

**Amendment C433ggee Planning Panel Hearing
Feb 2026**

PATI SEILER

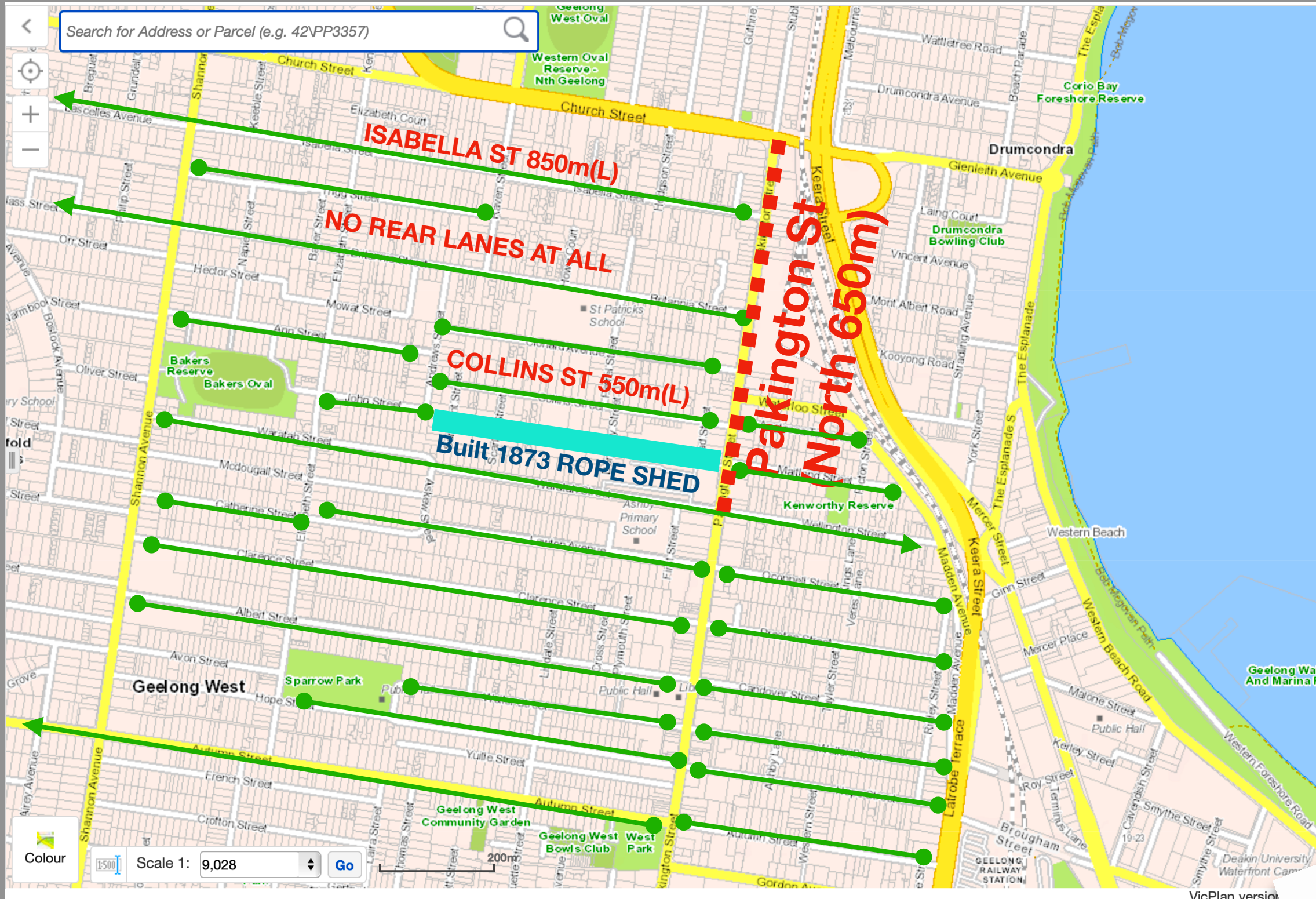
Resident 57A Collins Street, Geelong West (since May 2012)

Bachelor of Planning & Design, University of Melbourne 1996

Bachelor of Architecture, University of Melbourne 1999

PART B) OBJECTION TO Applying the new Design and Development Overlay to the Pakington North Precinct (re: submission Diagram 1)

- EXISTING CONDITIONS**
- Narrow streets eg. Collins Street
 - Width: 7.1m(kerb-kerb) 10.4m (lot-lot)
 - 2-way traffic needs 10.2m (kerb-kerb for 2.1m parking each side + 2x 3m lanes each way)
 - 2 cars can only pass when on street parking is empty
 - No rear lanes
 - Bin truck blockages weekly
 - Rat runs
 - Hazards to pedestrian and school kids on bikes/scooters narrow paths



