# Pakington North UDF – Community Panel Engagement Summary Report

May 2024



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# Giving every person a voice.

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## Consultation

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 |
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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



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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<br>5.30pm – 8.30pm | Saturday 10 February<br>12.30pm – 5.30pm | 3a: Thursday 29 February<br>6:00pm – 8:30pm<br><br>3b: Thursday 7 March<br>6:00pm – 8:30pm | Saturday 16 March<br>12:30pm – 5:30pm | Thursday 18 April 2024<br>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)<br>2. Establish Panel ground rules for working together<br>3. To introduce the planning challenges currently faced by City of Greater Geelong<br>4. To build participant knowledge by sharing critical background information through a series of expert presentations and 'deep dive' discussions<br>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<br>2. To build participant knowledge on public realm focusing on challenges and opportunities via expert presentations and 'deep dive' discussions<br>3. To develop community recommendations for Public Realm, answering the following questions:<br>o How do we improve our streets and public spaces?<br>o How can we fit everything in / manage competing demand?<br>o How can we provide additional open space?<br>o 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<br>2. To build participant knowledge on built form controls focusing on challenges and opportunities via expert presentations and 'deep dive' discussions<br>3. To develop community recommendations for Built Form Controls:<br>o Access to sunlight and overshadowing<br>o Interfaces between buildings<br>o Transition to properties outside of the UDF study area<br>o Heritage and character<br>o Density controls<br>o Streetwall and podiums<br>o Amenity and equitable development<br>o Landscape<br>o Parking and servicing on premises | 1. To recap on session 3 and present City officers updated built form section of the UDF<br>2. To build participant knowledge on access and movement focusing on challenges and opportunities via expert presentation and 'deep dive' discussions<br>3. To develop community recommendations for Access and Movement, answering the following questions:<br>o How do we manage the demand for additional movement?<br>o 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<br>2. For City officers to present the draft UDF, including how panel recommendations and outputs have informed the draft.<br>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.

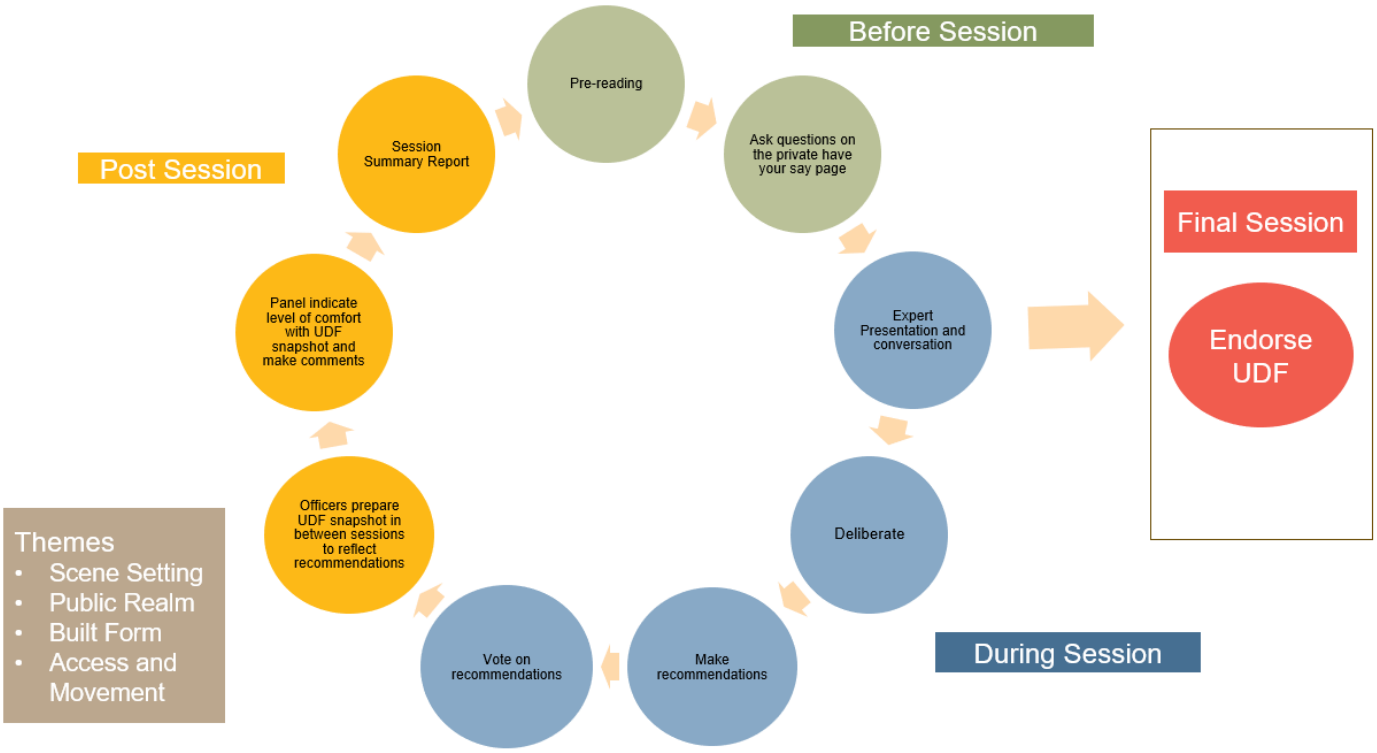


*Figure 1: Panel process*



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## 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<br>• comparison of street layout between Geelong West, Geelong CBD, and Carlton in terms of walkability, street connectivity, public transport services available<br>• overview of the street character and key locations of interest in Pakington North<br>• 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<br>• reflections on the character, role, and value of Pakington Street for the broader community<br>• limitations and challenges that Pakington Street is facing<br>• opportunities and challenges for sustainable development by the UDF<br>• 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<br>• international examples of city growth and development<br>• comparison on the benefits and limitations of infill development and greenfield development<br>• 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<br>• overview of elements and features that shape a great street<br>• 10 criteria for great streets to make great places<br>• case studies in Victoria of how streets are shaped through urban planning and design processes<br>• 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**<br>• definition of heritage, including tangible and intangible heritage<br>• levels of heritage and community attachment<br>• criteria for a heritage precinct or historical character area<br>• overview of heritage assessment of Pakington North<br>• measures to avoid impacts upon adjoining heritage precincts<br>**Open space**<br>• overview of existing open space in Pakington North<br>• 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<br>• what the planning scheme can impact<br>• built form elements that impact our perception of a neighbourhood. |



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| | | |
|---|---|---|
| **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<br>• what needs to be considered to define and shape the character of Pakington North<br>• lot sizes and lot widths<br>• demonstration of solar access modelling in Pakington North. |
| **Session Four**: Access and movement | Knowles Tivensdale, Movement & Place Consulting | • the transport context in Geelong<br>• building density in relation to traffic flow and volume<br>• local economic activities demonstrated by international examples<br>• walking patterns by people to different activities<br>• a comparison of estimated traffic (by traffic mode) to actual traffic flow<br>• approaches to manage traffic flow, such as temporary installations, modal filters and shared zones<br>• key insights to preserve and strengthen Pakington Street. |
| | Oliver Stolz and Tom Whitting, City of Greater Geelong | • the spectrum of car dependency<br>• ways to manage different types of transport modes, including walking, cycling, public transport and private vehicles<br>• planning scheme requirements for minimum amounts of car parking spaces and bike parking<br>• future trends to consider<br>• previous UDF on transport planning<br>• traffic modelling |
| **Session Five**: Panel endorsement | Sabine Provily, City of Greater Geelong | • structure and overview of the UDF<br>• how Panel comments were considered in the UDF<br>• the UDF's vision, objectives and guidelines<br>• 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.

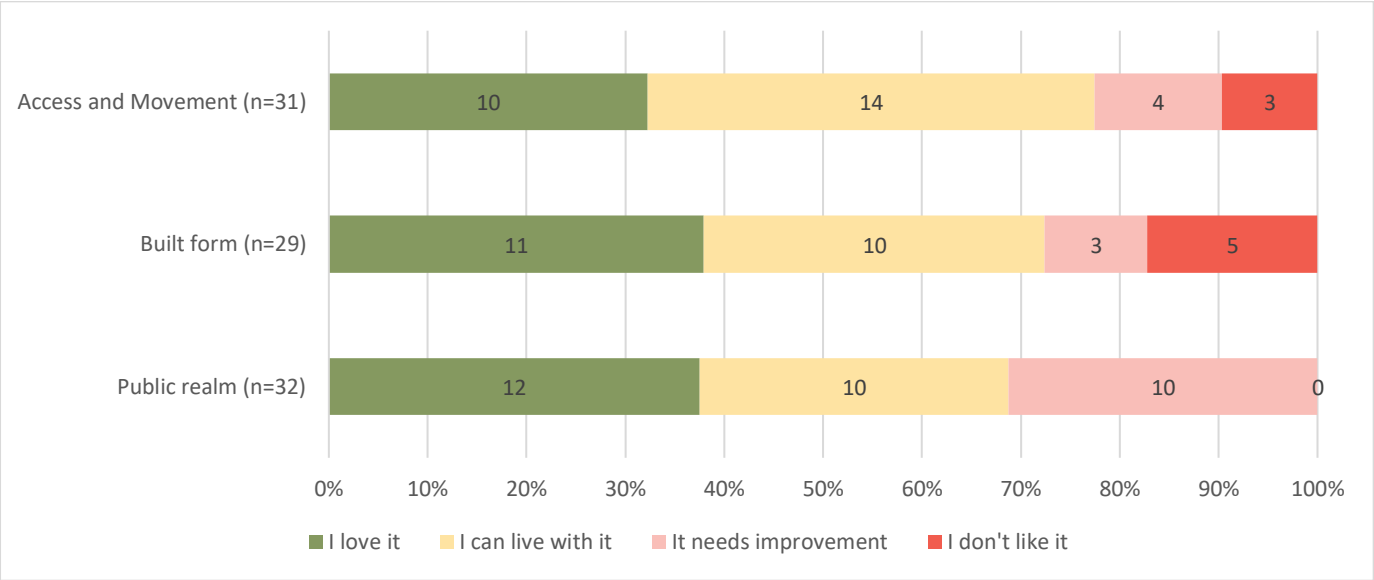


*Figure 3: Panel member's level of support for each UDF snapshot*

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%).

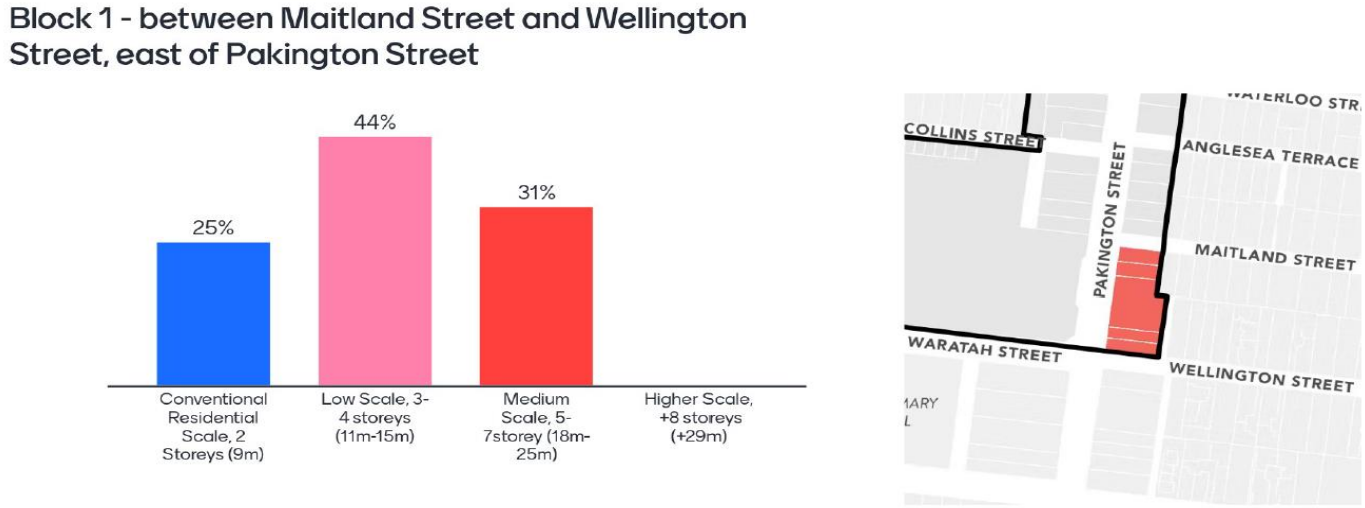


*Figure 4: Voting result on built-form height in Block 1 (n=32)*

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.

