness and appreciation of local Aboriginal Cultural heritage through consultation and collaboration with the Wadawurrung Traditional Owners Aboriginal Corporation.



Pako Festa, West Geelong The multicultural festival temporarliy returns the street back to people, supporting a range of uses from performances to street trading and other forms of artistic expression.



Historic features on Pakington Street

PANEL DRAFT



04

STRATEGIC SITES

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Pakington Strand 66

4.1 INTRODUCTION

Pakington Strand situated at 95-103 Pakington Street and the Rail Sidings Yards located at 28-64 Pakington Street have been identified as Strategic Sites due to their substantial landholding under single ownership. These sites offer an opportunity for more intensive development alongside new open spaces to be delivered within the precinct.

The Rail Sidings Yard is located along the rail line, covering 2.4ha, spanning across approximately 200m of frontage along the eastern side of Pakington Street. To the south of the site are dwellings within the Waterloo Heritage Precinct and to the north are commercial properties.

In the short-to-medium term, the site will continue to operate as a transport facility however, the substantial size and central location make it a key strategic site. Subject to the Rail Sidings Yard land being unlocked via the relocation of transport functions, there arises significant opportunity to redevelop the site for diverse uses including residential, retail and commercial spaces, alongside the creation of more public open space.

Site Aspiration

The Rail Sidings Yard will evolve into a thriving and dynamic mixed use area, centred around an expansive public space that serves as the heart of the community, offering opportunities for residents and visitors to gather, engage and connect.

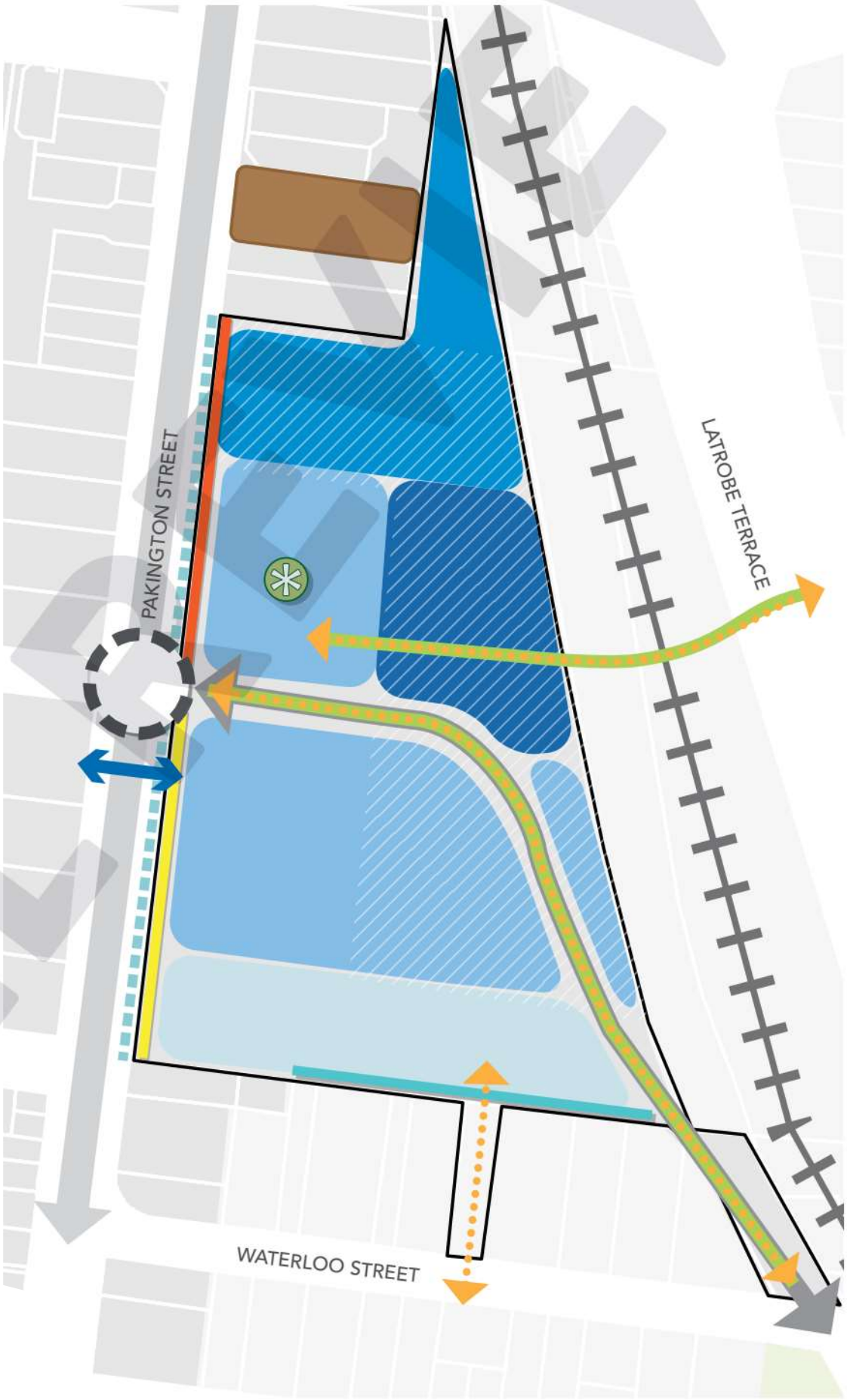
Surrounding the public space, a diverse mix of residential, commercial, and retail spaces will offer well-designed, high-quality, sustainable housing choice for people of all income levels. The site will facilitate connections both within and beyond the precinct, creating a welcoming environment where visitors, businesses and residents can easily access amenities and services.

PANEL REVIEW

4.2 RAIL SIDINGS YARD

Design Objectives

- To encourage a coordinated, master planned approach to the redevelopment of Rail Sidings Yard as a Strategic Site should it no longer be used for transport purposes.
- To contribute significantly to the housing targets set in the Geelong Settlement Strategy, 2020 and social and affordable houisng targets in Social Housing Strategy, 2020.
- To achieve objectives and guidelines outlined in other parts of this document, including:
  - Provision of appropriate built form transition to Waterloo Heritage Area,
  - Provision of active frontage with a diversity of uses to Pakington Street,
  - Extension of Maddden Avenue into the site,
  - Provision of access to consolidated car parking for public use within basement, rear or podium of new developments.
  - Creation of high quality interface towards the railway line and LaTrobe Terrace taking advantage of its prominent location along a key access route into Central Geelong and views over the bay.
  - Provision of improved pedestrian and bicycle connections within and across the precinct.
  - Incorporation of preferred maximum site coverage of 60%
- To establish an appropriately sized central public space that is well programmed, inclusive and is bound by active uses.



Map 11. Aspirations for Rail Sidings Yard

KEY

- Precinct Boundary
- Heritage building
- Investigate opportunities for new open spaces
- Investigate opportunities for consolidated parking facilities

BUILDING HEIGHTS
- 15m (4 storeys)
- 22m (6 storeys)
- 29m (8 storeys)
- 36m (10 storeys)

INTERFACE
- Key Street Type 1A
- Key Street Type 1C
- Residential Type 6D

ACCESS AND MOVEMENT
- Existing Street Network
- Indicative new streets
- Indicative new pedestrian links
- Indicative bicycle links

4.3 PAKINGTON STRAND

Pakington Strand site is located at the southern end of the precinct, bound by Collins Street, Pakington Street and Waratah Street. To the north and west is residential development largely consisting of single storey timber houses dominated by Californian Bungalow style but also including some federation as well as more recent eras. To the south and opposite the site is Ashby Primary School and a church. Shops and some other commercial buildings are located opposite the site in Pakington Street.

The site is largely cleared of the original Ropeworks structures apart from two remaining buildings, but also hosts Woolworths and some retail tenancies fronting Pakington Street.

Site Aspiration

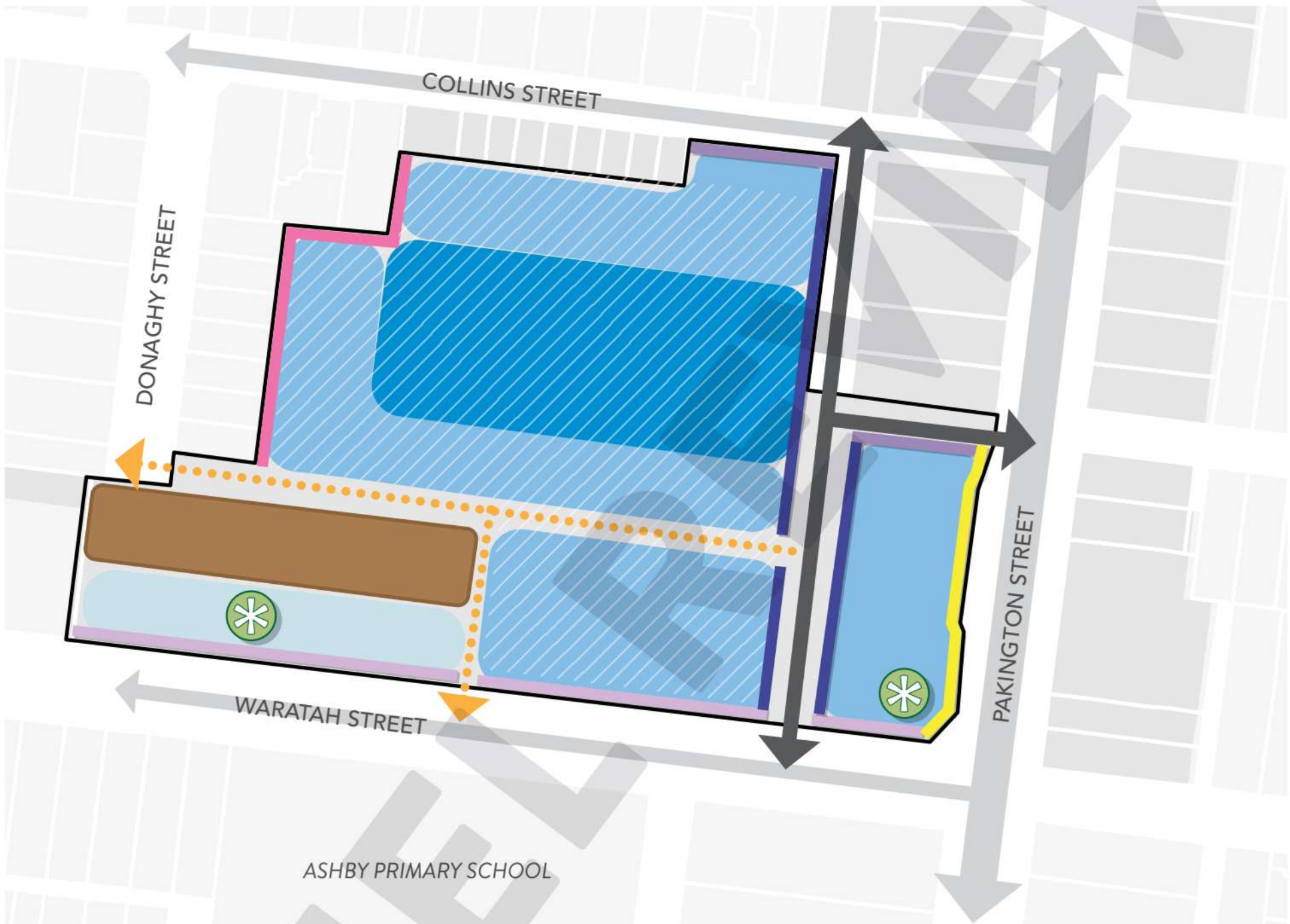
Pakington Strand will be a vibrant gateway to Pakington North Precinct, setting the tone for the area. Underpinned by precinct's aspiration to be a destination, future development will reflect on the existing heritage values whilst delivering on a variety of building typologies and heights that are innovative, high quality and sustainable. It will provide space for activity and culture with an inclusive and welcoming environment for residents and visitors to pause, explore and connect.