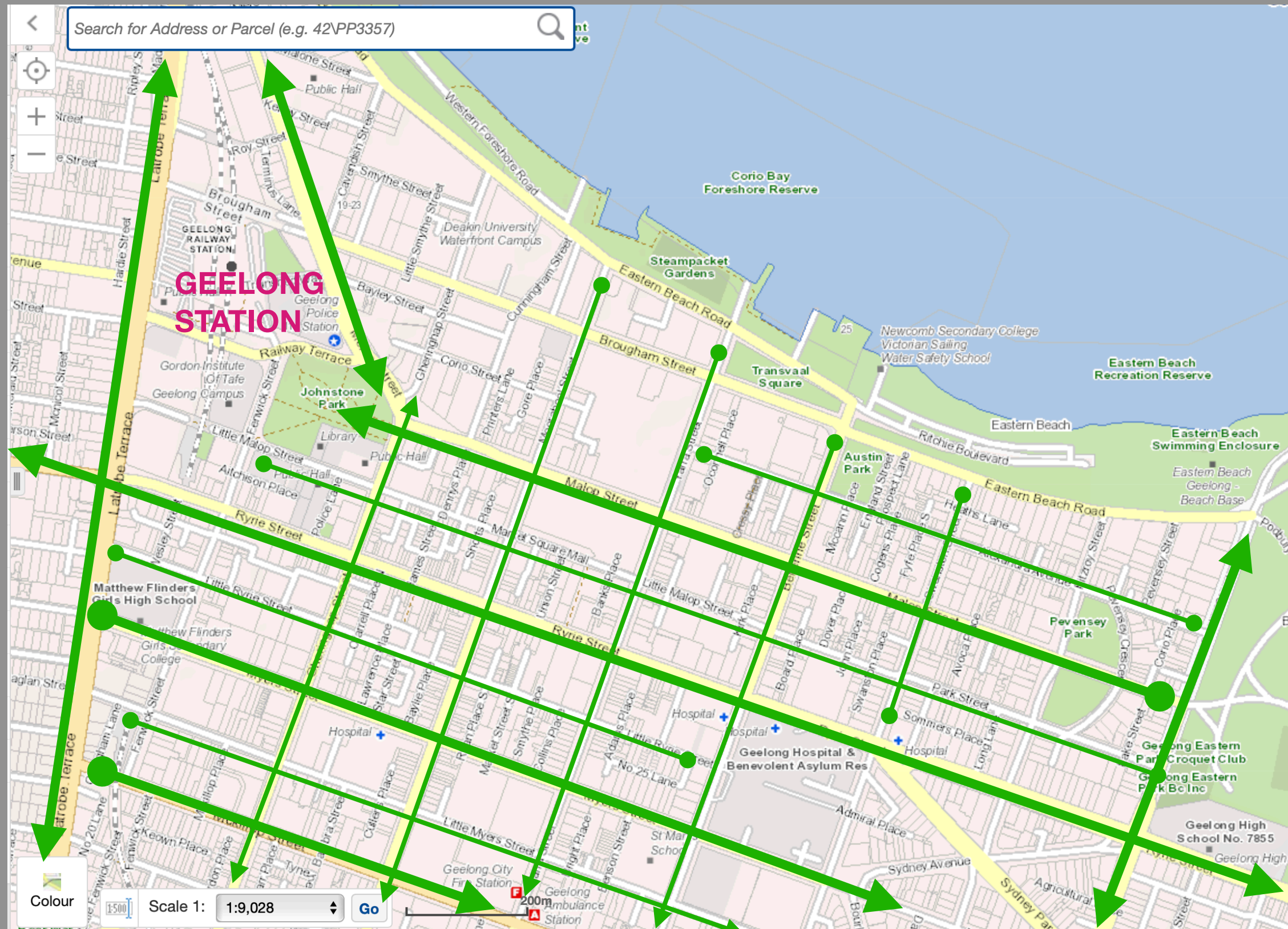
- FORESEEABLE PLANNING PROBLEMS**
- Narrow streets cannot re-distribute heavy density traffic
 - Lethal for visitation (eg Ackland St, St Kilda)
 - Reduces regional workforce (eg Colac teacher, Birregurra building designer, Warrnambool fruit shop worker)
 - Emergency vehicles blocked

Objection detail: “One mile grid” measures for alternative routes (p24) and turn bans/ one-way (p27) are impossible in this long rectangular block layout.

Objection detail: COGG “Comprehensive Built Form Testing” mistakes this as a gridiron (p12) layout which means that the permeability and traffic easing measures have not been adequately considered



COMPARE WITH GEELONG CBD



Objection detail: Geelong CBD a true gridiron layout (shown green) but also has ample rear lanes support traffic flow and prevents blockages, far more suitable alternative location for successful high density mixed use development.