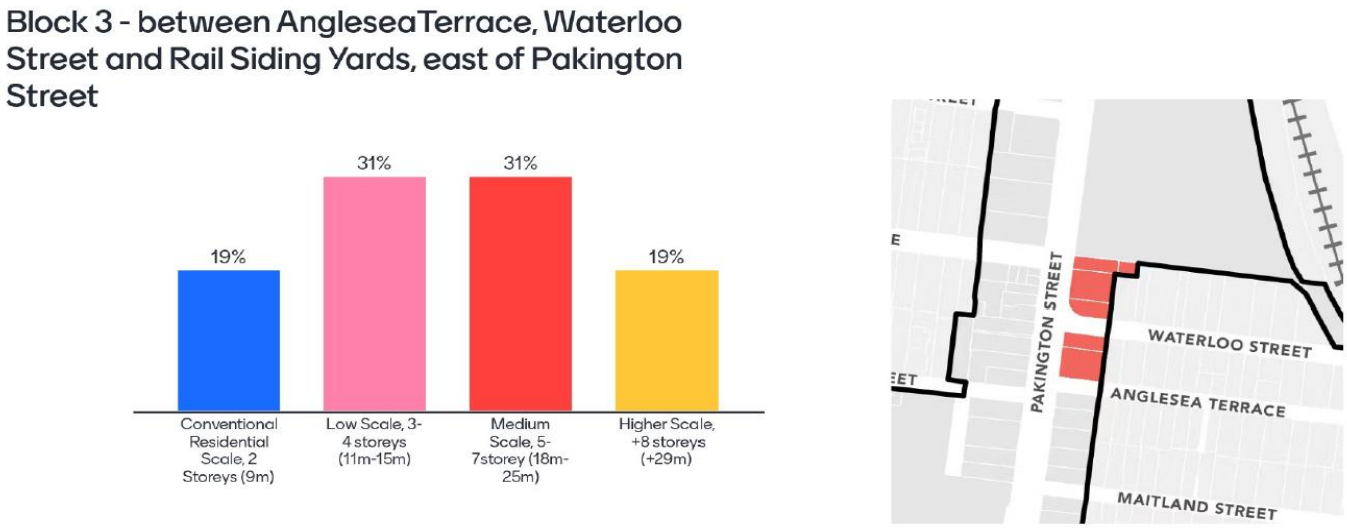


*Figure 6: Voting result on built-form height in Block 3 (n=32)*

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%).

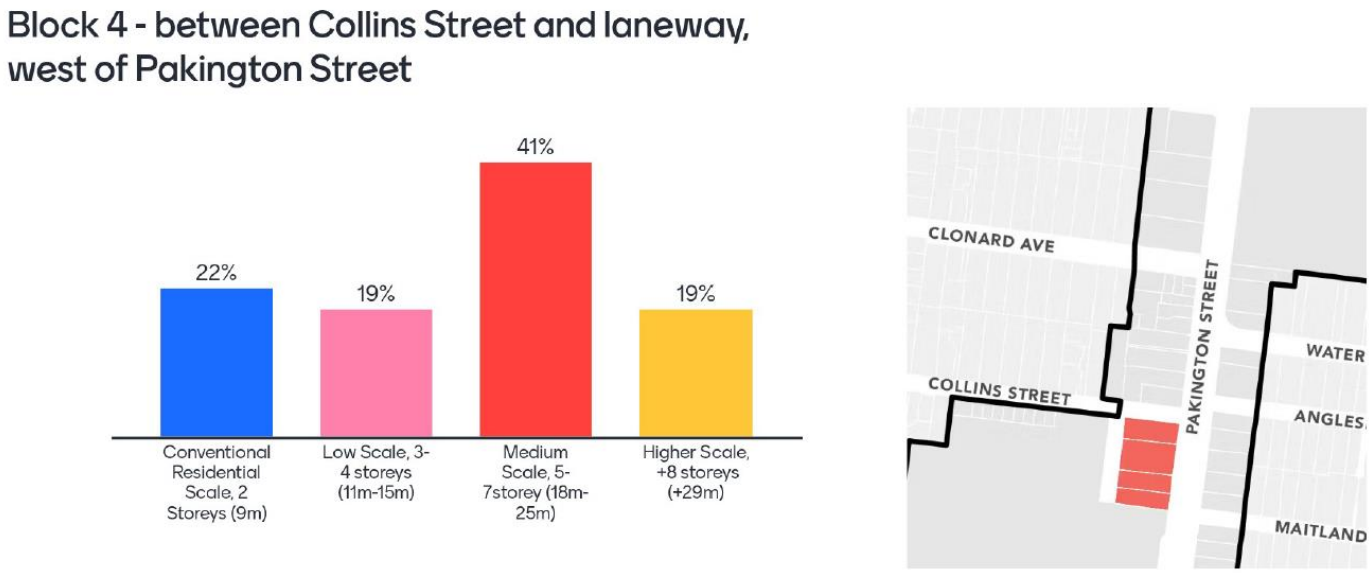


*Figure 7: Voting result on built-form height in Block 4 (n=32)*

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.

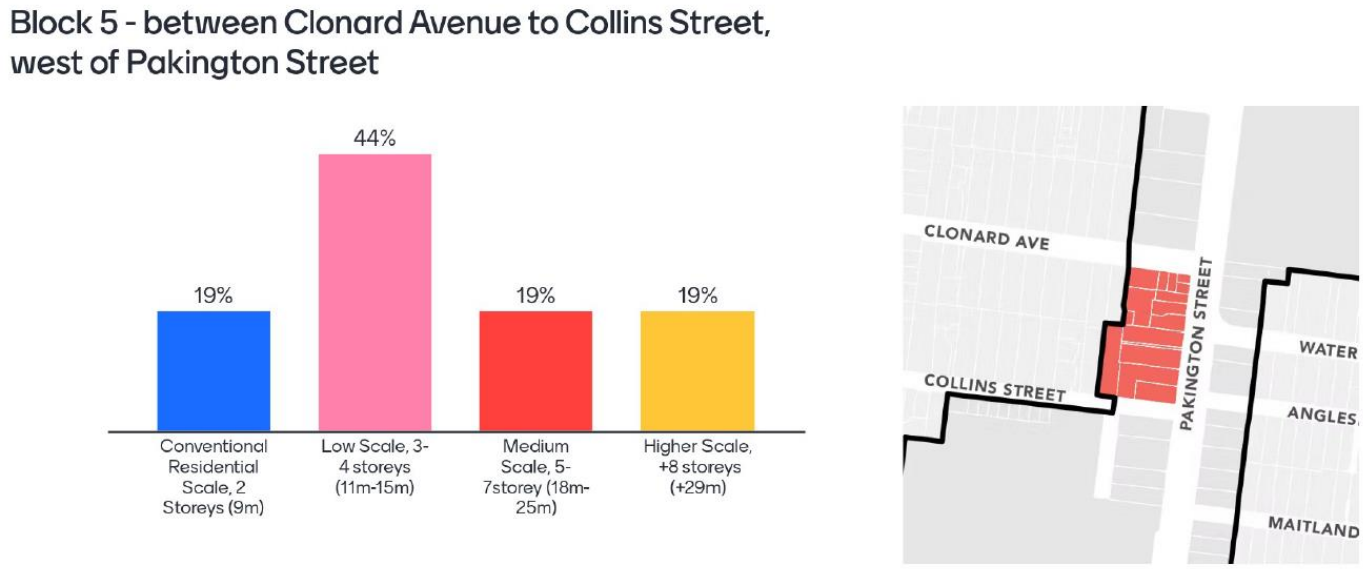


*Figure 8: Voting result on built-form height in Block 5 (n=32)*



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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.

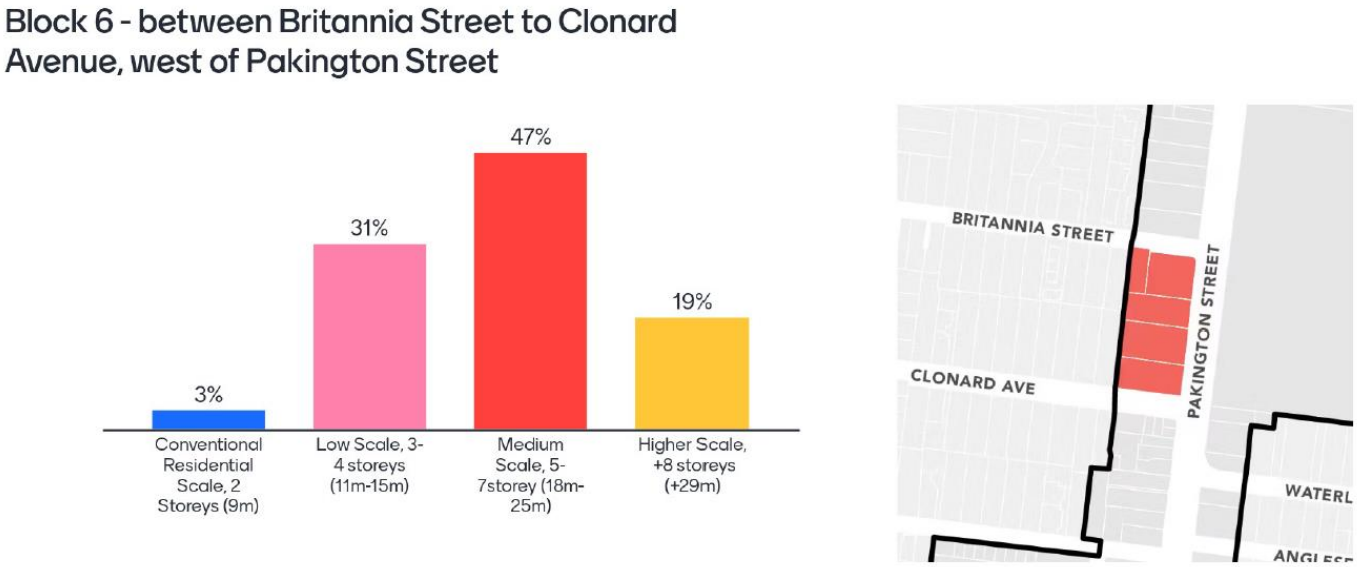


*Figure 9: Voting result on built-form height in Block 6 (n=32)*

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.

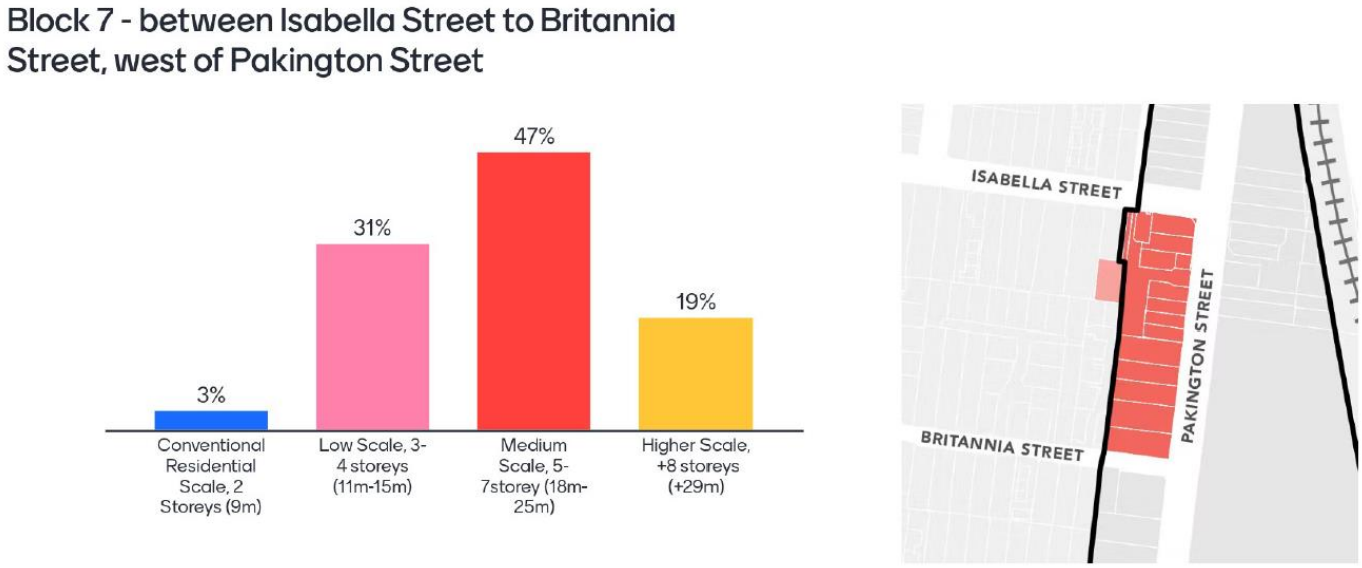


*Figure 10: Voting result on built-form height in Block 7 (n=32)*

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.