Objectives

- To encourage a coordinated, master planned approach to the redevelopment of Pakington Strand as a Strategic Site.
- To contribute significantly to the housing targets set in the Geelong Settlement Strategy, 2020 and social and affordable houisng targets in Social Housing Strategy, 2020.
- To achieve objectives and guidelines outlined in other parts of this document, including:
  - Design ground level of new development fronting Pakington Street to be consistent with the fine grain pattern of the Heritage Core Precinct.
  - Deliver appropriately sized public open space south of the Ropeworks Shed and/or on the corner of Waratah -Pakington Streets.
  - Deliver landscaped area surrounding the Ropeworks Shed ensuring activation and responding to the heritage context.
  - Continue provision of visitor parking and ensure opportunities to deliver car parking for public use within basement, rear or podium of new developments.
  - Incorporation of preferred maximum site coverage of 60%.
- To ensure vehicular and pedestrian links through the site and improve pedestrian permeability to the areas around the site.

PANEL REVIEW

4.3 PAKINGTON STRAND



Map 12. Indicative concept plan for Pakington Strand

KEY

- Precinct Boundary
- Heritage building
- Investigate opportunities for new open spaces

BUILDING HEIGHTS
- 15m (4 storeys)
- 22m (6 storeys)
- 29m (8 storeys)
- 36m (10 storeys)

INTERFACE
- Key Street Type 1A
- Waratah Street 2A
- Side Street 2B
- New Street Type 3
- Open Space Type 5
- Residential Type 6B

ACCESS AND MOVEMENT
- Existing Street Network
- Indicative new streets
- Indicative new pedestrian links
- Investigate opportunities for consolidated parking facilities



05

IMPLEMENTATION PLAN

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5.1 INTRODUCTION

This section provides a summary of actions to assist in the delivery of the UDF. The implementation of these actions are critical to the success of Pakington North Precinct and rely signficantly on collobration with and between local and State Government, agencies, organisations and community stakeholders.

TIMING

- Short term (0–2 years).
- Medium term (2–5 years).
- Long Term (5-10+ years)

ACTION

This includes various outcomes identified in this UDF.

RESPONSIBILE AGENCY AND ROLE

Each action identifies the role Council will play in delivery of the action. This is one of either Deliver, Advocate or Partner.

There are a number of actions where Council will take the lead in delivery. Delivery of these actions will be subject to prioritisation and budget allocation. A range of funding mechanisms will be explored, such as grant funding, developer contributions to achieve actions identified in the Implementation Plan.

PANEL REVIEW

5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
SHORT TERM	**Planning Scheme Amendment**	Prepare a Planning Scheme Amendment to implement Pakington North Urban Design Framework into Greater Geelong Planning Scheme. Include: • Apply Commercial 1 Zone to all land within Commercial 2 Zone and General Residential 1 Zone within the UDF boundary. • Apply a Design and Development Overlay to implement design objectives and guidelines relating to built form controls, building height, setbacks, widening of laneway and footpaths, transition to sensitive interfaces and separation between buildings requirements. Incorporate requirements for vehicle access, car parking, loading and services. • Implement vision, objectives and relevant statutory actions contained in this UDF to relevant Policy sections. • Apply appropriate Overlay to identified Strategic Sites ensuring the preparation of a masterplan prior to redevelopment or subdivision. • Apply an Environmental Audit Overlay to land in accordance with Planning Practice Note 30 - potentially Contaminated Land. • Direct the delivery of Social and Affordable Housing as per Social Housing Plan, 2020. • Support requirements for Open Space contributions for developments.	City	DELIVER
SHORT TERM	**Place Activation**	Engage with landowners to temporarily activate vacant sites prior to development. Engage with VicTrack to improve Rail Sidings Yard interface to Pakington Street with public art and or landscaping.	City	ADVOCATE
SHORT TERM	**Bus Service and Network review**	Advocate to Department of Transport and Planning for improved bus services along Pakington Street connecting to North Geelong Station, Geelong Station, and key destinations including central Geelong, Kardinia Park and Waterfront.	City	ADVOCATE
SHORT TERM	**Car Sharing**	Investigate opportunities for car share facilities.	City	ADVOCATE

PANEL REVIEW

5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
SHORT TERM	**Church Street intersection and Telegraph Bridge**	Advocate to Department of Transport and Planning for improved safety and amenity for pedestrians and cyclists across overpass to facilitate east west connections across Latrobe Terrace and provide pedestrian priority.	City	**ADVOCATE**
SHORT TERM	**Local Area Traffic Management Plan**	Undertake and implement Local Area Traffic Management Plan including measures such as one way streets, traffic calming, speed limits, safer crossings, parking permits, and parking time limits. The plan should: • Promote multi modal movement on Pakington Street, prioritising pedestrian and cyclist safety and use of public transport • Minimise adverse traffic impacts on residential side streets • Discourage through traffic on Pakington Street	City	**DELIVER**
SHORT-MEDIUM TERM	**Infrastructure Upgrade**	Partner with relevant authorities and key stakeholders to identify infrastructure upgrades and align delivery with streetscape upgrades, including undergrounding of power lines, upgrades of sewer, water and stormwater lines.	City, other agencies	**PARTNER**
SHORT-MEDIUM TERM	**Wayfinding Strategy**	Prepare a cohesive wayfinding strategy for Pakington Street through Pakington North and Heritage Core Precinct.	City	**DELIVER**
SHORT - MEDIUM TERM	**Pakington Street Streetscape Masterplan Preparation**	Prepare a Streetscape Masterplan that explores opportunities for a range of streetscape improvements. This will require further community consultation. The masterplan is to include • Widening of footpaths, • Improved footpath treatment, • Raised crossings and or pedestrian operated signals, • Raised thresholds, • Specific treatments for bicycle lanes, • Street furniture, • Weather protection, • Improved bus shelters, • Landscaping and understorey planting, • Cycle hoops and repair stations, • Street lighting.	City	**DELIVER**

PAMPHLET REVIEW

5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
SHORT-MEDIUM TERM	**Pakington Street Streetscape Masterplan Delivery**	Deliver in partnership with the Department of Transport and Planning, streetsape improvements identified in the Pakington Street Streetscape Masterplan. Investigate diverse funding opportunities to deliver the streetscape improvements, including state and/Federal funding, special rates and charge scheme, developer contributions etc.	City, other agencies and partners	**DELIVER**
MEDIUM TERM	**Brougham Street underpass**	Advocate for improved safety for pedestrians through Brougham Street underpass.	City	**ADVOCATE**
LONG TERM	**Rail Sidings Yard overpass**	Construct overpass through Rail Siding Yards over railway line and Latrobe Terrace. This long term opportunity and could be delivered by the developer of Rail Siding Yards site or local or State Government to connect Pakington North to the waterfront through Mont Albert Road.	City, Landowner or Developer	**PARTNER**
LONG TERM	**Madden Avenue extension**	Investigate the extension of Madden Avenue through Rail Siding Yard potentially joining Brittania Street.	City, VicTrack, Landowner or Developer	**PARTNER**
LONG TERM	**New Open Spaces**	Investigate opportunities for partnerships and delivery of new open spaces within underutilised or vacant sites and Strategic Sites for community uses.	City, VicTrack, Landowner or Developer	**PARTNER**
LONG TERM	**Consolidated Car Parking**	Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.	City, DTP (Transport), VicTrack, Development industry	**PARTNER**

PANEL REVIEW

APPENDIX

06

6.1 GLOSSARY

Activation	The injection of liveliness and vibrancy into an urban area.
Active frontage	Building frontage which contains uses that promote a high level of activity and interaction with the street. This includes shops, cafes and restaurants or residential balconies and fenestration.
Amenity	Design features which are valued by the users of a building or public space; examples of amenities include good architecture, open space, landscaping, seating, and public art.
Enclosure	The state when a pedestrian feels sheltered within a semi-private space; trees, narrow streets, awnings and canopies, and articulated edges create a sense of enclosure.
Equitable Amenity/ Access	An approach where development considers its impact on the amenity of neighbouring sites by limiting overshadowing, overlooking and ensuring outlook and views are maintained. This should consider both existing uses and future development outcomes on neighbouring sites.
Fine grain subdivision	An urban environment where there are relatively narrow shopfronts providing for a high level of visual interest, and diverse range of uses and experiences within the street.
Heritage Overlay	Applied to a place, object or area identified as being of heritage significance. Trees, gardens, parks, structures, buildings and streetscapes can be included in the heritage overlay.
Pedestrian Link	A Pedestrian Link is a walkway or public plaza space that is used by pedestrians with no motor vehicle access provided.
Public Realm	All public space.
Sense of Place	The emotions and images associated with a location, based on it unique identity and other memorable qualities.
Setback	The distance that a structure or building is set back from the property boundary, road or other buildings. Setbacks can occur at ground level or on upper floors of a building.
Shared Zone	A Shared Zone is a road or network of roads where pedestrians, cyclists and vehicles share the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape.
Spring Equinox	The Spring Equinox sits mid-way between the Winter Solstice (least amount of daylight hours) and the Summer Solstice (greatest amount day light hours). The Spring Equinox occurs on September 23.
Statutory Implementation	The implementation of strategic guidelines or outcomes into statutory controls.
Streetscape	The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc, that combine to form the street's character.
Streetwall or podium	The wall of a building that is closest the street boundary.
Urban Renewal	The process of unlocking well located, underused land to support employment, residential or commercial growth.
Visual Bulk	A term used to describe the three dimensional form or mass of an object or building.
Wayfinding	The way that people are guided through built environments. Wayfinding can include signage, barriers or ground treatments to delineate space and help users to understand the urban environment.
Winter Solstice	The Winter Solstice is the day of the year that has the least amount of daylight hours. It occurs on June 22.