COMPARE WITH SOUTH GEELONG



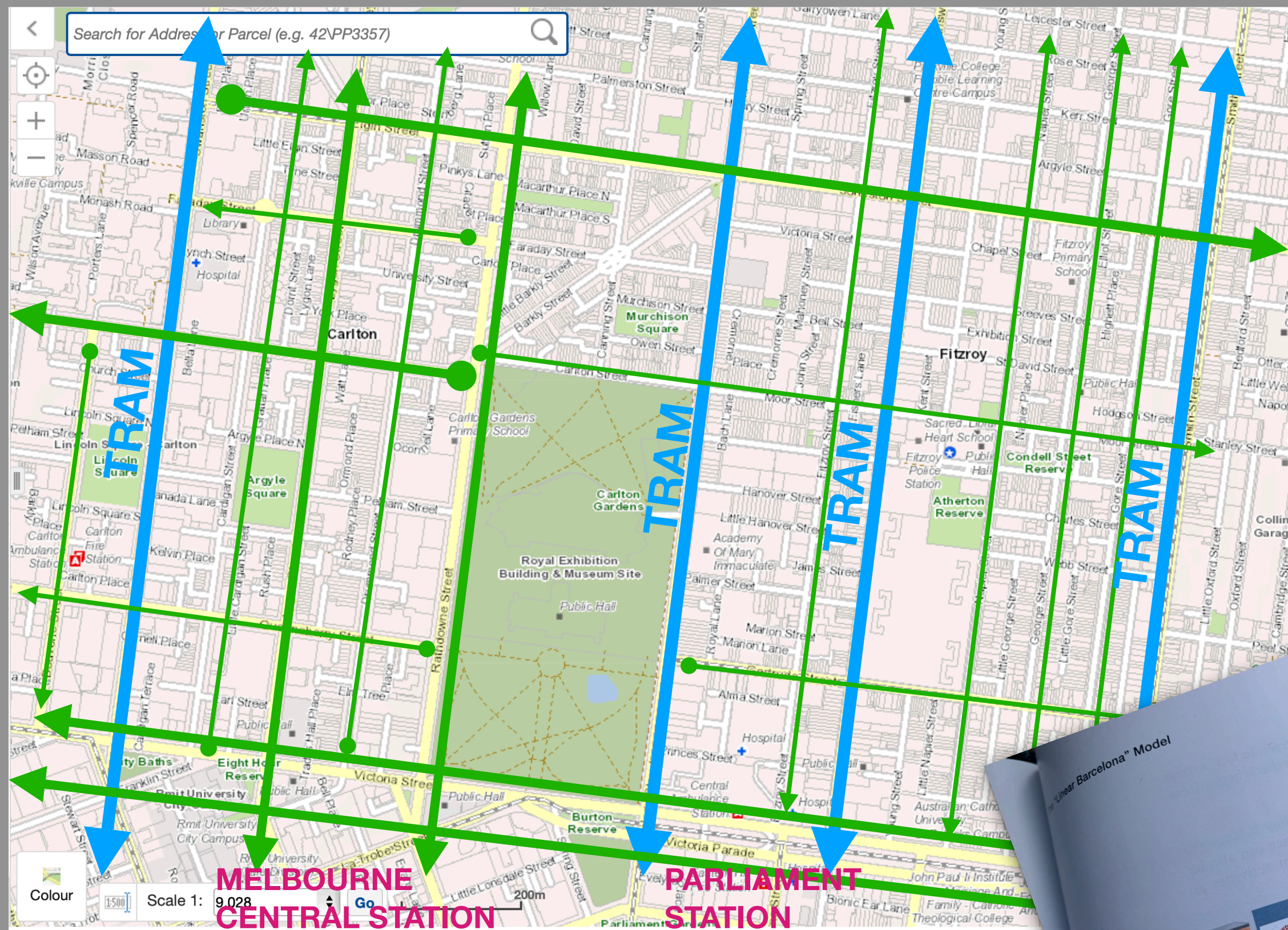
- Wide streets re-distribute heavy density traffic
- ◆ Consistent rear lanes
- ◆ Bin trucks
- ◆ Alternative route finding is feasible
- ◆ Wide footpaths for pedestrian and school kids on bikes/scooters

Objection detail: Strategic locations for infill high density residential is viable where there is quality public transport, access to multiple modes of PT, a true gridiron street layout (supported by rear laneways)

COMPARE WITH EXAMPLE @ FITZROY & CARLTON (infrastructure in the exact same size suburb area)

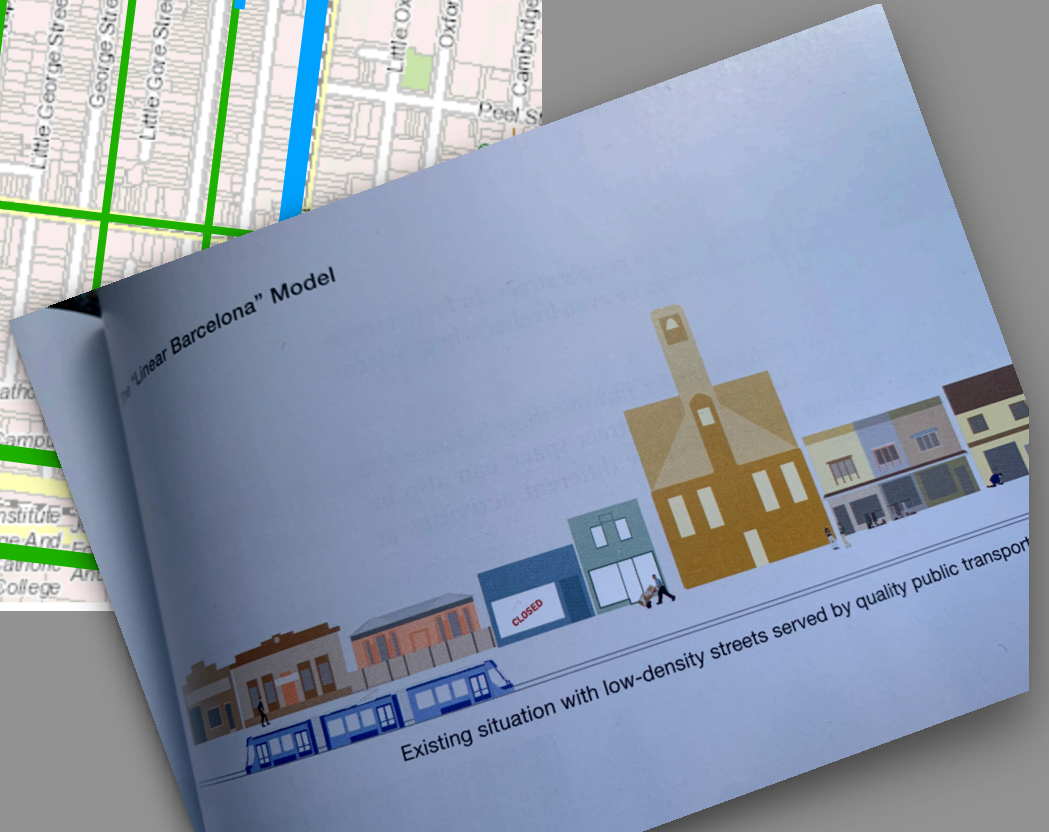
“Soft City; Building Density for Everyday Life” by David Sim vision needs:

- ◆ Gridiron street layout so that alternative route finding is feasible
- ◆ Consistent rear lanes for “layering of life”
- ◆ Wide footpaths for active transport
- ◆ High quality public transport is fundamental

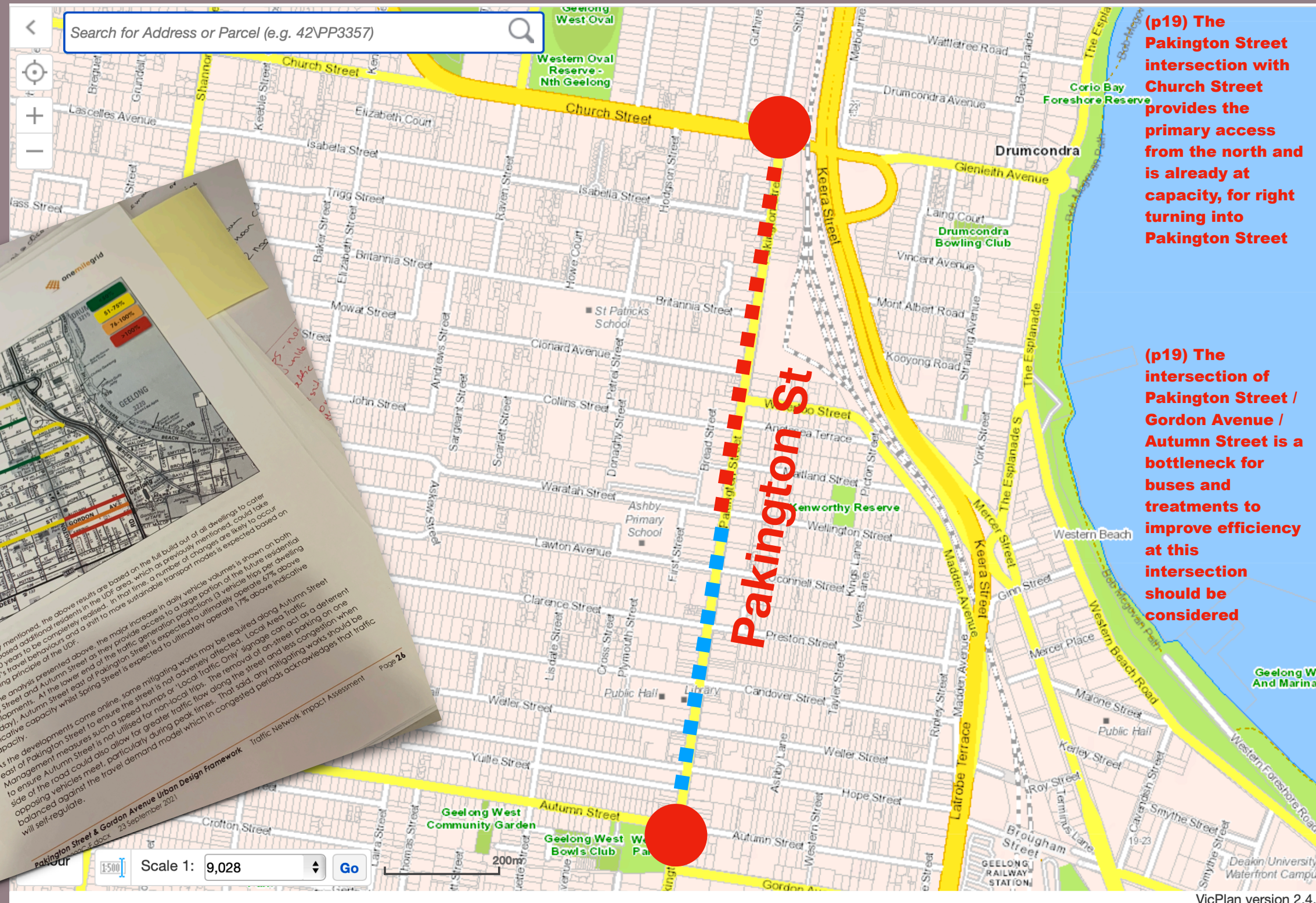


THE PROFESSION KNOWS THAT THESE URBAN DESIGN FLAWS NEED TO BE AVOIDED:

- ◆ Congestion that stifles visitation to regionally significant hospitality and strip shopping
- ◆ Restricted parking for residents and workers
- ◆ These are 150-200 year lifespan foreseeable fundamental urban design obligations
- ◆ A 20-year mindset i



PART A) OBJECTION TO Rezoning Commercial 2 Zone (C2Z) land to Commercial 1 Zone (C1Z) in the Pakington North Precinct submission pp3-4)



“Pakington Street & Gordon Avenue Urban Design Framework; Traffic Network Impact Assessment” by One Mile Grid dated 23 Sep 2021

♦ p15 “Due to travel and trade restrictions associated with the COVID-19 pandemic up to date traffic counts could not be undertaken as they would not provide typical results... analysis utilises historical turning movements counts and weekend tube count data provided by Council and Dept Transport... from 2009”

(p19) The Pakington Street intersection with Church Street provides the primary access from the north and is already at capacity, for right turning into Pakington Street

(p19) The intersection of Pakington Street / Gordon Avenue / Autumn Street is a bottleneck for buses and treatments to improve efficiency at this intersection should be considered

Objection detail: Congestion has not been resolved, see “One mile grid” traffic data is all from 2014, 2015, 2016 etc nothing more recent than Dec 2019 and (p20 and p25) and Pakington Street - North daily traffic volume says “N/A”

Objection detail: Lack of cohesion between heritage (blue dashed) and north (red dashed) is problematic

Homogenous over-development also remains a foreseeable risk in the C1Z model for Pakington North:

THE PROFESSION KNOWS THAT THESE URBAN DESIGN FLAWS NEED TO BE AVOIDED:

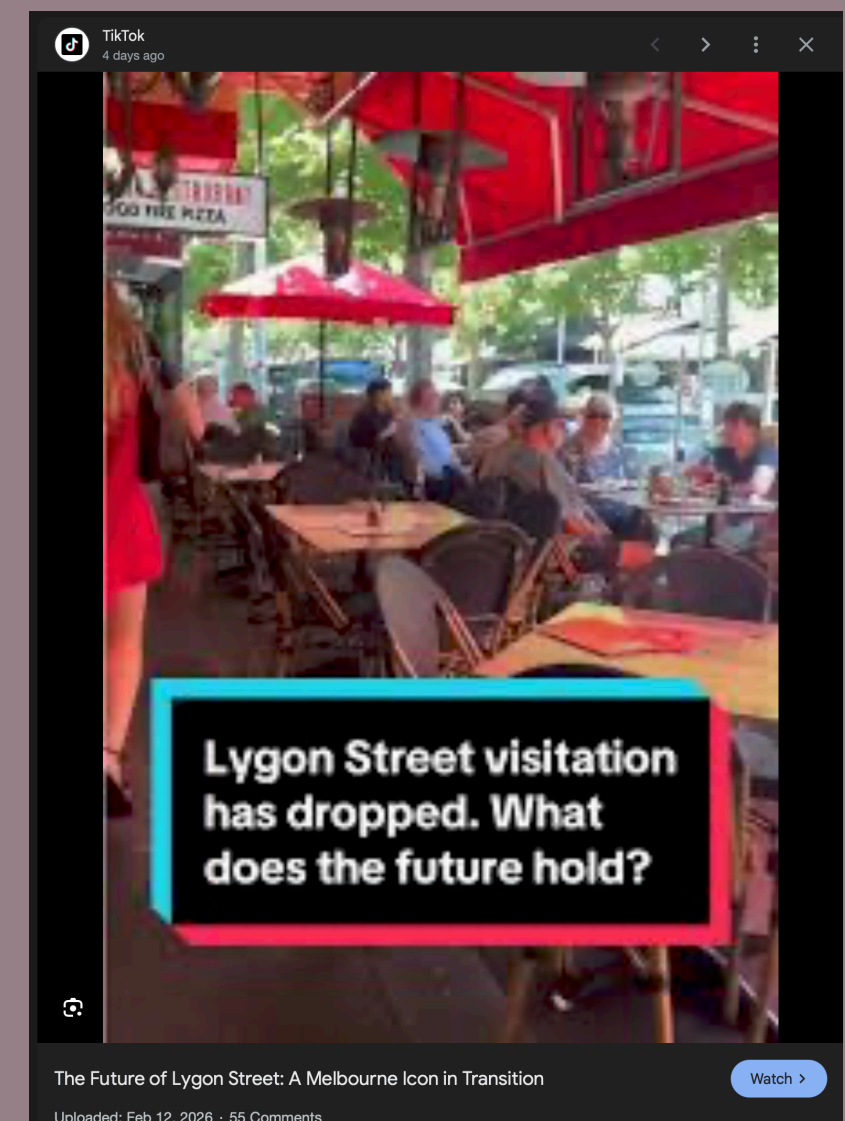
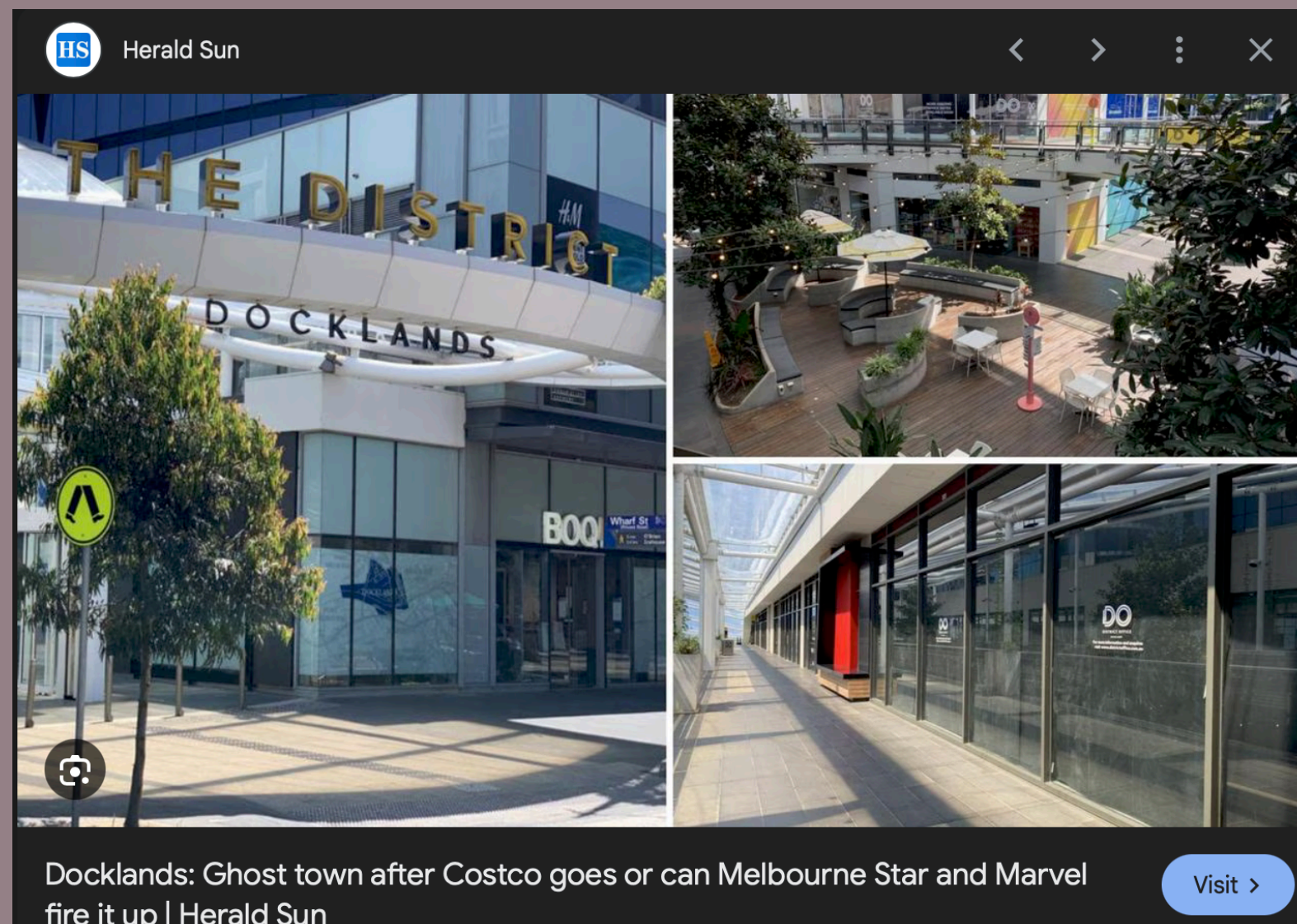
Eg Docklands residential towers above commercial space

- Blue chip real estate proliferation of holiday share accomodation
- Empty except for major events
- Lack of diverse community
- Lack of cohesion with heritage Melbourne CBD threshold