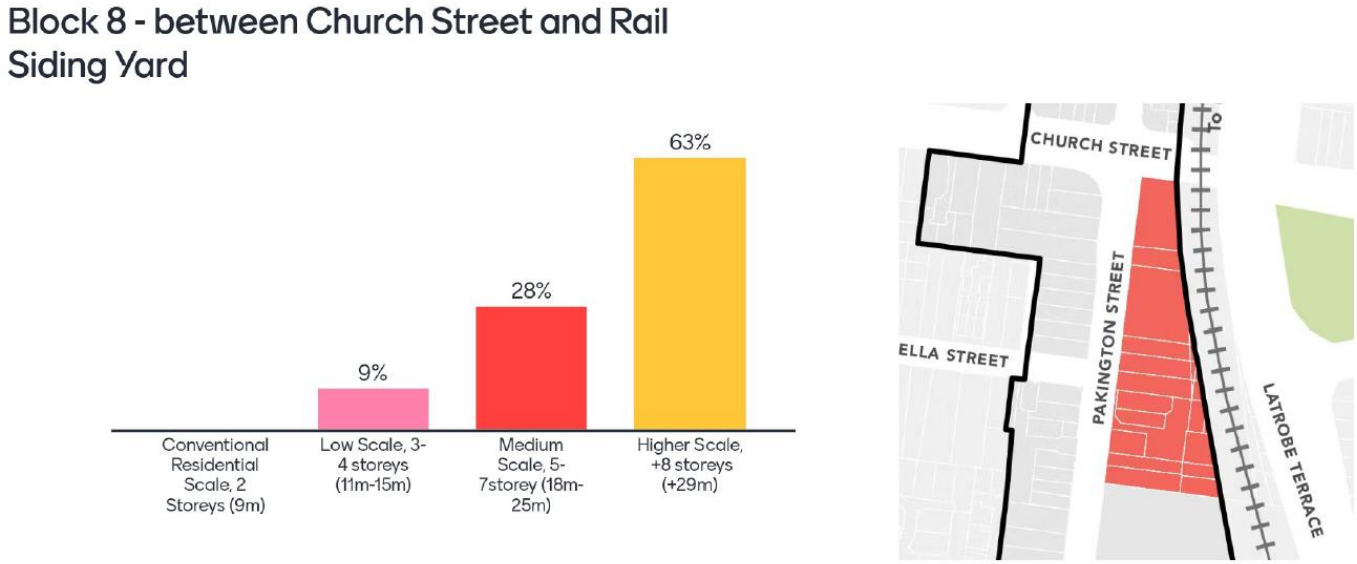


*Figure 11 Voting result on built-form height in Block 7 (n=32)*

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.

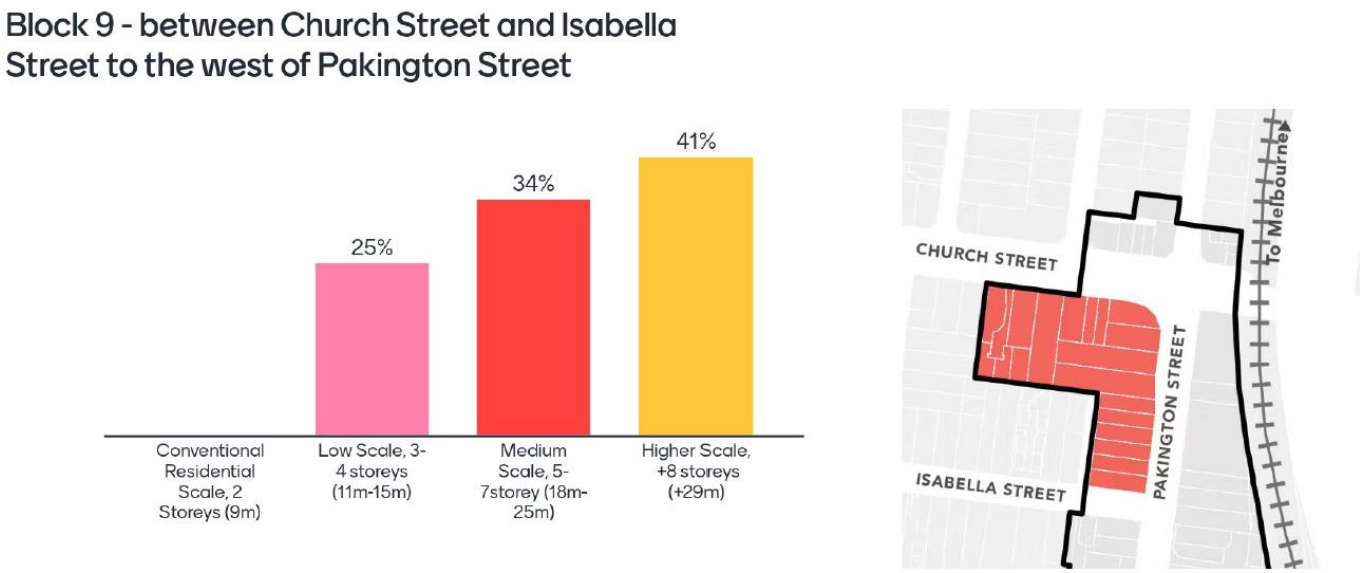


*Figure 12: Voting result on built-form height in Block 9 (n=32)*

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.

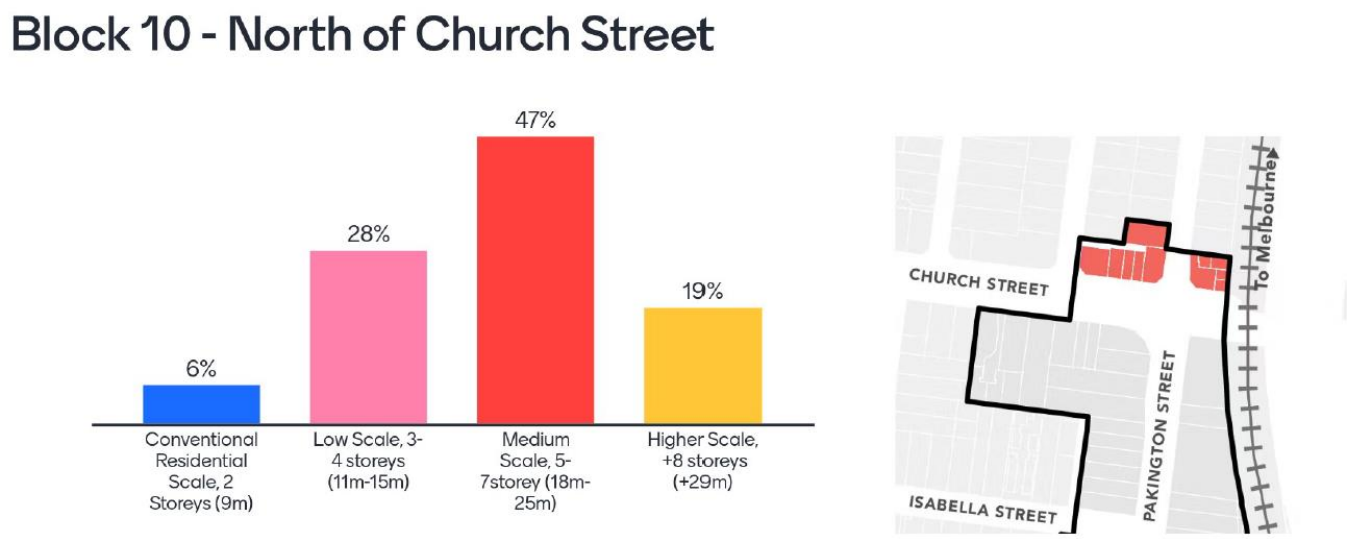


*Figure 13: Voting result on built-form height in Block 10 (n=32)*

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.

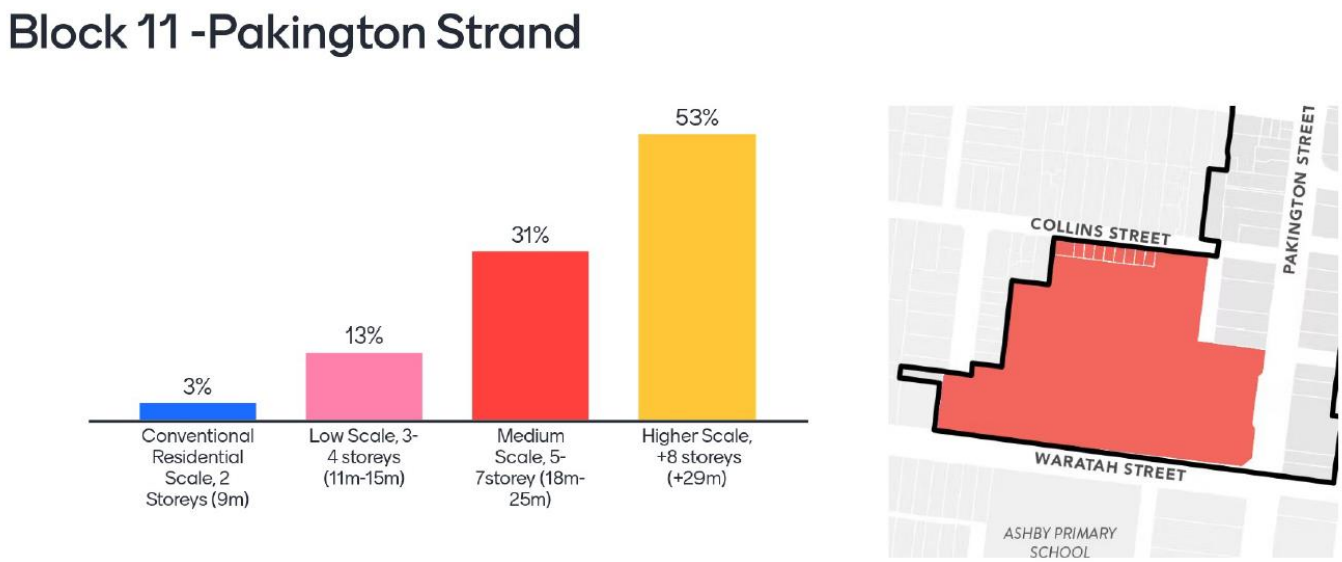


*Figure 14: Voting result on built-form height in Block 11 (n=32)*



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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.

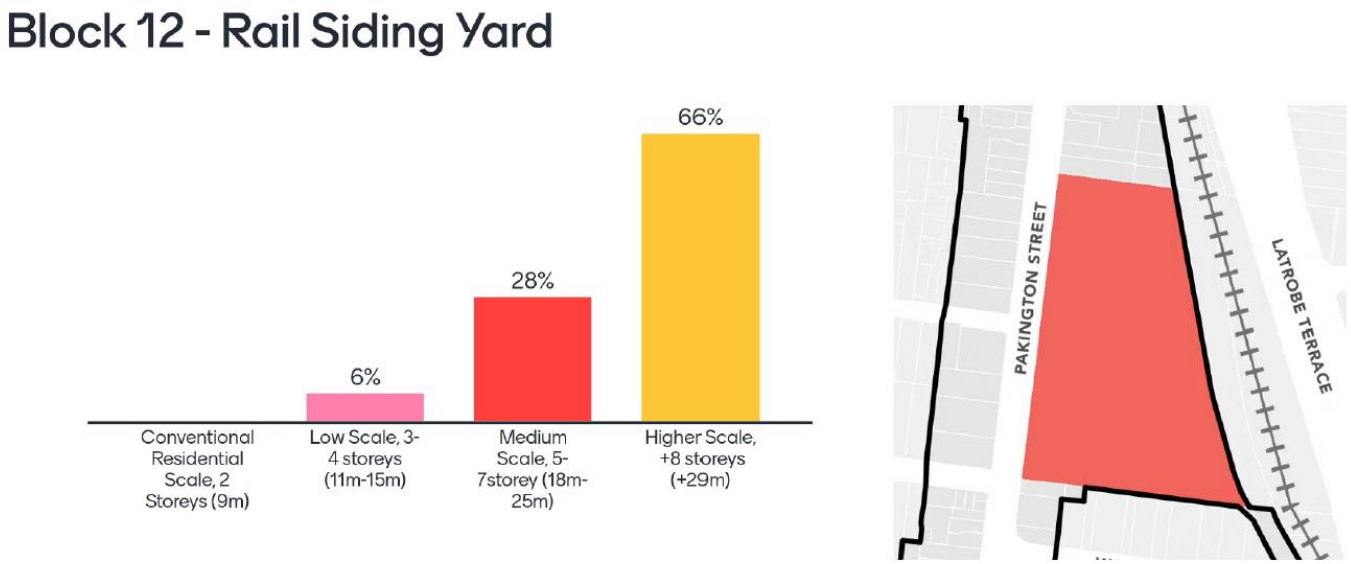


*Figure 15: Voting result on built-form height in Block 12 (n=32)*

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%).