PAKINGTON STREET REVIEW

6.1 BUILT FORM ANALYSIS

Built Form Parameters

A number of considerations contribute to determining the appropriate building envelope for a site. These parameters assist in understanding future development potential whilst also reflecting on priorities established for the area. The following parameters aim to achieve a mid-rise scale that distinctly sets apart Pakington North Precinct from the high-rise scale in Central Geelong and the low-rise scale of the residential hinterland while delivering on various local and state policies.

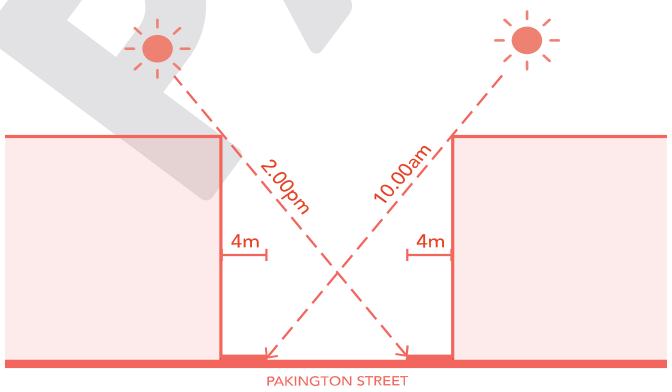
ACCESS TO SUNLIGHT

Great streets and successful centres are closely linked to the quality of sunlight access within the public realm. Given the inherent north south orientation of Pakington Street, it is important to limit unreasonable overshadowing of street and public open spaces to facilitate growth on both sides.

1. Solar Access to Footpaths

Recognised the role of footpaths in supporting street vitality and as valued public space, it is pivotal that specific controls are applied to avoid overshadowing. However, the need to ensure access to sunlight should be balanced with the ability to ensure reasonable development potential. Solar access is typically measured at the equinox (22 September) in the Planning Schemes across Victoria. This date has been chosen as it sits between the winter solstice (June 22) where shadows are the longest, and the summer solstice (December 22) where shadows are the shortest.

At present, footpaths on both sides of Pakington Street receives at least 5 hours of sunlight during Spring Equinox. It is also acknowledged that most activities on streets occur during mid day and width of the footpaths will be improved to accommodate this, noting that the footpath along Pakington Strand is atleast 4m in width. Pakington Street being an activity street should maintain the same level of solar access as the precinct develops.



2. Solar Access to New Open Spaces

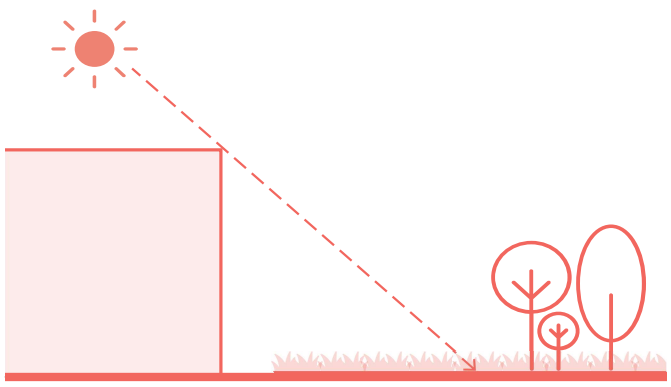
Public open spaces rely on adequate solar access to sustain activity, landscaping and vegetation. Albeit there are no existing open spaces within the precinct, it is critical to minimise overshadowing impacts on future open spaces. This will ensure that important public and semi-public spaces remain high-amenity in the long-term.

The Urban Design Guidelines for Victoria provides some guidance in this aspect,

- *Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight.*
  - *5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.*

The following measures were tested and considered to provide the required balance between competing aspects:

- Maintain sunlight to opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox.
- Maintain sunlight to southern footpath of Waratah Street between 10am and 2pm during Spring Equinox.
- Avoid overshadowing of southern footpaths of side streets where possible.
- Avoid additional overshadowing more than 50 per cent of any proposed public space including parks and plazas between 10am and 2pm at Spring Equinox within Strategic Sites.
- Avoid additional overshadowing to proposed public space including parks and plazas between 10am and 2pm at Spring Equinox



6.1 BUILT FORM ANALYSIS

SCALE AND CHARACTER

Determining and establishing the appropriate scale and character of Pakington North Precinct is key to the livability, functionality and appeal of residents, visitors and businesses.

1. Streetwall and Podium

Buildings are most directly experienced from the public realm at the street interface and hence establishing a frame or defining street edges significantly influences the urban experience and perception of human scale. Based on community engagement, it is evident that there is a desire to connect Pakington North with the Heritage Core Precinct in the south. This has been achieved by creating an 8m proportional street wall up to Clonard Avenue, which then gradually increases in height to 15m as it approaches Church Street.

New buildings should generally be built to the street frontage. However, there may be instances where small setbacks are required for footpath widening or establishing landscaping such as for properties within Church Street and Pakington Street intersection and side streets running east west.

Church Street being an arterial road, was considered to be a non-sensitive interface.

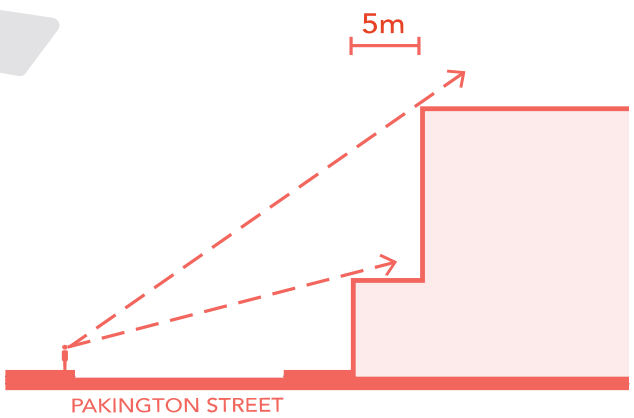
The Urban Design Guidelines for Victoria provides some guidance in this aspect,

- *Objective 5.1.1 To ensure the building scale and form supports the context and preferred future character of the activity centre.*
  - *5.1.1.4 Use the building height and setbacks to frame the street space as a public space.*
  - *5.1.1.6 In retail and commercial mixed–use areas, place the building frontage on the front lot line.*
  - *5.1.1.8 Set back upper levels of tall buildings or use a podium and tower form to create a pedestrian scale at street level.*

2. Upper level expression

Incorporating setbacks for the upper levels of buildings above the street wall establishes distinction between the streetwall and the buildings elements above. This strategy can be viewed as a two-part approach to massing and ensures that the streetwall remains the dominant feature within the public realm.

A default 5m setback from Pakington Street has been applied at the upper levels to maintain the scale and setting of the adjacent Heritage Core Precinct. A 2m upper level setback has been applied along side streets. This spatial separation facilitates recessive upper levels, effectively diminishing the visual impact of the overall height of the building within the public realm. The visual impact of the building considers views from both directly across and obliquely from Pakington Street.



3. Heritage

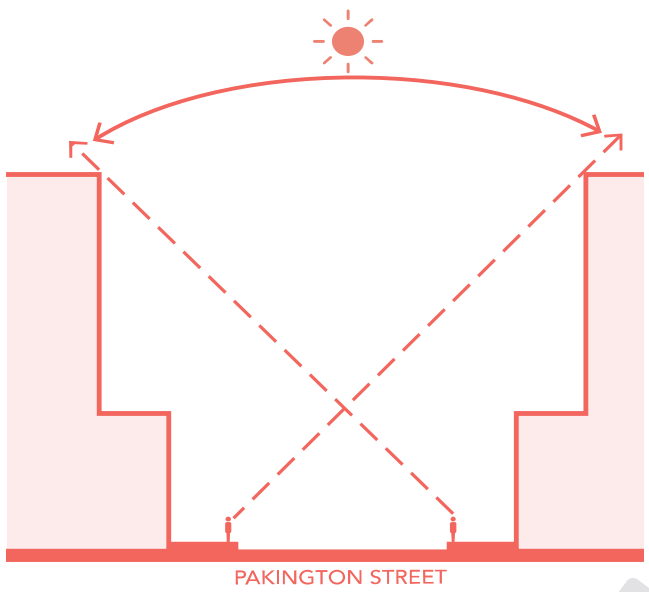
Within the precinct, there are limited heritage significant buildings. When development occurs within a heritage overlay site, the existing heritage frontage, including street setbacks, should be retained. Any new built form should transition sensitively by employing adequate setbacks, ensure that the integrity of the heritage form and its contribution the public realm is not diminished.

PANEL REVIEW

6.1 BUILT FORM ANALYSIS

1. Views to the sky

Ensuring a sense of openness with views to the sky is crucial for pedestrians and residents, particularly in activity streets slated for future growth. Implementing a maximum street wall height and upper level setbacks allows for unobstructed views to the sky. Building separation and side setbacks will ensure better outlook and daylight provisions for occupants and discourage the creation of a continuous tower form along the street.