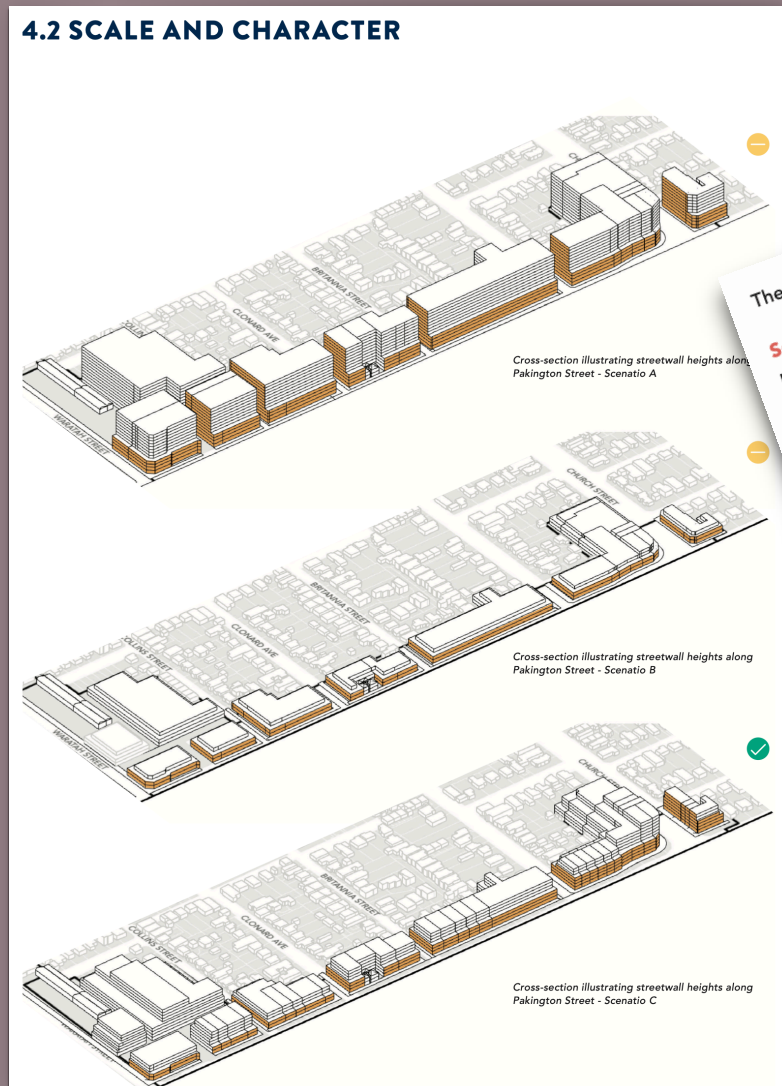
THE PROFESSION KNOWS THAT THESE URBAN DESIGN FLAWS NEED TO BE AVOIDED:

Eg Lygon Street homogenous cafes/ restaurants

- May 2005 Melbourne City Council abandoned a proposed planning amendment (C59 relating to limiting restaurant proliferation)
- Voted 5-3 to instead allow "market forces" to dictate the mix of businesses on the street
- 20 years later high vacancies, low foot traffic and lack of appeal.



PART A) OBJECTION TO Rezoning Commercial 2 Zone (C2Z) land to Commercial 1 Zone (C1Z) in the Pakington North Precinct (re: submission page 3/8)



The following are the scenarios:

Scenario A - This scenario reflects the Business As Usual model, which, owing to the lack of existing policies and controls to guide built form, provides limited certainty in determining development yields and outcomes. It naturally lends itself to a Maximum Development Scenario, focused on maximising built form yield and establishing a well defined street edge. It explores the maximum height envelope while ensuring floor plates remain feasible and functional.

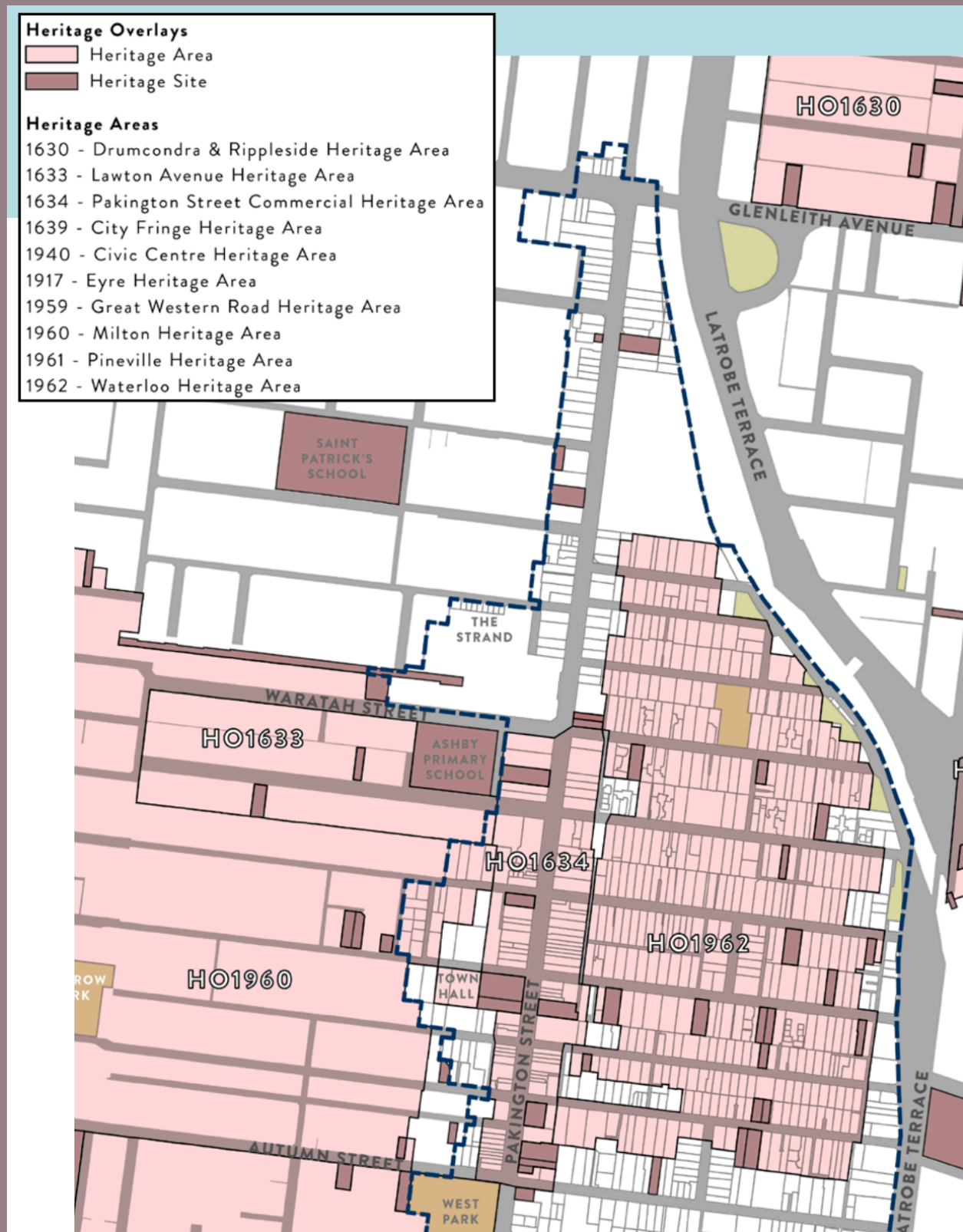
Scenario B - This scenario reflects the Minimum Development Scenario, which prioritises compatibility with the existing surrounding neighbourhood character. Building heights and setbacks are designed to align with adjacent residential properties, maintaining a consistent low rise scale, with only a limited increase at the northern end of Pakington Street and Church Street.