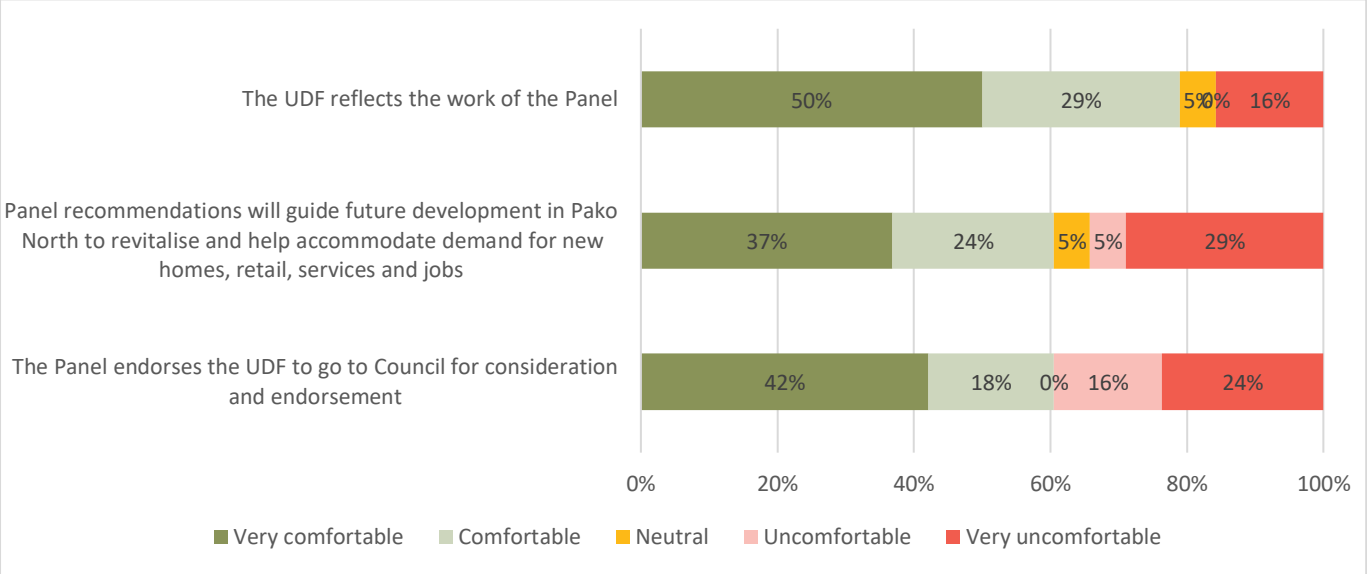


*Figure 16: Panel voting to endorse the UDF (n=38)*

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.

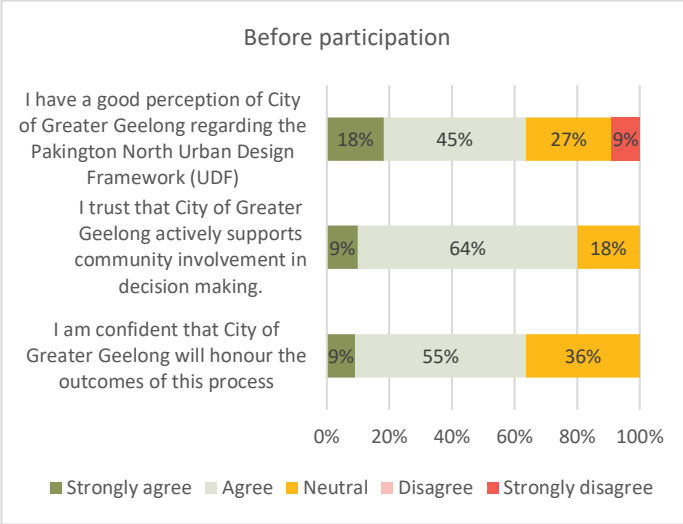


*Figure 17: Level of trust and confidence in Council (pre-panel, n=11)*

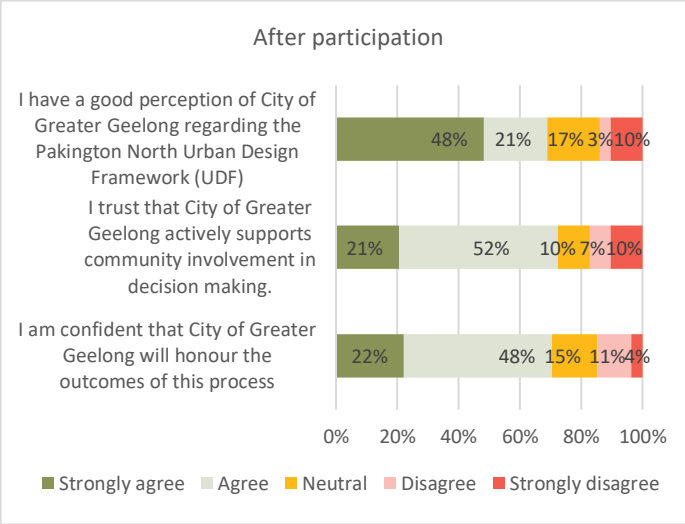


*Figure 18: Level of trust and confidence in Council (post-panel, n=27)*

### 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.

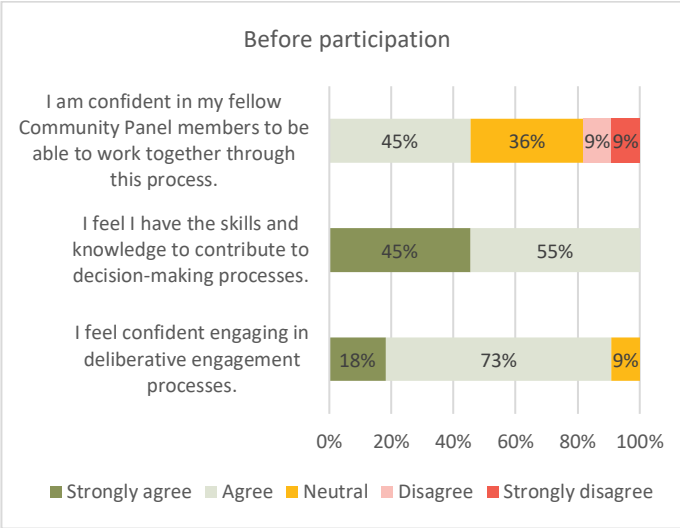


*Figure 19: Level of civic participation (pre-panel, n=11)*

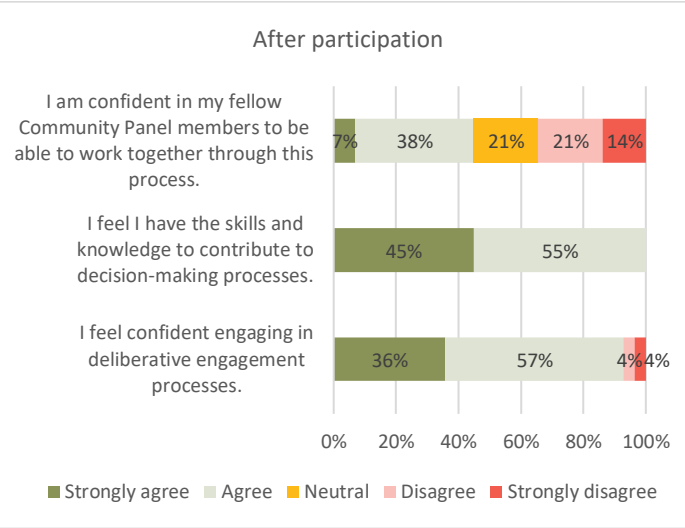


*Figure 20: Level of civic participation (post-panel, n=27)*



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### 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.

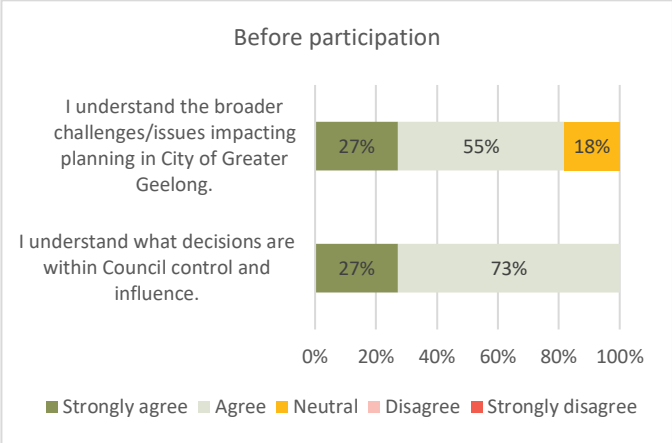


*Figure 21: Level of knowledge (pre-panel, n=11)*

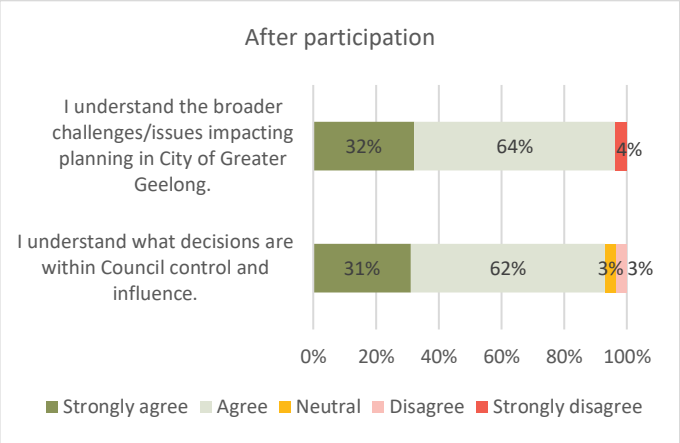


*Figure 22: Level of knowledge (pre-panel, n=27)*

## 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.

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# Appendix A: Panel member composition targets versus final membership

| **Category**<br><br>(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 |
| **Location** | From answer to the above… relationship to the following location:<br><br>Pakington North Study Area (bound by Gordon Avenue, Church Street, Shannon Ave and Latrobe Terrace) (30%) | 20 | 8 (Pako North Study)<br>Broader Study Area 63 | 10 |
| | 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* | | | |