2. Lot analysis

The configuration of a lot or parcel of land impacts its potential for redevelopment as mentioned in *2.2 Key Influences*. The maximum height may not be achievable on every site, particularly those constrained in terms of size, widths and depths and adjoining heritage sites.

INTERFACE AND TRANSITION

Majority of the precinct interfaces with residential properties, strongly influencing the future built form envelope. An appropriate transition to sensitive uses such as low scale residential properties and heritage is critical to ensure that development in the precinct does not unreasonably impact the amenity and character of the surrounding areas.

1. Side Streets

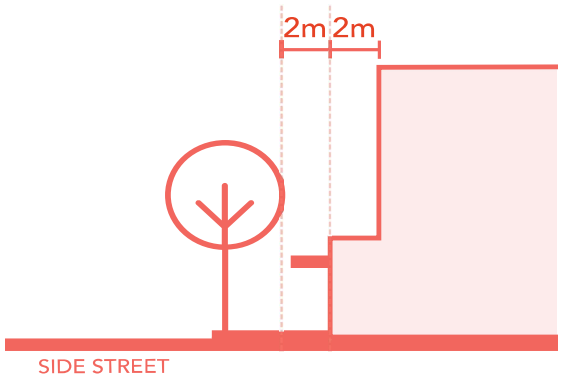
Every intersection between Pakington Street and its adjacent side streets is crucial for effectively managing the transition from an active street environment to residential uses both in a built form and public realm perspective. Expanding existing footpaths is necessary to facilitate this transition, with implications for adjacent built form outcomes. Implementing a ground-level setback of 2m in future buildings will ensure sufficient space for landscaping, amenity and functionality.

To ensure a distinctiveness between the base and upper levels and to continue the two part massing strategy an upper level setback of 2m above the streetwall height has been provided to the side streets.

Given the presence of prominent heritage buildings on street intersections, new buildings could consider moderately increasing streetwall heights in corner locations, provided that the building facade is well resolved and designed to minimise visual bulk.

The Urban Design Guidelines for Victoria provides some guidance in this aspect,

- *Objective 5.1.1 To ensure the building scale and form supports the context and preferred future character of the activity centre.*
  - *5.1.1.7 Shape the building form and detail to reinforce important street corners.*



PANEL REVIEW

6.1 BUILT FORM ANALYSIS

2. Direct Abuttal to Residential Zones

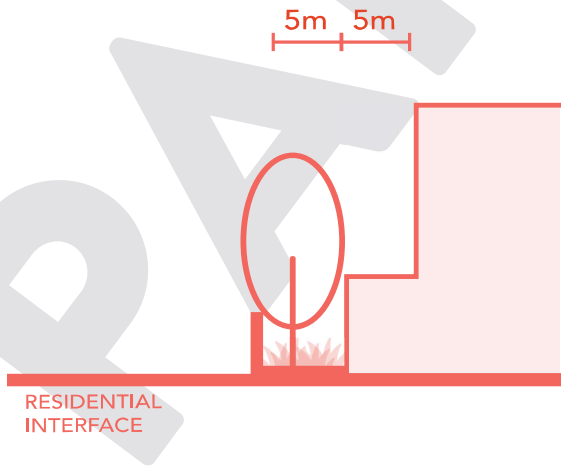
For locations directly abutting residential properties it is important to employ a well considered and modulated approach to transition.

For properties directly abutting NRZ1, A 5m setback has been employed at the ground level to support opportunities for a meaningful landscape buffer comprising of vegetation that can contribute to the canopy cover targets and shared amenity. A podium of 8m is considered acceptable owing to the strong alignment with the maximum building height for NRZ1 within the Greater Geelong Planning Scheme. Further upper level setbacks of 5m will assist in protecting residential amenity.

For properties abutting GRZ1, a 5m setback has been employed at the ground level to support opportunities for a meaningful landscape buffer comprising of vegetation that can contribute to canopy cover targets and shared amenity. A podium of 11m is considered acceptable owing to the strong alignment with the maximum building height for GRZ1 within the Greater Geelong Planning Scheme. Further, upper level setbacks of 5m will assist in protecting residential amenity.

Areas that directly abut residential properties to the north of Waterloo Street and Isabella Street require further setback of 10m above 22m to ensure no adverse amenity impacts and limit the impact of overshadowing.

In addition to the upper level setbacks, development will need satisfy relevant requirements from Clause 54, 55 and 58 of the Greater Geelong Planning Scheme to further protect residential amenity.

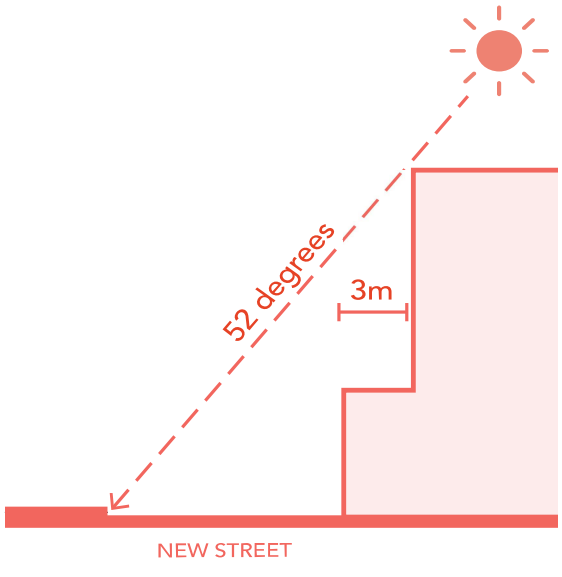


3. Laneways

There are 4 distinctive laneway conditions within Pakington North Precinct.

- Bread Street, accessed via Collins Street measuring 10m in width. For the purpose of this study, albeit designated as a street is considered as a laneway due to its primarily service oriented functions.
- Laneway to the rear of 90 Pakington Street, accessed via Maitland Street, servicing only two properties and measuring approximately 3m in width. Laneway to the rear of 94-96, 98 and 100 Pakington Street, accessed via Wellington Street, measuring 3.3m in width.
- Laneway to the rear of 9, 11, 13,15,17,19 Pakington Street, accessed via Isabella Street, measuring 6m in width.
- Laneway to the rear of 10-12, 24, 26, 28 Church Street, accessed via Guthrie Avenue measuring a maximum width of 4.5m and minimum of 3.7m.

Due to the width of Bread Street and its existing functionality and community aspirations for Woolworths Strand site, it is anticipated to become a local street in the future. Given this context, new buildings abutting it facilitate this transition and support future functions. Properties abutting Bread Street is required to have a 15m streetwall. Upper level setbacks should ensure that there is no overshadowing beyond the existing 10m width of Bread Street between 10 am and 2 pm during the Spring Equinox.



6.1 BUILT FORM ANALYSIS

The laneways accessed from Maitland Street and Wellington Street are constrained by their current width. An additional 3m setback at ground level to this frontage is necessary to ensure the usability of the laneway (off Wellington Street) for servicing properties. This is not necessary for Maitland Street laneway given that it only services two properties of limited lot widths.

The existence of a laneway serves as a buffer between the residential boundary and properties within the precinct, allowing an 8m podium to the site boundary. This scale of the podium is aligned with the overall maximum building heights for NRZ1 within the Greater Geelong Planning Scheme.

Above the height of the podium generally a 45 degree plane is employed to determine rear upper level setbacks. This angle is a simplified version of the setbacks required by Standard B17 in the Greater Geelong Planning Scheme. However, owing to limited lot depth, utilising this plane will significantly diminish development potential. Therefore, a rear upper level setback of 6.5m has been applied. This ensures adequate depth remains for viable upper levels and given the distance from the residential boundary is more than 9m, avoids the need for excessive privacy screening, thereby enhancing internal amenity.

Similarly for the laneway accessed via Isabella Street, a 11m podium to the site boundary has been considered that aligns to the overall maximum building heights for GRZ1 within the Greater Geelong Planning Scheme. Above the height of the podium, a 6.5m setback has been applied. The setback requirement ensures that 100 per cent of the residential properties receives a total of at least 4 hours of sunlight between 9am and 3pm during Spring equinox which is in excess of the requirements in the Geelong Planning Scheme.

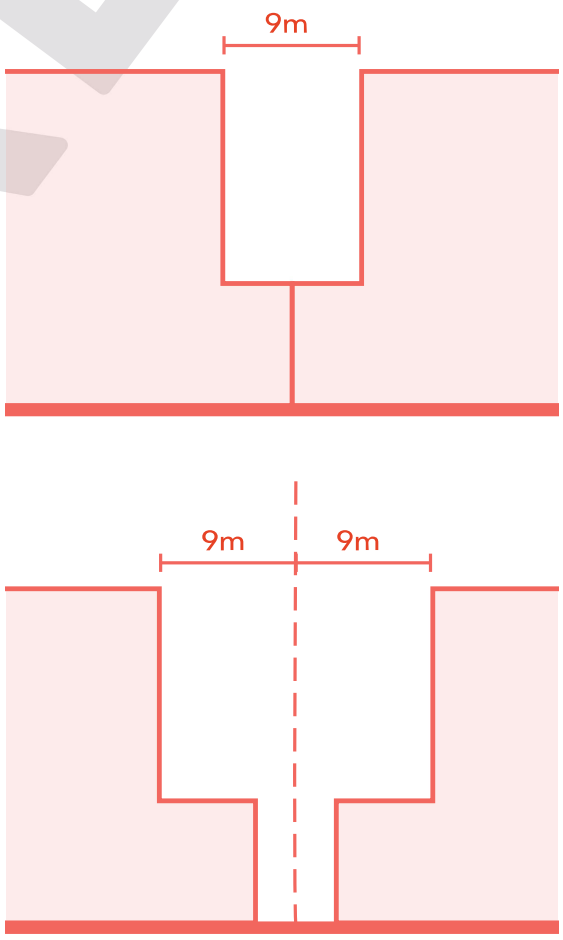
Laneway accessed from Guthrie Avenue should ensure a minimum width of 6m. New buildings should setback from the laneway at ground level accordingly. A 11m podium to the site boundary has been considered that aligns to the overall maximum building heights for GRZ1 within the Greater Geelong Planning Scheme. Above the height of the podium, a 3m setback has been applied that not only ensures a acceptable transition the residential properties but also supports viable development potential in constraint sites.