Scenario C - This scenario reflects built form outcomes that balance the need for growth with development viability, residential amenity, and positive urban design outcomes. It directs greater scale toward less sensitive interfaces, allowing a gradual transition from the surrounding residential areas and the Heritage Core Precinct toward the northern end of Pakington Street and Church Street.

Objection detail: COGG “Comprehensive Built Form Testing” (p15)
Scenario A misleadingly says “This scenario reflects the Business As Usual Model” as if the re-zoning to C1Z is already existing. The report uses unrestrained building heights to concoct an implausible scenario of 10+ stories along the street length, which in fact would not be viable in this existing C2Z due to very low feasibility of commercial tower development.

There has been no consultation with the community about re-zoning options

- ♦ **There are numerous other zone options, do the detractions outweigh the benefits?**
- ♦ **C1Z does not adequately cater for existing and emerging businesses**
- ♦ **C1Z vision is homogenous retail / hospitality / residential lacking specialised or skilled employment opportunities.**
- ♦ **North Pakington Street is an existing successful activity centre that supports “Plan for Victoria” equity for skilled jobs**
- ♦ **North Pakington Street is an existing “best practice” exemplar of successful integration**
- ♦ **Why so many paint shops?? (because Geelong West is historically significant for it’s timber Victoria, Federation and post-war Bungalow homes that need regular full re-paint. These paint shops literally sustain building fabric, jobs and the local**



Objection detail: The COGG “UDF Report Pakington Street (Geelong West) & Gordon Avenue FEB 2018” (p25) Pakington North is an extension of the heritage era subdivision pattern with 37% of the properties being small allotments of less than 1000m2 unsuitable to 6 - 10 storey apartment buildings.

The COGG “Comprehensive Built Form Testing” (p28)

FORESEEABLE NEGATIVE CONSEQUENCES

may not adequately cater for existing and emerging businesses

- ◆ **Loss of existing Pakington North types of business (eg pathology, swim school, art gallery, bicycle retail and repair, interior design retailer, and bed and sofa retailer...)**
- ◆ **Your C1Z vision is homogenous retail / hospitality and high density residential with extremely limited specialised or skilled employment opportunities for sustaining our community**
- ◆ **North Pakington Street is an existing successful activity centre that already exemplifies the key pillars in the “Plan for Victoria” equity for skilled jobs**
- ◆ **In the regional context, Pakington Street North currently supports innovation and productivity which are key requirements to support the wider population growth of Geelong.**
- ◆ **Pakington North is an ideal central location to support creative industry, small-scale manufacturers by restricting proliferation of apartment towers and hospitality**



Objection detail: COGG strategic planning for increased retail is outdated post-pandemic (refer “Urban Property Australia” 29th July 2024 analysis of online retail trade impact on bricks and mortar”

Pakington Street is the undisputed “Jewel in the Crown” of the Geelong region (Expanded From page 2/8 of submission)

SUMMARY

Pakington North is an existing success story: vibrant, creative, emerging and skilled commercial pocket that functions in harmony with the Heritage Core; the panel shouldn't get discouraged by the fact this is a tough job.

This location needs Planning Panel protection against over-development. The surrounding suburb of Geelong West cannot support high density traffic overflow and it is essential to plan longer term 150-200 years in this key regionally strategic location to ensure that diversity of employment remains and that congestion does not kill the very qualities; the only area of Geelong which is currently “working”. Poor urban design is proven to be capable of killing a popular street in 20-years.

- ✦ **The Geelong West community on the whole has no idea about the Amendment C433ggee (challenge you to ask anyone)**
- ✦ **200+ people met on 10th September 2022 at the Geelong West Town Hall, with 1 week's notice**
- ✦ **The community voted unanimously “We the residents of Geelong West ask the Council to oppose the current Urban Design Framework, but to continue to work with the community for improvements to the North end of Pakington Street**
- ✦ **Pakington Street simply deserves: 2-4 storey height limits, a nuanced zoning approach and a proper movement plan (including public transport and vehicular)**