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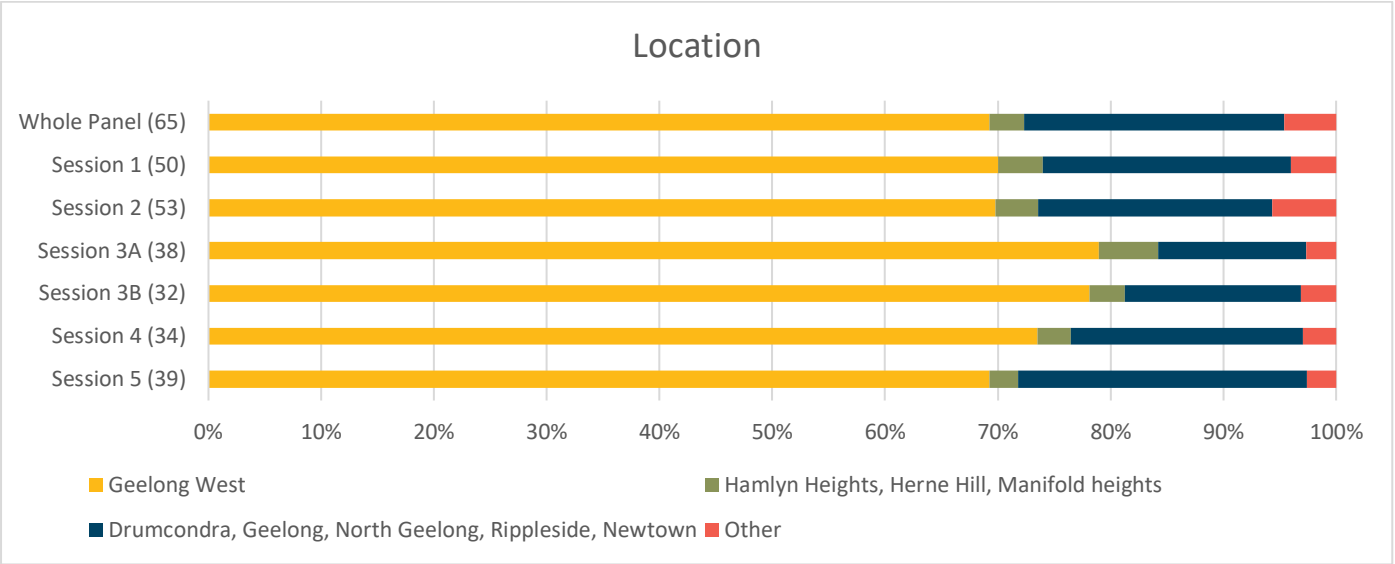
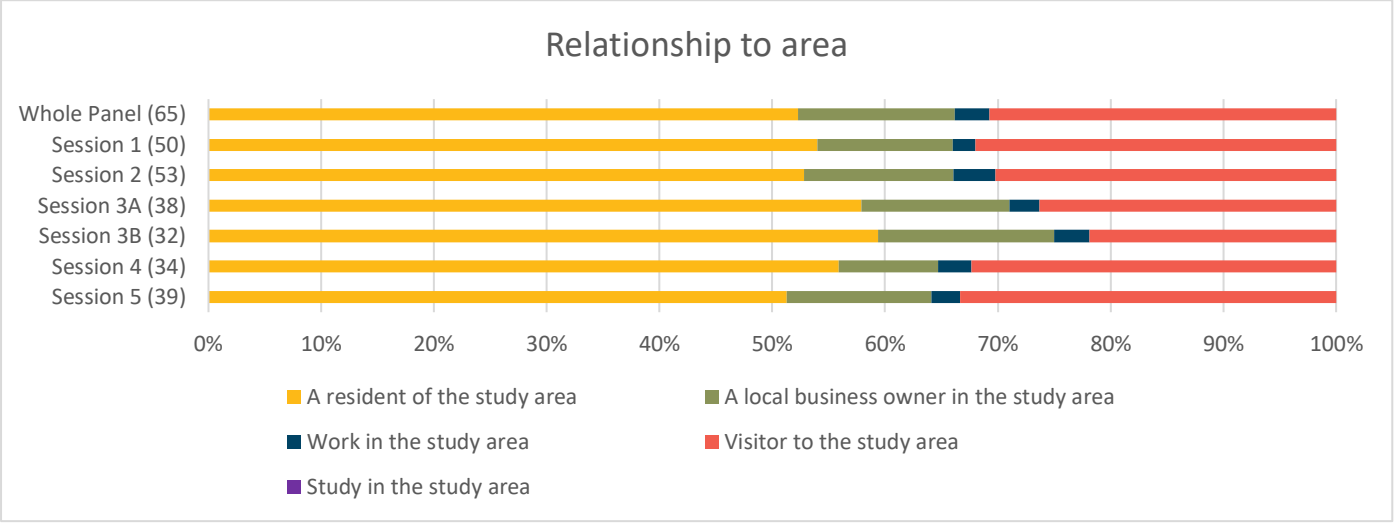
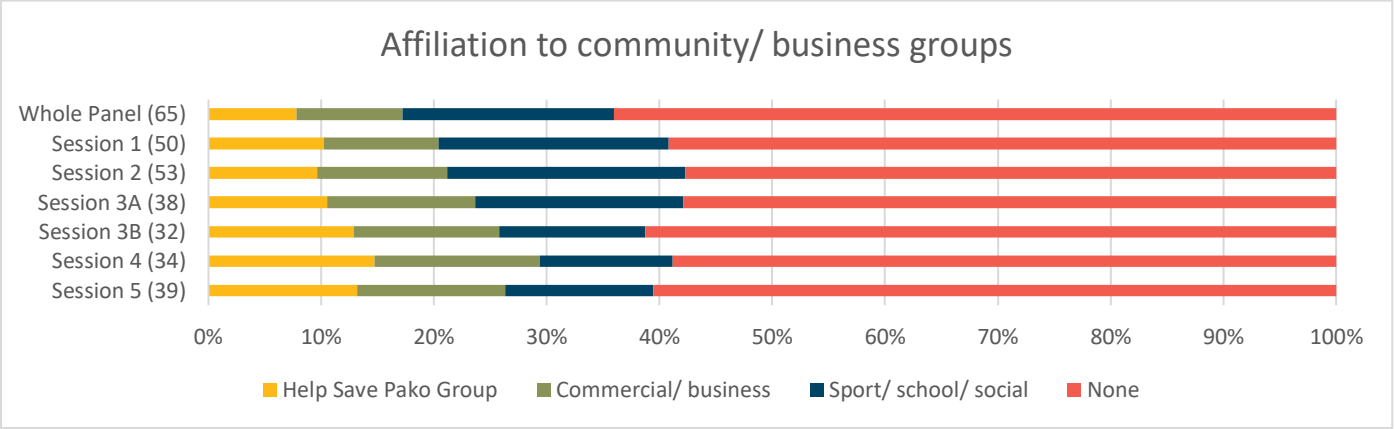
| | | | | |
|---|---|---|---|---|
| | *will include aiming for a diverse geographic distribution* | | | |
| **Gender** | Male (45%) | 30 | 62 | 28 |
| | Female (49%) | 33 | 61 | 32 |
| | Identify as other (6%) | 3 | 2 | 2 |
| **Age** | *under 18 opportunity with Youth Council (minimum x 2)* | 4 | 0 | 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



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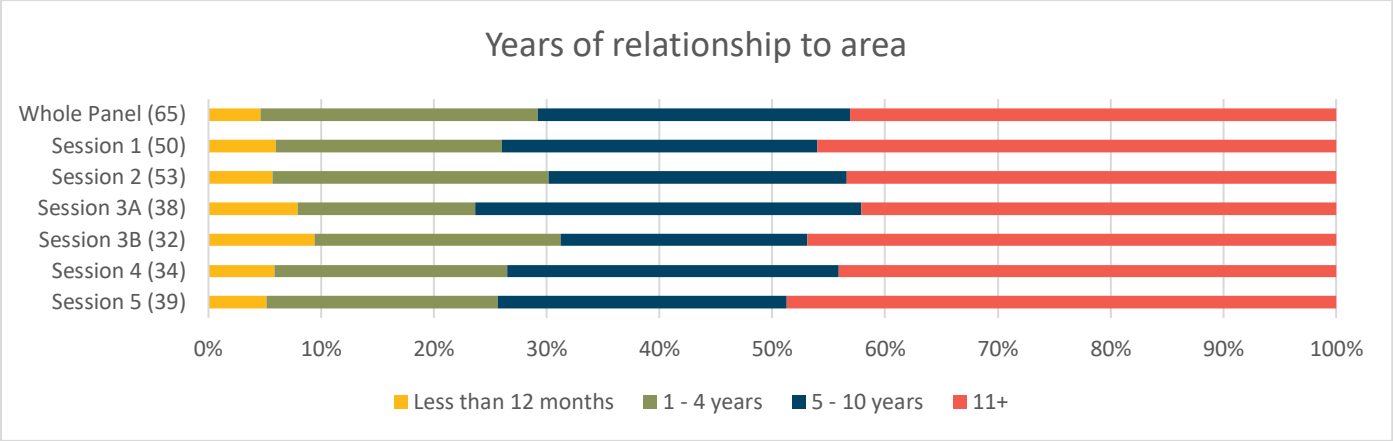
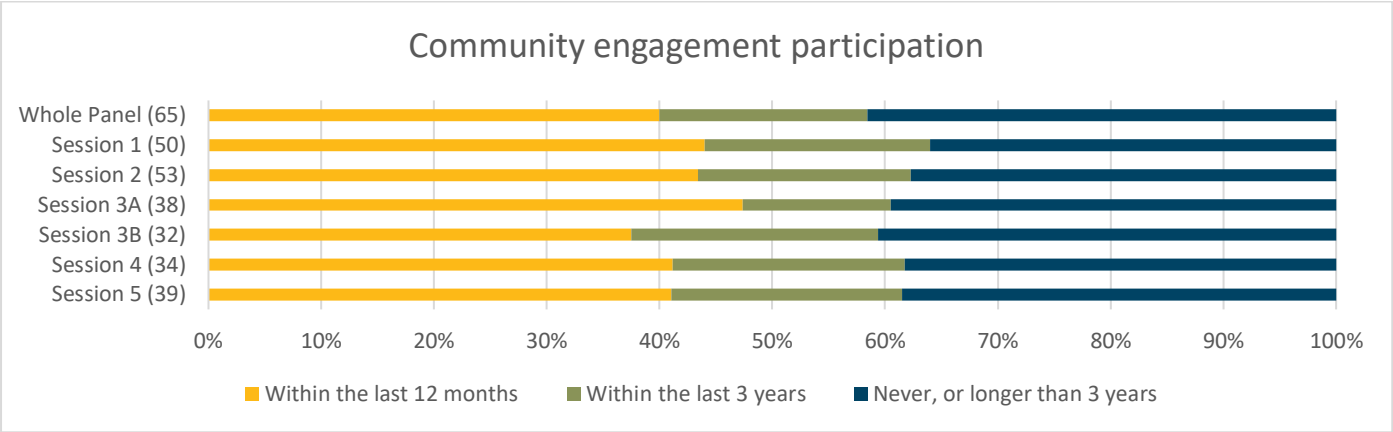

Years of relationship to area
Whole Panel (65)
Session 1 (50)
Session 2 (53)
Session 3A (38)
Session 3B (32)
Session 4 (34)
Session 5 (39)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Less than 12 months
1 - 4 years
5 - 10 years
11+


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



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# 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%<br>Uncomfortable or very uncomfortable: 3% | No changes were made | **Accepted.**<br>**Included in objective**<br>• To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity.<br>**Included in guideline**<br>• 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.**<br>**Included in map and guideline**<br>• Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses:<br>- Intersection of Church Street and Pakington Street.<br>- 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.**<br>**Included in map and guideline**<br>• 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:<br>○ Suggestion of a better approach to open up the Ashby Primary | **Accepted.**<br>**Included in map and guideline**<br>• Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community |



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| | | | |
|---|---|---|---|
| | | Playground<br>○ Notes was the difficulty with reducing Woolworths site parking and acquisition of this land | uses:<br>- Intersection of Church Street and Pakington Street.<br>- 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:<br>○ Suggestion of a better use of railyards interface to include a green wall or art installation<br>○ Identify underutilised pockets of land for pocket parks or community gardens | **Accepted.**<br>**Included in map and guideline**<br>• 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.<br>• Investigate opportunities for temporary activation of vacant sites prior to development.<br>• Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses:<br>- Intersection of Church Street and Pakington Street.<br>- 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:<br>○ Make sure footpath is wide enough for different uses to be inclusive, accessible, flexible, user friendly.<br>○ With regulations for businesses using footpaths.<br>○ Where applicable, utilise a parking space for street furniture, planter boxes, or tree planting. | **Accepted.**<br>**Included in objective**<br>• To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity.<br>**Included in guideline**<br>• 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.<br>• 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.**<br>**Included in objective**<br>• To provide public spaces that are inclusive and inviting by focusing |

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| | | space activation and be mindful of the heritage overlay. | on pedestrian oriented places for all genders and age groups.<br>**Included in guidelines**<br>• Establish new open spaces within strategic sites of The Strand and Rail Siding Yard.<br>• Co-locate new open space with Ropeworks Shed to provide a land-scaped surround to the historic building. New development at the site and surrounds should ensure landscaping and activation whilst responding to the existing heritage context.<br>• Design open spaces to integrate Crime Prevention through Environ-mental 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.**<br>**Included in objective**<br>• To respond to climate change and increase environmental sustainability.<br>**Included in guidelines**<br>• 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.<br>• Select appropriate street tree species that are climate resilient and enhance the character of Pakington Street.<br>*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.<br>Investigate opportunities for temporary activation at vacant sites prior to redevelopment. | **Accepted.**<br>**Included in objective**<br>• To provide public spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups.<br>**Included in guidelines**<br>• 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.<br>• 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.** |