EQUITABLE DEVELOPMENT, VISUAL BULK AND AMENITY

1. Building Separation

Adequate building separation distances are essential to ensure good levels of daylight and sunlight penetration into buildings and private or communal open spaces It also allows occupants have an outlook connecting them to the surrounding environment. Moreover, it plays a crucial role in guiding development equity by ensuring that the design of one site does not compromise the potential for well-designed buildings on adjacent sites.

Achieving building separation involves setting buildings back from side and rear boundaries and separating buildings within the site.



2. Visual Bulk

The massing arrangement employed is critical to avoiding visual bulk. Typically, overtly stepped 'wedding cake' forms are discouraged and buildings are to minimise the number of steps by grouping or pairing levels for a cohesive and coherent built form outcome.

New buildings should avoid expansive blank walls that are visible from the street. Blank walls should be articulated by architectural treatment or provision of visual interest in the form of art to reduce visual mass.

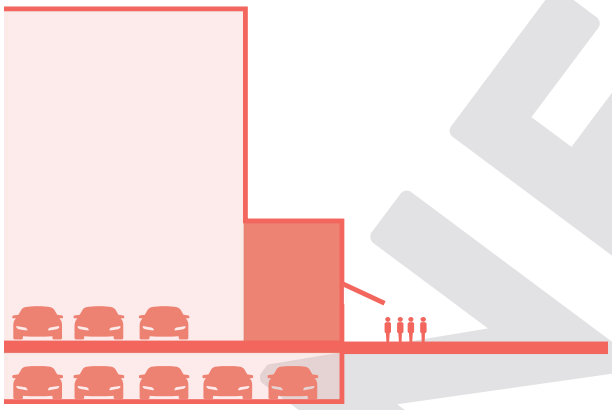
PANEL REVIEW

6.1 BUILT FORM ANALYSIS

CAR PARKING AND SERVICES

As Pakington North grows, the demand for servicing and access to buildings will become more critical. The appropriate design and location is important to determine so as to minimise the impact to the street, overall access and pedestrian flow through the precinct. Where feasible, car parking and service access should be located away from Pakington Street and provided from side streets or laneways. This will maintain the continuity of active frontages and reduce the need for additional vehicle crossovers on Pakington Street.

Car parking should be consolidated where possible and designed to facilitate the precinct vision. Services should be consolidation into the basement levels to reduce the extent of inactive blank walls to the street, alternatively, it should be well integrated into the architecture of the building. Basement levels should be fully below the finished street level. In cases where underground car parking is not feasible, car parking facilities should be sleeved by active frontages, that is, concealed from the public realm.



Built Form Assumptions

The following assumptions where made while testing built form outcomes in the UDF study area. It is to be noted tha the assumptions allow for greater than minmum standards, ensuring flexibility for innovative design and future uses.

FLOOR TO FLOOR DIMENSIONS

In order to ensure that new development allows for the future adaptation of lower levels for a different use over time and high internal amenity for residential uses above the street wall, buildings should provide a minimum floor-to-floor height of:

- 4m at ground level
- 3.5m for upper levels for non-residential uses (including car parking structures).
- 3.2m for upper levels for residential uses.

For the purpose of determining maximum building height and streetwall height, all levels above ground level is assumed to be 3.5m floor to floor.

FLOOR PLATE DEPTH

The minimum width of floor plates is assumed at 10m.

STREETWALL HEIGHT

Streetwall heights have been calculated based on floor to floor heights as mentioned previously and does not include parapets, balustrades and any other minor architectural features.

MINIMUM FOOTPATH WIDTH

The minimum width 4m was assumed to be acceptable considering the ability to deliver amenities in existing footpaths abutting Pakington Strand site.

LANEWAY WIDTH

A minimum acceptable laneway width was considered to be 6m to allow for service and emergency egress.

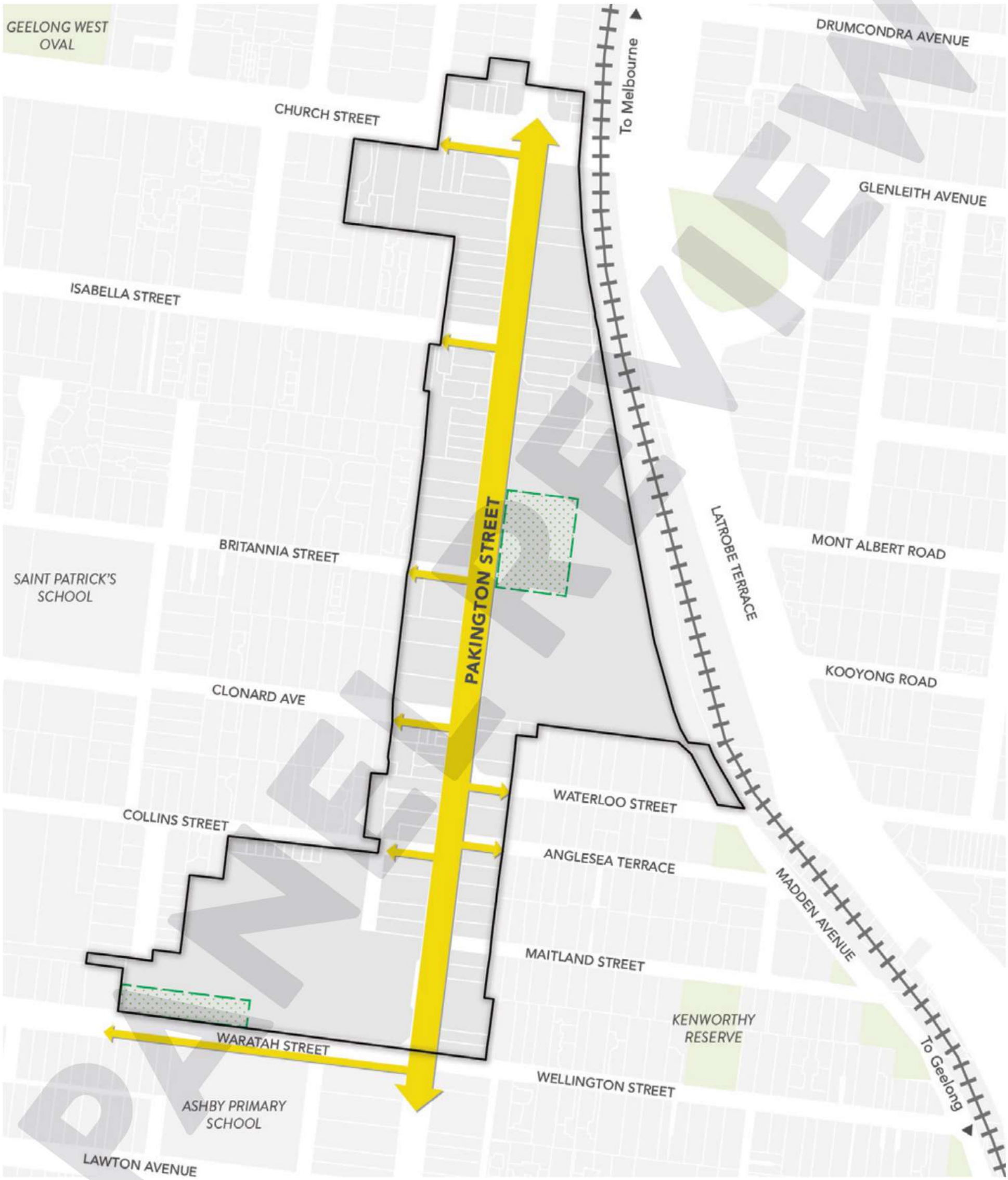
LOT CONSOLIDATION

Lot consolidation may be necessary to achieve built form outcomes.

PANEL REVIEW

6.4 SOLAR ACCESS STUDY

The following map considers and identifies important footpaths and open spaces that require protection from overshadowing.



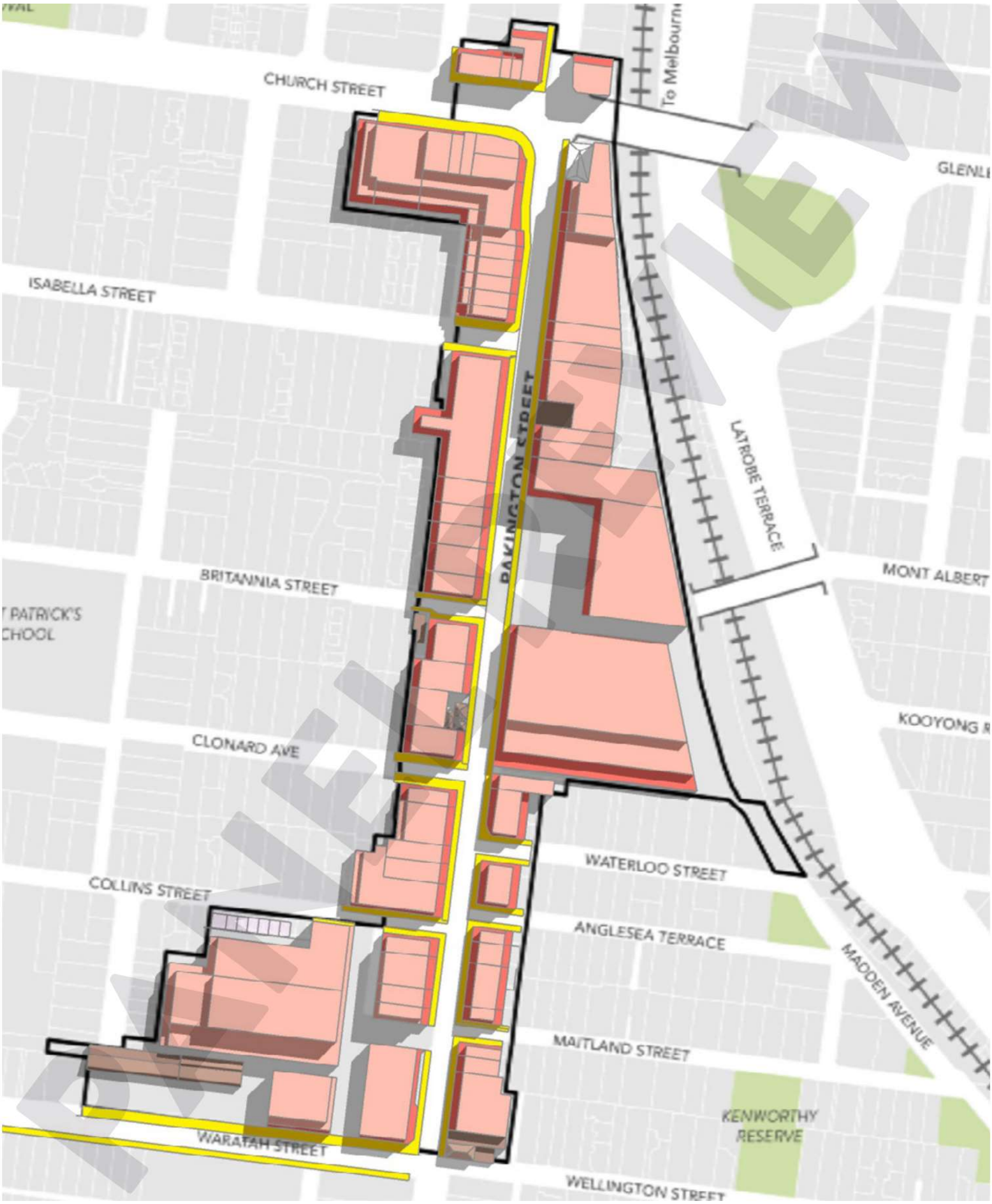
Solar Access to public realm

KEY

- Precinct Boundary
- Railway track
- Solar Protection
- Indicative potential new open spaces utilised for built form testing purposes only

6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 10AM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.

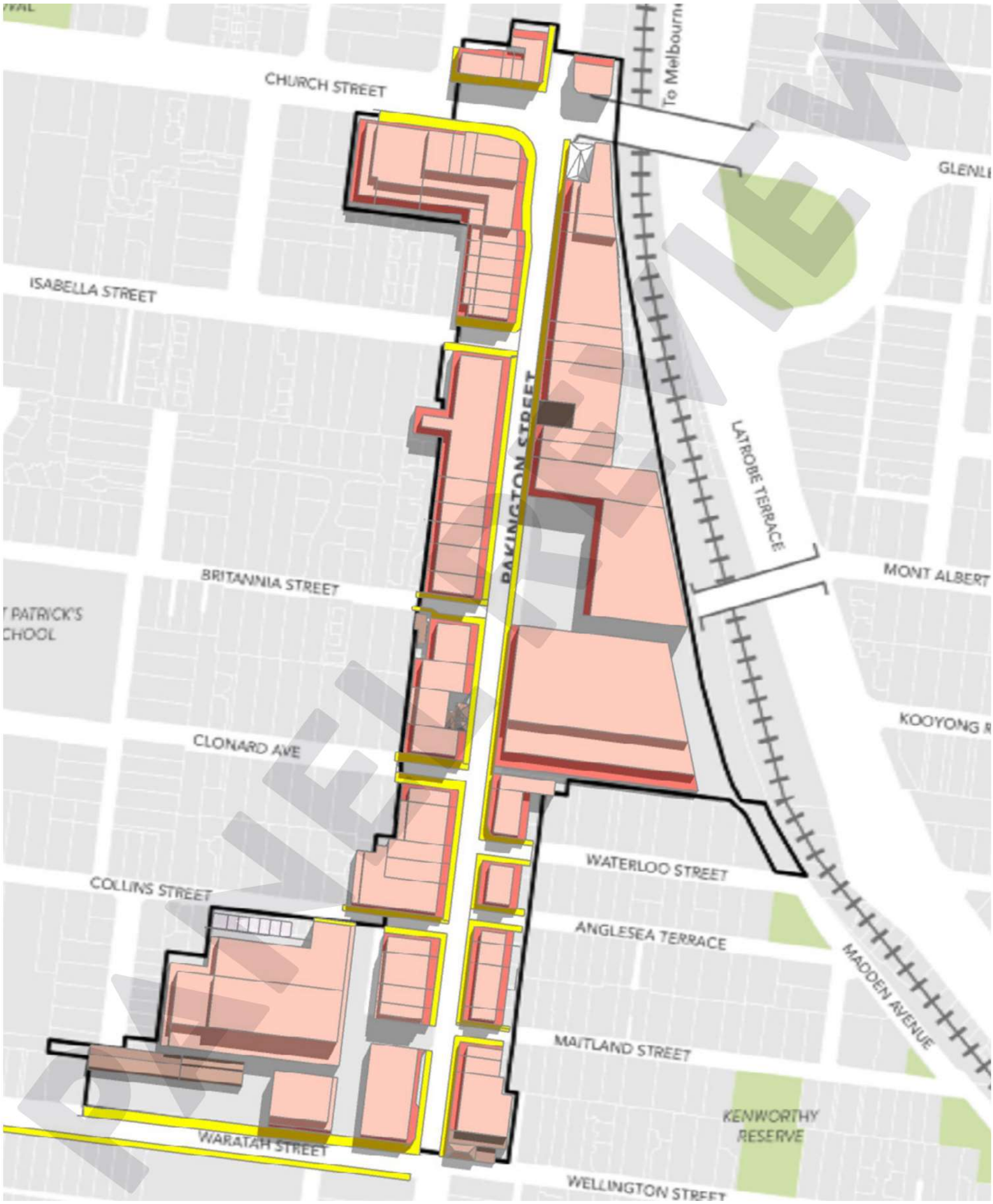


KEY

- Precinct Boundary
- Railway track
- Footpath area to be protected from overshadowing
- Podium
- Upper levels
- Heritage

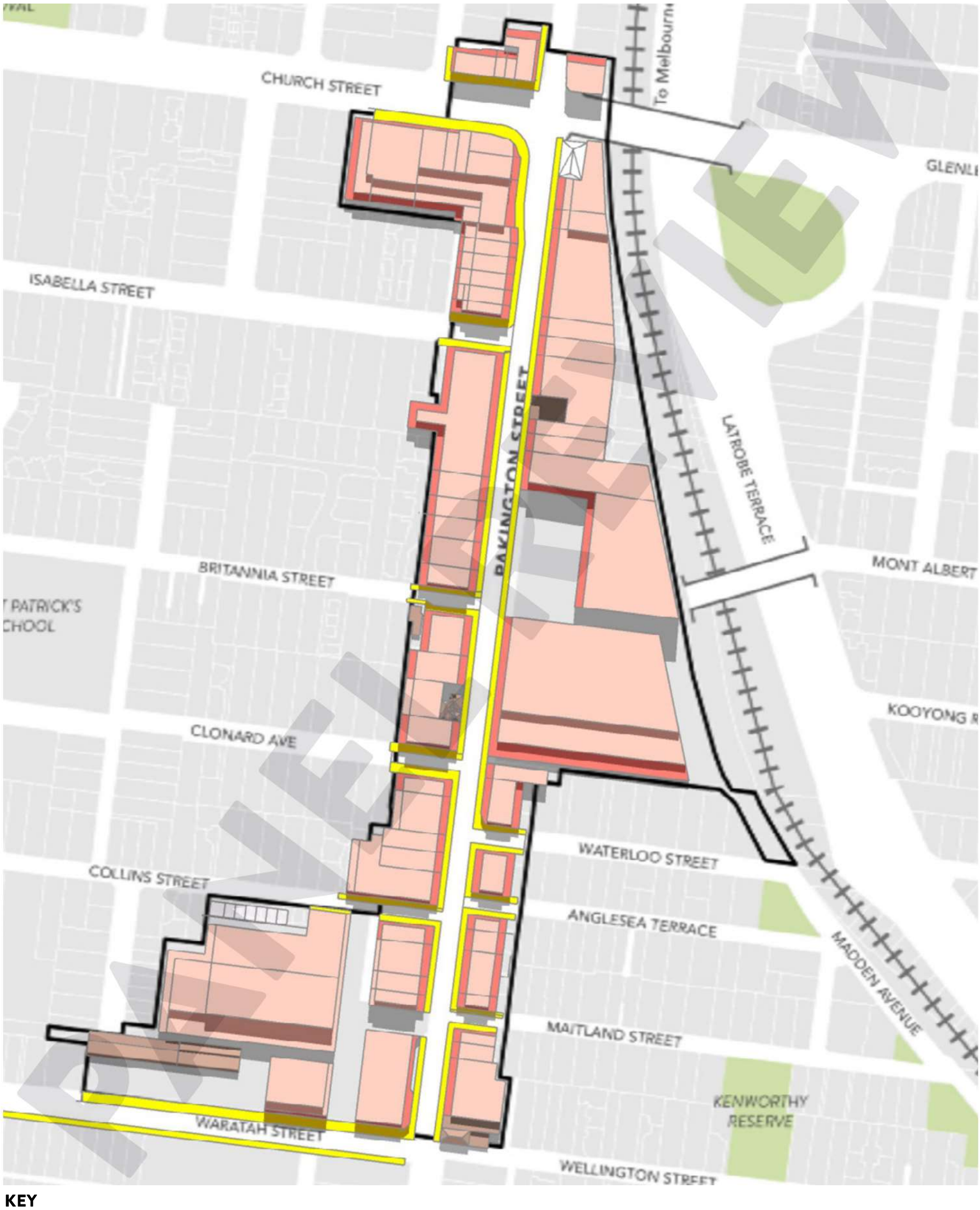
6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 11AM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 12PM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