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| furniture, and widen footpaths | 4% Uncomfortable or very uncomfortable: 29% | parks are removed, use space for alfresco dining and planting | **Included in objective**<br>• To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity. **Included in guidelines**<br>• 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.<br>• 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.<br>• 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:<br>Suggestion of a better use of railyards interface to include a green wall or art installation<br>Identify underutilised pockets of land for pocket parks or community gardens | **Accepted.**<br>**Included in map and guideline**<br>• 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.<br>• Investigate opportunities for temporary activation of vacant sites prior to development.<br>• Identify opportunities for new open spaces within underutilised or vacant sites as well as key intersections for a range of community uses:<br>- Intersection of Church Street and Pakington Street.<br>- 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:<br>Make sure footpath is wide enough for different uses to be inclusive, accessible, flexible, user friendly.<br>With regulations for businesses using footpaths.<br>Where applicable, utilise a | **Accepted.**<br>**Included in objective**<br>• To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity.<br>**Included in guideline**<br>• 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, |

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| | | parking space for street furniture, planter boxes, or tree planting. | signalised pedestrian crossings and, street lighting.<br>• 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 pock-et 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.**<br>**Included in objective**<br>• To provide public spaces that are inclusive and inviting by focusing on pedestrian oriented places for all genders and age groups.<br>**Included in guidelines**<br>• Establish new open spaces within strategic sites of The Strand and Rail Siding Yard.<br>• Co-locate new open space with Ropeworks Shed to provide a land-scaped surround to the historic building. New development at the site and surrounds should ensure landscaping and activation whilst responding to the existing heritage context.<br>• Design open spaces to integrate Crime Prevention through Environ-mental 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.**<br>**Included in objective**<br>• To respond to climate change and increase environmental sustainability.<br>**Included in guidelines**<br>• 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.<br>• Select appropriate street tree species that are climate resilient and enhance the character of Pakington Street.<br>*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.**<br>**Included in objective**<br>• To provide public spaces that are inclusive and inviting by focusing |



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| | | markets and food trucks.<br>Investigate opportunities for temporary activation at vacant sites prior to redevelopment. | on pedestrian oriented places for all genders and age groups.<br>**Included in guidelines**<br>• 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.<br>• 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.**<br>**Included in objective**<br>• To establish a vibrant streetscape that reinforces the sense of place and improves local accessibility and amenity.<br>**Included in guidelines**<br>• 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.<br>• 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.<br>• 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.**<br>**Included in objective**<br>• To respond to climate change and increase environmental sustainability.<br>**Included in guideline**<br>• 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.<br>• Select appropriate street tree species that is not only climate resilient but also enhances the character of Pakington Street.<br>• Ensure materials used are robust and durable with a long service |

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| | | | 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.**<br>**Included in map and guideline**<br>• 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 mate- rials, community hub and edible gardens | Comfortable or very comfortable: 100% Neutral: 0% Uncomfortable or very uncomfortable: 0% | No changes were made | **Accepted.**<br>**Included in objective**<br>• To celebrate and enhance cultural canvas through the integration of public art, materiality of streetscape elements and native planting.<br>**Included in guideline**<br>• 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.**<br>**Included in objective**<br>• To respond to climate change and increase environmental sustainability.<br>**Included in guideline**<br>• 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.<br>• Select appropriate street tree species that is not only climate resilient but also enhances the character of Pakington Street.<br>• 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.**<br>**Included in map and guideline**<br>• Provide opportunities for the installation of public art, including event and breakout spaces and on blank facades, to contribute to the |

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| | | | 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.**<br>**Included in objective**<br>• To celebrate and enhance cultural canvas through the integration of public art, materiality of streetscape elements and native planting.<br>**Included in guideline**<br>• 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.<br>• 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)<br>**Included in guideline**<br>• 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%<br>Uncomfortable or very uncomfortable: 0% | ○ preference for evergreen trees to avoid blocking in gutters and drains<br>○ weather protection by tree canopy | **Accepted.**<br>**Included in guideline**<br>• Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.<br>• Ensure continuous awnings and canopies are located at the appropriate above the footpath level to provide effective weather protection. |

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| 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%<br>Uncomfortable or very uncomfortable: 0% | ○ heritage does not form the key character of Pakington Street, would like to see more new vibrant buildings | **Accepted.**<br>**Included in illustrations**<br>**Included in objective**<br>• To establish a high-quality interface between buildings and the public realm and contribute to an active and people focussed precinct.<br>• 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.<br>**Included in guideline**<br>• Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards.<br>• 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.<br>• Encourage provision of direct access for ground level residences.<br>• Ensure development transitions sympathetically to and respects adjacent heritage buildings or places by employing appropriate massing, materials, colours and architectural articulation.<br>• Discourage development that mimics or replicates adjacent heritage styles.<br>• 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%<br>Uncomfortable or very uncomfortable: 11% | ○ respect not retain, need to consider heritage shape and design characteristics<br>○ need to ensure development adjacent are not overly burdened<br>○ limited heritage in the study area | **Accepted.**<br>**Included in guideline**<br>• Ensure development transitions sympathetically to and respects adjacent heritage buildings or places by employing appropriate massing, materials, colours and architectural articulation.<br>• Discourage development that mimics or replicates adjacent heritage styles.<br>• Avoid facadism on heritage sites that are partially redeveloped, retain the integrity of the heritage fabric as viewed from the street. |



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| Integrate podium scale to the heritage core, two storeys and transition to three storeys; past Waterloo Street go to 3 to 4 storeys<br>(n=25) | Comfortable or very comfortable: 48% Neutral: 12%<br>Uncomfortable or very uncomfortable: 40% | ○ emphasis on the feel, overlooking and solar access<br>○ concerned that four storeys will be 15m façade<br>○ prefer to address building height by meters than storeys<br>○ prefer modern design for Pako<br>○ the recommendation is too restrictive for properties south of Waterloo St<br>○ would like to see a smooth transition from old styles to new | **Accepted.** Various comments and recommendation have been resolved as below.<br>**Included in illustrations and map**<br>**Included in objective**<br>• 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<br>(n=27) | Comfortable or very comfortable: 81% Neutral: 19%<br>Uncomfortable or very uncomfortable: 0% | | **Accepted.**<br>**Included in guideline**<br>• 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<br>(n=21) | Comfortable or very comfortable: 76% Neutral: 24%<br>Uncomfortable or very uncomfortable: 0% | ○ need to consider future residents who live in the apartments who will want private open space<br>○ unsure about the meaning of this recommendation | **Accepted.**<br>**Included in guideline**<br>• 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<br>(n=33) | Comfortable or very comfortable: 100% Neutral: 0%<br>Uncomfortable or very uncomfortable: 0% | | **Accepted.**<br>**Included in objective**<br>• To establish a high-quality interface between buildings and the public realm and contribute to an active and people focussed precinct.<br>**Included in guideline**<br>• Provide lighting along key pedestrian routes to improve |



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| | | | perceptions of safety.<br>• Provide balconies and habitable windows towards adjoining public realm including public open spaces and laneways to increase passive surveillance opportunities.<br>• 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.<br>• Encourage provision of direct access for ground level residences.<br>• 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%<br>Uncomfortable or very uncomfortable: 3% | ○ plinth is not needed along the entire street<br>○ suggest softer wording: "suggestion where possible" | **Accepted.**<br>**Included in guideline**<br>• 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%<br>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<br>○ Waterloo Street | **Accepted.**<br>**Included in objective**<br>• To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts.<br>**Included in guideline**<br>• Maintain sunlight to the opposite footpath of Pakington Street, measured four metres from property boundary, between 10am and 2pm at Spring Equinox.<br>• Maintain sunlight to southern footpath of Waratah Street between 10am and 2pm during Spring Equinox.<br>• Avoid overshadowing of southern footpaths on side streets where possible.<br>• 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). |



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| Consider landscaping of the street setback to buffer residential properties<br>(n=32) | Comfortable or very comfortable: 84% Neutral: 13%<br>Uncomfortable or very uncomfortable: 3% | ○ recommendations should give directions to built form but not dictate use<br>○ 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.<br>**Included in illustrations**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• 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<br>(n=33) | Comfortable or very comfortable: 61%<br>Neutral: 21% Uncomfortable or very uncomfortable: 18% | ○ supportive if it's stated clearly in current planning scheme<br>○ planning scheme is not specific, more precise recommendation is required<br>○ 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<br>(n=30) | Comfortable or very comfortable: 93% Neutral: 3%<br>Uncomfortable or very uncomfortable: 3% | | **Accepted.**<br>**Included in illustrations**<br>**Included in objective**<br>• 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.<br>**Included in guidelines**<br>• 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 |

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| | | | setbacks. |
| Include a mix of residential and business sizes and purposes in future development (n=27) | Comfortable or very comfortable: 100% Neutral: 0%<br>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%<br>Uncomfortable or very uncomfortable: 0% | ○ this depends on the types of shops<br>○ need to consider different parts of the street | **Accepted.**<br>**Included in objective**<br>• To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.<br>• To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts.<br>**Included in guideline**<br>• Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.<br>• 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.<br>• 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.<br>• Avoid large signage or graphic displays which interrupt views in and out from tenancies and dominate building facade.<br>• Allow a maximum 75% glazing on any facade and provide 50% visually permeable balcony balustrades.<br>• Maintain sunlight to the opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox. |



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| | | | • Maintain sunlight to southern footpath of Warratah Street between 10am and 2pm during Spring Equinox.<br>• Avoid overshadowing of southern footpaths on side streets where possible.<br>• 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%<br>Uncomfortable or very uncomfortable: 0% | ○ would not like to see density reduced further than the current draft UDF | **Accepted.**<br>**Included in objective**<br>• To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.<br>• To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts.<br>• To support opportunities for urban renewal in Strategic Sites.<br>**Included in guideline**<br>• Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.<br>• 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.<br>• 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.<br>• Maintain sunlight to the opposite footpath of Pakington Street, measured 4m from property boundary, between 10am and 2pm at Spring Equinox.<br>• Maintain sunlight to southern footpath of Warratah Street between 10am and 2pm during Spring Equinox.<br>• Avoid overshadowing of southern footpaths on side streets where possible. |

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| | | | • 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).<br>• Ensure a diversity of building heights and typologies in both Woolworths Strand and Rail Siding Yards.<br>• 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.<br>• Integrate landscaping as a key driver for building design in Strategic Sites.<br>• 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<br>(n=30) | Comfortable or very comfortable: 100% Neutral: 0%<br>Uncomfortable or very uncomfortable: 0% | ○ supportive of this to be applied to private developments | **Accepted.**<br>**Included in guideline**<br>• Integrate landscaping to building design by incorporating green walls, roof top gardens and functional courtyards.<br>• 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%<br>Uncomfortable or very uncomfortable: 0% | ○ would not like to see roof top terraces overlooking to other surrounding properties | **Accepted.**<br>**Included in guideline**<br>• 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<br>(n=26) | Comfortable or very comfortable: 81% Neutral:19%<br>Uncomfortable or very uncomfortable: 0% | ○ avoid windows on lower levels that may overlook into surrounding residential properties<br>○ not necessary along Pako just for residents behind<br>○ 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.<br>**Included in illustrations and table**<br>**Included in objective**<br>• To ensure equitable development potential across the precinct.<br>**Included in guideline**<br>• Ensure side setback requirements encourage lot consolidation of narrow lots while achieving appropriate built form response. |



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| | | lovely too | • Ensure site coverage enables the incorporation of greater landscaping within land parcels (Map 2).<br>• 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<br>(n=30) | Comfortable or very comfortable: 97% Neutral:0% Uncomfortable or very uncomfortable: 3% | ○ not all business suit plinth design | **Accepted.**<br>**Included in objective**<br>• To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.<br>**Included in guideline**<br>• Provide high quality shopfronts and easily distinguishable entrances that are visually permeable, have integrated awnings and can be easily identified from the street.<br>• 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.<br>• 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.<br>• 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.<br>• 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%<br>Neutral: 6%<br>Uncomfortable or very uncomfortable: 3% | ○ clarify by identifying key development sites such as the Strand and the rail site<br>○ avoid overlooking to surrounding | **Accepted.**<br>**Included in guideline**<br>• Integrate landscaping as a key driver for building design in Strategic Sites. |