KEY

Precinct Boundary

Railway track

Footpath area to be protected from overshadowing

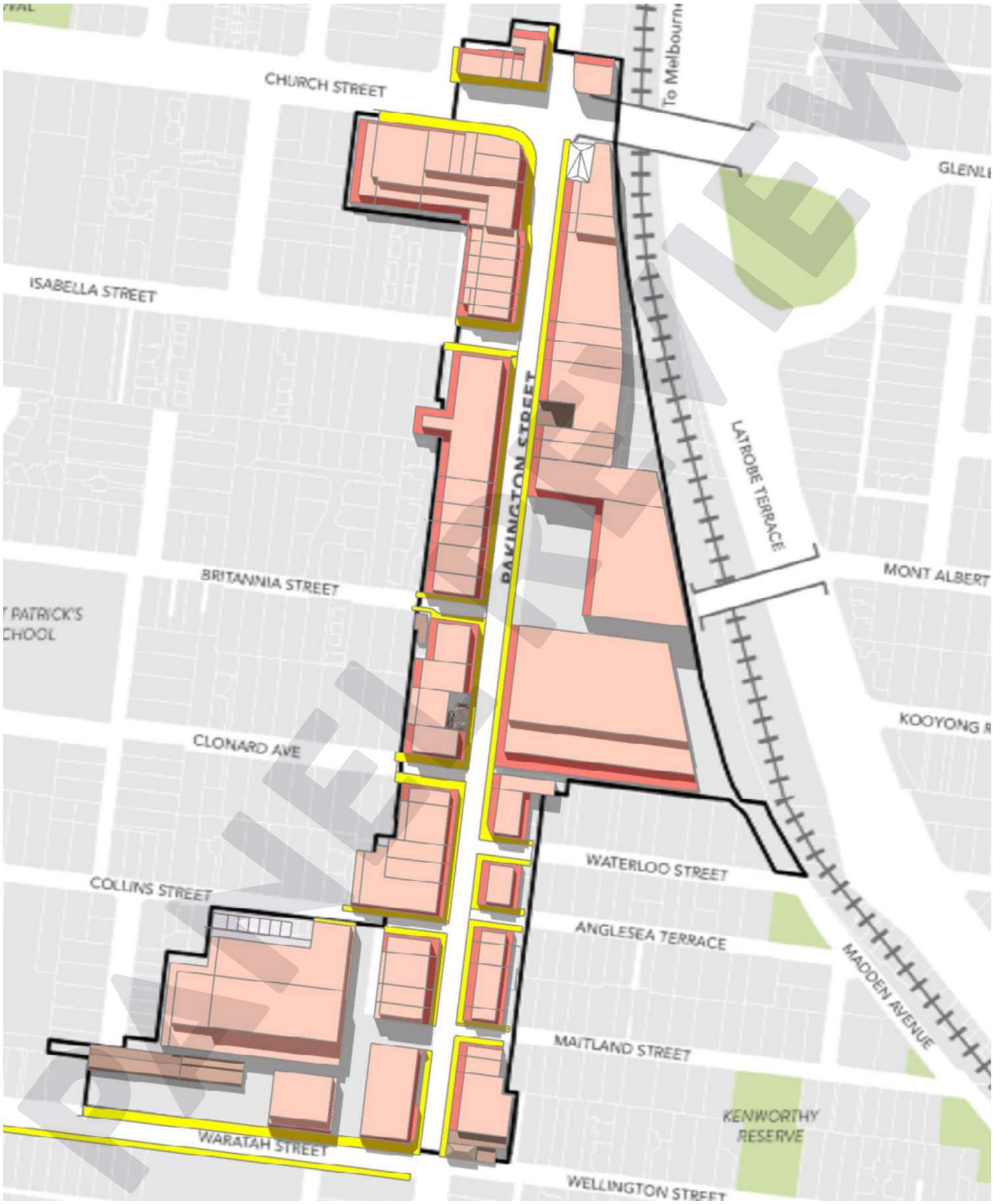
Podium

Upper levels

Heritage

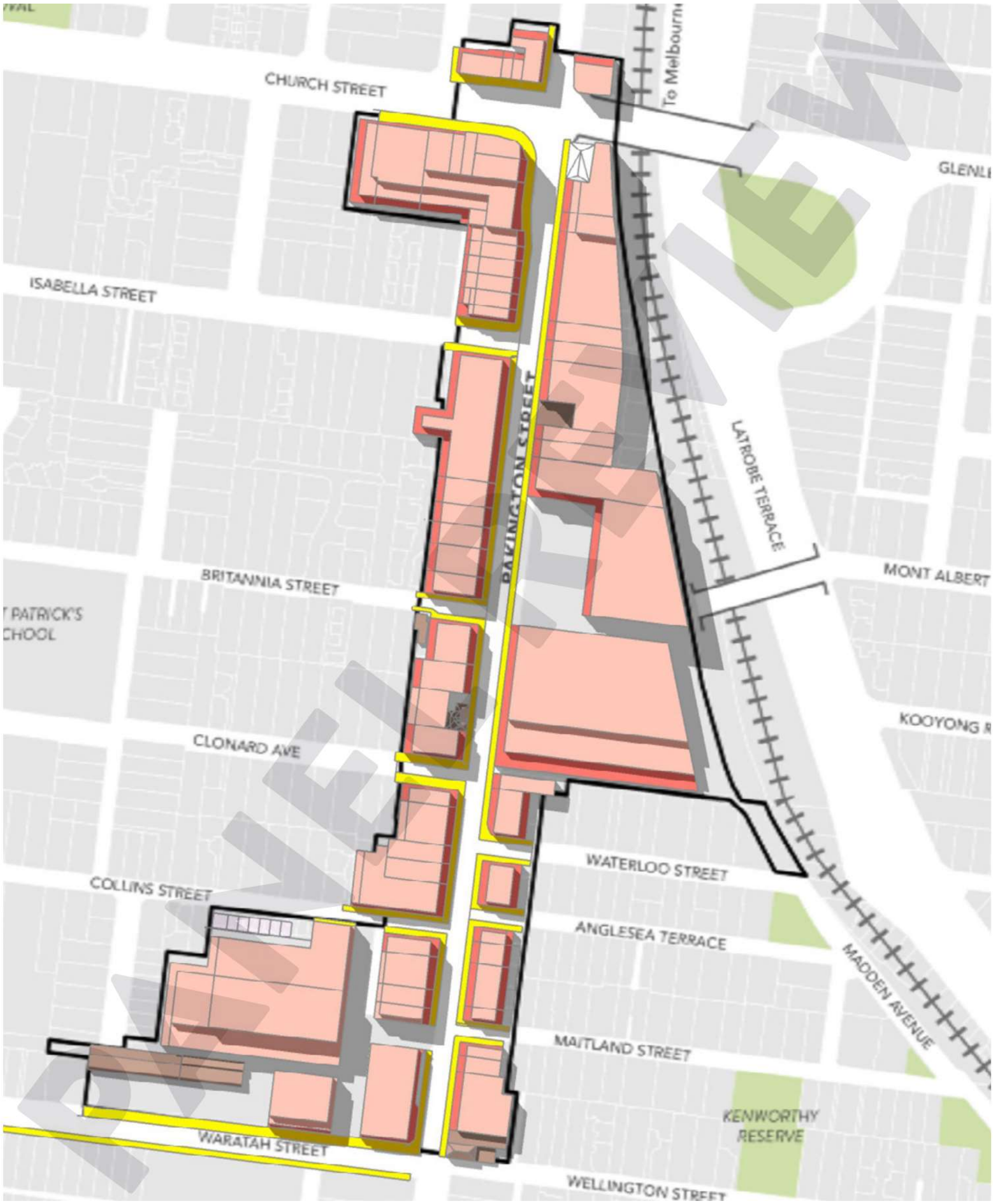
6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 1PM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 2PM

The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.

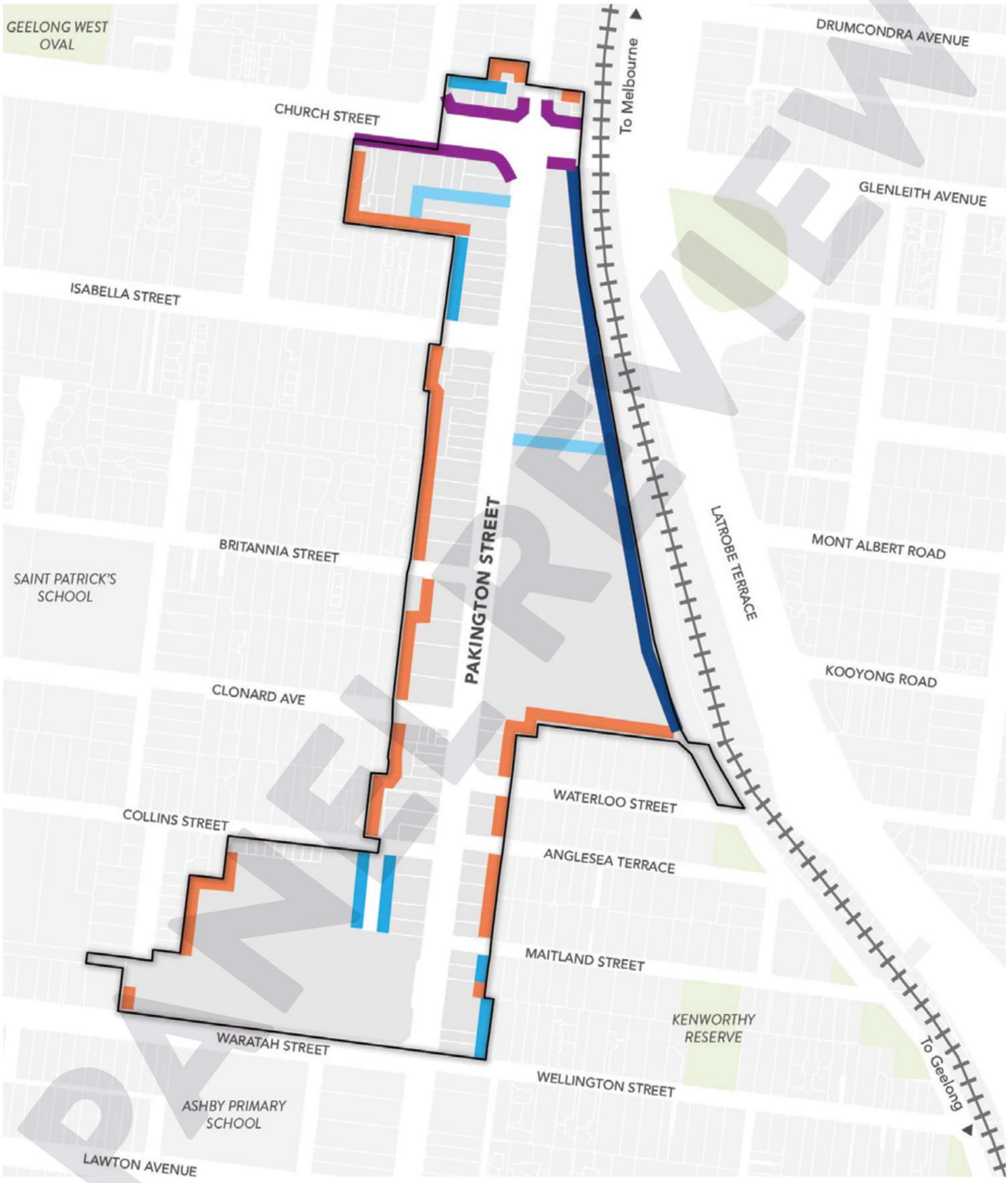


KEY

- Precinct Boundary
- Railway track
- Footpath area to be protected from overshadowing
- Podium
- Upper levels
- Heritage

6.5 INTERFACES

The following map identifies sensitive and non sensitive interfaces.



Sensitive and Non Sensitive Interfaces

0 50 100 200m

KEY

- Precinct Boundary
- Railway track
- Sensitive interface to residential zones or heritage overlay
- Non Sensitive interface to rail line
- Non Sensitive interface to laneway
- Non Sensitive interface to commercial zone
- Non Sensitive interface Church Street



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FEEDBACK ON DRAFT PAKINGTON NORTH UDF –12 April 2024

This table provides a response to the feedback on 'what is missing' discussed by Panel members as part of the Final Session on 18 April 2024. The feedback is an overview of the verbal feedback provided by the four different tables after their discussion.

Feedback	Officer Response
Getting the pedestrian priority right within that 20 m road reserve (while also keeping the parking and access for traffic). A suggestion that it will be difficult to include all users identified in the public realm section within the 20m of Pakington Street (width of the street from building to building) that is available.	**No changes required** The UDF recognises that the width of the road reserve is limited and that a balanced must be found. The UDF therefore identifies in paragraph 3.5 to establish the street as a destination by supporting a balanced multi modal movement approach. Further strategic work has been proposed (Local Area Traffic Management Plan) which is to identify how through traffic can be reduced and more space can be created for pedestrians and cyclists. The Streetscape Masterplan will implement the recommendations of the traffic plan.
Inclusive design, including rainbow crossings	**Change made.** Although objectives and guidelines already reflected inclusive design. Further reference has been added in the vision/ "Pakington North Precinct will be a vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. By becoming a people friendly and inclusive precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture. Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong.
Ensuring priority streetscape improvements are identified in the UDF.	**No changes required.** It is understood that the community is hoping to see some change in the short term. Actions in the implementation have considered that some work must be completed prior to other work starting (e.g traffic management plan must be completed prior to the streetscape masterplan) and availability of budget. Place Activation has been identified as an action with an aim to create visible change in the short term.
Include the need to minimise impacts on traders and residents during construction phases	**Change made.** An addition has been included in the Implementation Plan under "Pakington Street Streetscape Masterplan Delivery" Deliver in partnership with the Department of Transport and Planning, streetscape improvements identified in the Pakington Street Streetscape Masterplan. Investigate diverse funding opportunities to deliver the streetscape improvements, including state and/Federal funding, special rates and charge scheme,

	developer contributions etc, while minimising impacts on traders and residents during phased construction.
Concern that the height transition from the Heritage Core is not sufficient, heights should be lowered at the Strand site.	**No change required.** The transition from the Heritage Core to Pakington Street is mostly reflected through the applied streetwall height, which is set at 2 storeys (or 8 metres) with an upper-level setback of 5 metres. The concern does not reflect the vote of the panel. The Panel has voted for 5-7 storeys for the block between Bread Street and Pakington Street (41%) and 8+ storeys (53%) on the Strand. The overall height has been refined by considering solar and amenity impacts as per the panel recommendations. This has determined a variation in height over the Strand site. As Pakington Strand is a strategic site owing to single ownership and size of the land parcel a Masterplan will be required prior to development on this site which will ensure all objectives and guidelines of the UDF are met.
Ensuring high-quality design	**No change required.** The built form and public realm aspects of the UDF seek high –quality design outcomes through several objectives and guidelines.
The height identified at the block to the north of the Strand is too low (3-4 stories) and should be increased to 6 stories.	**No changes required.** The Panel (44%) has voted for 3-4 storeys for the block between Collins Street and Clonard Avenue. Officers agreed with and applied the panel recommendations of the Panel as the block has been intentionally set at 4 storeys as it responds to the opposite side of the street (which is also at 4 storeys).
Concern regarding process, and how the built form voting was undertaken.	**Noted.** At this session, the Panel was asked to identify matters in the UDF requiring refinement. The process followed for the Panel was in accordance with the Pakington North Precinct - Deliberative Engagement Plan adopted by Council in October 2023. Further commentary on the built form voting and other aspects of the process is detailed in the Engagement Summary Report prepared by Capire.

SUMMARY OF CHANGES - FINAL PAKINGTON NORTH URBAN DESIGN FRAMEWORK

This overview provides the summary of changes made to the Pakington Street North Urban Design Framework – 12 April 2024 in response to the Pakington North Community Panel's final feedback (18 April 2024). It also identifies corrections required for clarification or resolving spelling errors.

Page no.	Location	Description
Content Update		
Pg 6	Executive Summary	**Inclusion.** "A vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. As a people friendly **and inclusive** precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture. Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong".
Pg 12	How was the precinct boundary determined?	**Inclusion.** The Heritage Core Precinct and low rise residential dwellings of heritage significance lie to the south **and east.**
Pg 14	Community Engagement	**Inclusion.** **The Pakington North UDF Community Panel Engagement Summary Report, May 2024, prepared by Capire Consulting Group provides an overview of the deliberative engagement process.**
Pg 30	Lot Configuration	**Inclusion** (to further explain analysis). The configuration of a lot or parcel of land impacts its potential for redevelopment. In this aspect, it is important to examine and analyse the dimensional attributes of the land parcel**. The study acknowledges the presence of multiple parcels under single ownership, assuming them collectively as a single parcel.** It is to be noted that the findings and testing for built form outcomes do not consider the potential for multiple lots being consolidated.
Pg 34	Side Streets	**Inclusion.** There are 7 east-west streets feeding into Pakington Street, with profile **of the road reserve** varying from 10m-18m. Typically, streets are elongated, arranged in a

SESSION	DATE	PURPOSE	ATTENDEES
Session 1	8 Feb 2024	To built participant knowledge and explain the role, purpose and scope of the panel	50
Session 2	10 Feb 2024	To develop recommendations on the public realm	53
Session 3a	29 Feb 2024	To develop recommendations on built form.	38
Session 3a	7 March 2024	To develop recommendations on built form.	32
Session 4	16 March 2024	To develop recommendations on access and movement To vote on preferred maximum heights	34
Session 5	18 April 2024	To provide final feedback on the draft UDF and endorse progression to Council	39

		gridiron pattern with T-junctions, two-way with car parking along nature strips or kerbs. **Carriageways are in some instances narrow limiting vehicles moving in different directions.** Presence of street trees and visual amenity is dependent on the width of the street. Some streets have traffic calming measures.
Pg 38	Vision	**Inclusion.** "A vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. As a people friendly **and inclusive** precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture. Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong".
Page 60	Objective	**Inclusion.** To provide open spaces that are inclusive, inviting**, and functional** by focusing on pedestrian oriented places for all genders**, abilities** and age groups.
Page 71	Implementation action	**Addition to place activation action** Engage with landowners to: - **Temporarily activate vacant sites prior to development;** - **Improve blank walls through treatments such as murals or green walls.**
Page 71	Implementation action	**Inclusion.** **Timing: SHORT TERM** **Action: Railsidings Yard** **Description: Explore with State Government future rezoning and re-use of the site. Investigate short and medium term opportunities to use part of the site for community purposes (eg public parking).** **Role: ADVOCATE**
Pg 73	Pakington Street Streetscape Masterplan Delivery	**Inclusion.** Deliver in partnership with the Department of Transport and Planning, streetscape improvements identified in the Pakington Street Streetscape Masterplan. Investigate diverse funding opportunities to deliver the streetscape improvements, including state and/Federal funding, special rates and charge scheme, developer contributions etc, **while minimising impacts on traders and residents during phased construction.**
Pg 82	Solar Access Study	**Inclusion.** Yellow arrows added to Maitland and Wellington Street.
Spelling and Grammatical Errors		
Pg 12	How was the precinct boundary determined?	**Spelling Error.** *significance*
Pg 22	Clause 15 Built Environment and Heritage	**Spelling Error.** *Pakington*
Pg 27	Retail Growth	**Spelling Error.** *a unique*
Pg 28	Pakington North Precinct	**Grammatical Error.** Pakington Street is the only 'specialised' retail centre in Geelong and includes niche trade from wider catchments. It plays an important role in the community as the focus for retail, civic and community uses and also serves ~~**the**~~ a broader function of employment.
Pg 28	Pakington North Precinct	**Correction to Map 02 (numbering).**
Pg 31	Findings	**Spelling Error.**

		existent
Pg 34	Public Realm	**Spelling Error.** *Sidings Yard*
Pg 34	Public Realm	**Spelling Error.** *treatments*
Pg 42	Objectives and Guidelines	**Spelling Error.** *Precinct*
Pg 44-48	Figure 11	**Spelling Error.** *Perceivable, podium, Waratah, Laneway*
Pg 49	Image	**Grammatical Error.** ~~Raised~~ Commercial space at ground level with residences above ~~with~~ **showcasing** high quality materials that provides visual interest whilst stitching the built form into the context.
Pg 50	Image	**Spelling Error.** *receiving*
Pg 51	Figure 12, 13	**Spelling Error.** *preferred*
Pg 53	Image	**Spelling Error.** *integrating*
Pg 65, 66	Objectives	**Spelling Error.** *Housing*
Pg 70	Introduction	**Spelling Error.** *Significantly, collaboration*
Pg 76 onwards	Appendix	Footer corrected to show chapter name.