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| include open space that allows activated frontages (n=32 | | residential properties<br>○ 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%<br>Neutral: 13%<br>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.<br>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%<br>Uncomfortable or very uncomfortable: 15% | ○ larger blocks require less site coverage | **Accepted.**<br>**Included in map.** |
| Discourage 100% site coverage, floor area to be determined by the group (n=26) | Comfortable or very comfortable: 73%<br>Neutral: 15%<br>Uncomfortable or very uncomfortable: 12% | ○ need to allow for permeability and green space | **Accepted.**<br>**Included in map.** |

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| Building should be well articulated, diverse in materiality and high quality<br>(n=29) | Comfortable or very comfortable: 100% Neutral: 0%<br>Uncomfortable or very uncomfortable: 0% | | **Accepted.**<br>**Included in objective**<br>• To establish high quality interface between buildings and the public realm and contribute to an active and people focussed precinct.<br>**Included in guideline**<br>• Provide high quality shopfronts and easily distinguishable lobby entrances that are visually permeable, have integrated awnings and can be easily identified from the street.<br>• 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.<br>• 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.<br>• 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.<br>• 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.<br>• Ensure side elevations adjoining other properties when built to boundary have an interim facade strategy whilst future development is being realised.<br>• 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<br>(n=31) | Comfortable or very comfortable: 45%<br>Neutral: 16%<br>Uncomfortable or very | ○ balance between affordability, longevity of buildings and design excellence is important | **Unaccepted.** Inadequate support from the Panel. |



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| | uncomfortable: 39% | ○ expensive materials should be used in impactful ways<br>○ disagree on restriction on building materials used<br>○ need to consider other drivers to affordable housing | |
| Car parking:<br>• avoid rollers and garage doors on street frontages<br>• encourage sleeve parking which is hidden from pedestrian views<br>• encourage rear access for parking and waste services<br>  • precinct wide bins and waste services<br>(n=29) | Comfortable or very comfortable: 97%<br>Neutral: 3%<br>Uncomfortable or very uncomfortable: 0% | | **Accepted.**<br>**Included in objective**<br>• To integrate services into building design of new developments.<br>**Included in guideline**<br>• 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.<br>• 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.<br>• 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.<br>• Avoid additional crossovers along Pakington Street.<br>• Ensure that waste and recycling facilities are accessible, adequate and integrate with building design.<br>• 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.<br>• Provide facilities to have waste collection and loading undertaken on-site or from side streets.<br>• Provide ease of access to bicycle parking facilities in new |

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| | | | 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%<br>Neutral: 6%<br>Uncomfortable or very uncomfortable: 0% | ○ supportive of transition from low to high buildings provided that the potential of Woolies site isn't reduced<br>○ needs more consideration on two key sites<br>○ does this mean very high building height and density at the northern end? | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• 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%<br>Neutral: 7%<br>Uncomfortable or very uncomfortable: 3% | | **Accepted.**<br>**Included in objective**<br>• To improve public transport services and access to and through Pakington North Precinct.<br>**Included in guideline**<br>• 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<br>• Improved bus connectivity to North Geelong Station and Geelong Station.<br>- Improved bus connectivity to key destinations including central Geelong, Kardinia Park and Waterfront<br>- Improve and introduce bus shelters, increase their visibility, DDA compliance and pedestrian access. |

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| Advocate for smaller buses and more frequent services (e.g. at peak times)<br>(n=31) | Comfortable or very comfortable: 39%<br>Neutral: 13%<br>Uncomfortable or very uncomfortable: 48% | ○ Not practical or financially viable<br>○ 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<br>(n=26) | Comfortable or very comfortable: 46%<br>Neutral: 23%<br>Uncomfortable or very uncomfortable: 31% | ○ How do people outside Pako (e.g. Highton) get there?<br>○ 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<br>(n=26) | Comfortable or very comfortable: 65%<br>Neutral: 19%<br>Uncomfortable or very uncomfortable: 15% | ○ This sounds like trying to move cycling and walking 'somewhere else'<br>○ There is too much in this statement<br>○ Neutral - car last: takes away choice; need to consider many people making choice | **Accepted.**<br>**Included in objective**<br>• 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.<br>• 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<br>(n=24) | Comfortable or very comfortable: 29%<br>Neutral: 13%<br>Uncomfortable or very uncomfortable: 58% | ○ Widening of footpaths where beneficial? I wouldn't want to completely rule this out of UDF<br>○ People over cars<br>○ Prioritise pedestrians | **Unaccepted.** Not aligned with other recommendations and does not have adequate support from panel. |
| Limited to no car parking in new developments<br>(n=24) | Comfortable or very comfortable: 17% Neutral: 13%<br>Uncomfortable or very uncomfortable: 71% | ○ Balanced approach needs to be taken<br>○ Car centricity is a reality. This would push cars onto the streets and create a worse outcome<br>○ 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. |

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| | | ○ More people in developments will need places, somewhere, can be shared? Unless other options exist, they need to be included in new developments<br>○ Will have major impact on residents of side streets if no car parking is provided in new developments<br>○ No on-street<br>○ 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<br>(n=28) | Comfortable or very comfortable: 39% Neutral: 11%<br>Uncomfortable or very uncomfortable: 50% | ○ Non-separated traffic is way more dangerous!<br>○ Do not think cars & bikes in one lane will make for safer cycling<br>○ I would not feel safe cycling in this situation with children<br>○ I don't see this as an appropriate long-term solution<br>○ We have a shared road way with current ??? distance between car & rider | **Unaccepted.** Inadequate support from the Panel. |

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| Reduce speed on Pako to make pedestrian focus (30 km/hr)<br>(n=28) | Comfortable or very comfortable: 75%<br>Neutral: 22%<br>Uncomfortable or very uncomfortable: 3% | ○ 40km/h slow enough; realistic it's 20km/h now | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• 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<br>(n=27) | Comfortable or very comfortable: 67% Neutral: 4%<br>Uncomfortable or very uncomfortable: 30% | ○ Cars are at a standstill before entering right turn<br>○ We want the cars to leave Pako onto Church… not discourage… not sure what this is trying to achieve<br>○ I don't see how this would solve any problems<br>○ If so, take bus stop at corner Pako east side<br>○ Would this encourage cars to take side streets?<br>○ Don't understand | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• 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<br>(n=27) | Comfortable or very comfortable: 85%<br>Neutral: 15%<br>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<br>○ Issues around health care parking (Church St) blocking traffic | **Accepted.**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• 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:<br>- one way streets,<br>- traffic calming measures,<br>- speed limits |

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| | | | • parking permits<br>• parking time limits. |
| Slow traffic on Pakington St to discourage it being used for through traffic (n=27) | Comfortable or very comfortable: 89%<br>Neutral: 4%<br><br>Uncomfortable or very uncomfortable: 7% | ○ Definition of slow? | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct. |
| On-street parking to prioritise accessible parking<br>(n=26) | Comfortable or very comfortable: 50%<br>Neutral: 19%<br>Uncomfortable or very uncomfortable: 31% | ○ On-street parking not the safest option for any user<br>○ Don't understand recommendation<br>○ Does not encourage relaxed shopping experience<br>○ 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%<br><br>Neutral: 45%<br><br>Uncomfortable or very uncomfortable: 13% | ○ Just don't think this is necessary or a problem<br>○ I don't see why this is a requirement or necessary?<br>○ Don't think this is a critical issue<br>○ Is this really an issue in the study area? This isn't the same area as the heritage area<br>○ 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. |

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| 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%<br>Uncomfortable or very uncomfortable: 7% | ○ Does this mean sometimes you can park and sometimes you cannot? Not sure what I'm voting for<br>○ On-street not long-term option for growth<br>○ Too difficult to monitor or enforce | **Accepted.**<br>**Included in objective**<br>• To strategically consider access, sustainability goals and local economic gains when designing car parking.<br>**Included in guideline**<br>• 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<br>(n=30) | Comfortable or very comfortable: 33%<br>Neutral: 0%<br>Uncomfortable or very uncomfortable: 67% | ○ Elizabeth St not a good alternative for cyclists due to road width / safety for cyclists<br>○ These streets are not safe enough due to traffic and parking restrictions<br>○ The only North South bike option is Shannon Ave – not efficient; not safe with turning<br>○ No – cyclists need the most DIRECT route and will still use it<br>○ Need to consider cyclist safety as paramount<br>○ Cyclists are second-class citizens<br>○ Want to encourage more cycling, not less<br>○ 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%<br>Neutral: 0%<br>Uncomfortable or very uncomfortable: 0% | ○ Not best and highest value use of this site<br>○ Comfortable only if it is paid parking and if there is | **Accepted.**<br>**Included in objective**<br>• To strategically consider access, sustainability goals and local economic gains when designing car parking.<br>**Included in guideline** |



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| | | adequate provision for the other land uses on this site<br>○ With access from both Pako and Madden Streets<br>○ 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.<br>• Investigate opportunities for consolidated parking through multi decks or underground facilities for public use within strategic sites.<br>• 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%<br>Neutral: 20%<br>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<br>○ 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.<br>○ Parking is paramount for all businesses<br>○ This can create a people-first Pako experience | **Accepted.**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• Retain on street parking as required on Pakington Street.<br>• 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%<br>Neutral: 41%<br>Uncomfortable or very uncomfortable: 7% | ○ Too vague<br>○ Retain some - not all | **Accepted.**<br>**Included in objective**<br>• 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.<br>**Included in guideline**<br>• Retain on street parking as required on Pakington Street. |

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| Improve footpaths:<br><br>- widen pavements<br><br>- remove obsolete crossovers<br><br>- streetscape masterplans<br>(n=31) | Comfortable or very comfortable: 84%<br>Neutral: 10%<br>Uncomfortable or very uncomfortable: 6% | ○ Footpaths are currently wide enough. Monitor shopkeepers' junk on footpaths<br>○ What happens with parking? Are on-street car parks removed?<br>○ Car parking is paramount for strip shopping<br>○ Too many points to choose for one suggestion | **Accepted.**<br>**Included in map.**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>**Included in guideline**<br>• Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities:<br>- Widening footpaths within the precinct as indicated in Map 1.<br>- Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street.<br>- Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.<br>- Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users.<br>- Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.<br>• Encourage the consolidation and reduction of vehicular access points to Pakington Street.<br>• Develop a Streetscape Master plan for Pakington Street ensuring continuity between Pakington North and the Heritage Core Precinct. |
| Improve safety for cyclists and pedestrians:<br>- cycle priority routes (e.g. bike lanes separate from turning lanes)<br>- pedestrian priority route<br>(n=28) | Comfortable or very comfortable: 75% Neutral: 25%<br>Uncomfortable or very uncomfortable: 0% | ○ Should also be incorporated into side streets as well<br>○ Bike lanes don't need to be separated – on lane with cars at very low speed | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>**Included in guideline**<br>• Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities:<br>- Widening footpaths within the precinct as indicated in Map 1. |



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| | | | - Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street.<br>- Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.<br>- Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users.<br>- Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.<br>- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.<br>- Improving pedestrian safety and connections to central Geelong via Brougham Street underpass.<br>- Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.<br>• 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<br>○ Raised crossings must not increase the difficulty for people using mobility aids<br>○ Safety / access issue for some users, e.g. disabled | **Accepted.**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>**Included in guideline**<br>• Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities:<br>- Widening footpaths within the precinct as indicated in Map 1.<br>- Raised crossings and or pedestrian operated signals for new |



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| | | ○ Raised crossing make it even with sidewalk; it is safer for mobility impaired<br>○ [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.<br>- Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.<br>- Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users.<br>- 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)<br>(n=27) | Comfortable or very comfortable: 100%<br>Neutral: 0%<br>Uncomfortable or very uncomfortable: 0% | ○ So important! | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>• To improve public transport services and access to and through Pakington North Precinct.<br>**Included in guideline**<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.<br>- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.<br>- Improving pedestrian safety and connections to central Geelong via Brougham Street underpass. |

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| | | | - Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.<br>• 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<br>- Improved bus connectivity to North Geelong and Geelong Station.<br>- 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%<br>Neutral: 38%<br>Uncomfortable or very uncomfortable: 12% | ○ Lots of traffic to and from school<br>○ Non-signalled might be adequate or better leave it to traffic engineers<br>○ Unsure about the benefits of pedestrian signals? Wombat crossing better | **Accepted.**<br>**Included in guideline**<br>• Investigate extension of Madden Avenue into Rail Siding Yards potentially joining Brittania Street.<br>• 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:<br>- one way streets,<br>- traffic calming measures,<br>- speed limits,<br>- parking permits, and<br>- 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%<br>Neutral: 17%<br>Uncomfortable or very uncomfortable: 0% | ○ Too expensive? Could we improve the Church St Bridge instead? | **Accepted.**<br>**Included in map and guideline**<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.<br>- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.<br>- Improving pedestrian safety and connections to central |



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| | | | Geelong via Brougham Street underpass.<br>- 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<br>(n=26) | Comfortable or very comfortable: 77%<br>Neutral: 23%<br>Uncomfortable or very uncomfortable: 0% | ○ Should be as per building codes<br>○ Consider location of EV chargers. They can take up room and require space for cars | **Accepted.**<br>**Included in guideline**<br>• 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<br>(n=24) | Comfortable or very comfortable: 93%<br>Neutral: 7%<br>Uncomfortable or very uncomfortable: 0% | | **Accepted.**<br>**Included in map and guideline**<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.<br>- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.<br>- Improving pedestrian safety and connections to central Geelong via Brougham Street underpass.<br>- 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<br><br>(n=27) | Comfortable or very comfortable: 93%<br>Neutral: 7%<br>Uncomfortable or very uncomfortable: 0% | • How? | **Accepted.**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>**Included in guideline**<br>• Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street |

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| | | | by exploring the following opportunities:<br>- Widening footpaths within the precinct as indicated in Map 1.<br>- Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street.<br>- Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.<br>- Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users.<br>- Modify signal timing to give greater priority to pedestrians and bicycles by allocating higher green time for both users.<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.<br>- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.<br>- Improving pedestrian safety and connections to central Geelong via Brougham Street underpass.<br>- Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace.<br>• Provide bicycle parking and facilities on logical, visible and central locations, without impeding pedestrians.<br>• Consider collocating bicycle parking with multi deck carparks. |
| Alternative connection to station via Brougham St (n=27) | Comfortable or very comfortable: 89%<br>Neutral: 4%<br>Uncomfortable or very uncomfortable: 7% | • Brougham Street underpass is unsafe – need an alternative option<br>• Need more detail on how this could be achieved. Do you mean a bridge? Widening the underpass? Either? | **Accepted.**<br>**Included in map and guideline**<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity. |

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| | | • Better access from western side of the station<br>• 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.<br>- Improving pedestrian safety and connections to central Geelong via Brougham Street underpass.<br>- 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<br>(n=28) | Comfortable or very comfortable: 89%<br>Neutral: 4%<br>Uncomfortable or very uncomfortable: 7% | • How many more?<br>• But prefer not signalled lights<br>• Only 2 wombat and 1 lights; 3 in total<br>• Wombat crossing on side roads as well | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street.<br>**Included in guideline**<br>• Deliver a range of streetscape improvements to enhance and increase priority for pedestrians and cyclists on Pakington Street by exploring the following opportunities:<br>- Widening footpaths within the precinct as indicated in Map 1.<br>- Raised crossings and or pedestrian operated signals for new pedestrian crossing facilitating movement between east and west side of the Street.<br>- Continuous raised thresholds along Pakington Street to slow vehicular traffic entering Pakington Street and side streets.<br>- Introducing specific treatments for bicycle lanes to increase the visibility of cyclists and provide greater awareness to all road users.<br>- 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<br>(n=28) | Comfortable or very comfortable: 71%<br>Neutral: 18%<br>Uncomfortable or very uncomfortable: 11% | • Consider large shared-use facility or two?<br>• Needs clarification – "mandatory"<br>• Most of the sites are less than 500m2. Not possible | **Accepted.**<br>**Included in guideline**<br>• Prioritise provision for car parking within developments to mitigate the need for additional on-street parking. |



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| | | with the development to provide parking for everyone<br>• 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%<br>Neutral: 24%<br>Uncomfortable or very uncomfortable: 0% | • A bit unclear | **Accepted.**<br>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<br>(n=25) | Comfortable or very comfortable: 60%<br>Neutral: 24%<br>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<br>• This increases cost<br>• Both these should happen in the most expedient fashion, and safe anyway | **Accepted.**<br>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%<br><br>Neutral: 0%<br><br>Uncomfortable or very uncomfortable: 0% | • Can I put 20 dots on (very comfortable)?<br>• Improve for pedestrian and cycling<br>• And bike access<br>• And improve pedestrian access – very | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• 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.<br>**Included in guideline** |

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| through road<br>(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<br>(n=26) | Comfortable or very comfortable: 96% Neutral: 4%<br>Uncomfortable or very uncomfortable: 0% | • Horrendous bridge to walk over!!!<br>• I think a separate bridge would be better – separate pedestrians/cyclists and traffic | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>**Included in guideline**<br>• 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<br>(n=29) | Comfortable or very comfortable: 97%<br>Neutral: 3%<br>Uncomfortable or very uncomfortable: 0% | • Buses are rarely used – don't waste $ on this<br>• They can serve public amenity – Love seating too!<br>• People who use PT are NOT second-class citizens :) | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To deliver safe and attractive environments for pedestrians and cyclists connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.<br>**Included in guideline**<br>• Improve pedestrian and cycling connectivity to key destinations as North Geelong Station, Geelong Station, Corio Bay, central Geelong by:<br>- Enhancing active transport connections to North Geelong Station and Geelong Station with appropriate lighting, ease of access and amenity.<br>- Investigating a new pedestrian and bicycle overpass through Rail Siding Yards across Latrobe Terrace, connecting Pakington North to the waterfront through Mont Albert Road.<br>- Improving pedestrian safety and connections to central Geelong via Brougham Street underpass.<br>- Improving safety and amenity for pedestrians and cyclists across Church Street overpass to facilitate east west connections across Latrobe Terrace. |

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| Decrease parking time limits in all on-street parking including side street (to increase the amount of parking turnover)<br>(n=28) | Comfortable or very comfortable: 75%<br>Neutral: 14%<br>Uncomfortable or very uncomfortable: 11% | ○ Must be 1 to 2 hours minimum<br>○ Excluding parking permits for residents?<br>○ The current limits are reasonable – agreed!<br>○ Be clear re. current time allowed to park | **Accepted.**<br>**Included in objective**<br>• To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street.<br>**Included in guideline**<br>• 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:<br>- one-way streets,<br>- traffic calming measures,<br>- speed limits,<br>- parking permits, and<br>- parking time limits. |
| Focus bicycle parking / facilities / infrastructure on side streets<br>(n=28) | Comfortable or very comfortable: 39%<br>Neutral: 4%<br>Uncomfortable or very uncomfortable: 57% | ○ NO – cyclists always stop and lock up as close as possible to a destination OR under a shelter<br>○ Uncomfy. Non-car uses shouldn't be hidden away<br>○ 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.<br>○ Don't think there should be less priority to cyclists. Theft risk?<br>○ No one will use them on side streets<br>○ Bikes can go on the main street | **Unaccepted.** Inadequate support from Panel. |



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| | | ○ Footpaths on residential local streets are very narrow – ? Only in streets where footpath is wider | |
| Improve bus stops (shelter, seat, increase visibility)<br>(n=29) | Comfortable or very comfortable: 79%<br>Neutral: 17%<br>Uncomfortable or very uncomfortable: 3% | | **Accepted.**<br>**Included in objective**<br>• To improve public transport services and access to and through Pakington North Precinct.<br>**Included in guideline**<br>• Improve and introduce bus shelters, increase their visibility, DDA compliance and pedestrian access. |
| Bus loop linking key destinations:<br><br>- North Geelong Station<br><br>- Mercer St<br><br>- Geelong St<br><br>- Kardinia Park<br><br>- River end, etc. (hospital?)<br><br>Free?<br>(n=31) | Comfortable or very comfortable: 84%<br>Neutral: 16%<br>Uncomfortable or very uncomfortable: 0% | ○ Geelong rail line already goes to these destinations | **Accepted.**<br>**Included in objective**<br>• To improve public transport services and access to and through Pakington North Precinct.<br>**Included in guideline**<br>• 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<br>- Improved bus connectivity to North Geelong and Geelong Station.<br>- 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<br>(n=22) | Comfortable or very comfortable: 45% Neutral: 23%<br>Uncomfortable or very uncomfortable: 32% | ○ V uncomfy – we already know a station ain't happening<br>○ ??? be viable but UDF shouldn't limit this<br>○ 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. |



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| | | ○ 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%<br>Neutral: 13%<br>Uncomfortable or very uncomfortable: 13% | ○ Residents should be able to park<br>○ Increase from 10 metres to 15 metres from intersection to available street parking bays | **Accepted.**<br>**Included in map and guideline**<br>• 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%<br>Uncomfortable or very uncomfortable: 7% | ○ Dependent on what will be put there<br>○ Or another variation option, e.g. near Brittania St<br>○ I don't know what this 2021 suggestion was but would be keen to see it so I can vote on it<br>○ No extending Madden Ave through rail yards destroys best development of major catalyst site | **Accepted.**<br>**Included in map and guideline**<br>• 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%<br>Neutral: 8%<br>Uncomfortable or very uncomfortable: 0% | ○ Stronger wording than "consider" – this should be undertaken so it is understood<br>○ Shouldn't Council already be thinking about this? | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street.<br>**Included in guideline**<br>• 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: |



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| | | | - one-way streets,<br>- traffic calming measures,<br>- speed limits,<br>- parking permits, and<br>- parking time limits. |
| Encourage car share, provide dedicated space for car share vehicles (n=26) | Comfortable or very comfortable: 88% Neutral: 12%<br>Uncomfortable or very uncomfortable: 0% | ○ "Very comfortable" comment – I would get rid of my second car if there was a car share locally | **Accepted.**<br>**Included in guideline**<br>• Seek opportunities for car sharing facilities with dedicated parking bays for car share vehicles. |
| Slow down and reduce traffic along side streets:<br>- enforce speed limits<br>- one-way streets<br>(n=27) | Comfortable or very comfortable: 63%<br>Neutral: 19%<br>Uncomfortable or very uncomfortable: 19% | ○ Slow down ✓ One-way streets I am less comfortable with unless it is supported by very solid traffic studies<br>○ Enforcement more of a police/traffic warden thing?<br>○ Not comfortable with one-way streets. Council not compliant with concern/check<br>○ Is a one-way street change fair or practical for those who live on an affected street? | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street.<br>**Included in guideline**<br>• 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:<br>- one-way streets,<br>- traffic calming measures,<br>- speed limits,<br>- parking permits, and<br>- parking time limits. |
| Have permits for residents on side streets (n=27) | Comfortable or very comfortable: 78%<br>Neutral: 11%<br>Uncomfortable or very uncomfortable: 11% | ○ Private cars should be parked on private property<br>○ As long as there is still a mixture of resident and visitor parks<br>○ Need to ensure that visitor parking isn't always just capped at 2 hours<br>○ Only if permits issued | **Accepted.**<br>**Included in guideline**<br>• 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:<br>- one way streets,<br>- traffic calming measures, |

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| | | free, 1 per bedroom of household | - speed limits,<br>- parking permits, and<br>- parking time limits. |
| Encourage zones on Pakington St in key locations that discourage through traffic<br>(n=29) | Comfortable or very comfortable: 83% Neutral: 7% Uncomfortable or very uncomfortable: 10% | ○ What does this mean?<br>○ Not at expense of car parking?<br>○ Need some capacity for through traffic | **Accepted.**<br>**Included in guideline**<br>• Investigate opportunities for shared zones at appropriate sections of Pakington Street to discourage through traffic.<br>• Seek to protect existing laneways and encourage extensions and connections where feasible. |
| Discourage thoroughfare traffic on Pako North<br>(n=27) | Comfortable or very comfortable: 89%<br>Neutral: 0%<br>Uncomfortable or very uncomfortable: 11% | ○ Reduce Pakington St as through road / thoroughfare for vehicle access (agree)<br>○ Redesign Pakington St from a main distribution street to lower designation – local access | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To establish Pakington North Precinct as a destination by supporting balanced multi modal movement and minimising adverse impacts of through traffic on Pakington Street.<br>**Included in guideline**<br>• Reduce speed limits on Pakington Street to 30km/hr within Pakington North Precinct.<br>• Investigate extension of Madden Avenue into Rail Siding Yards potentially joining Brittania Street.<br>• 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.<br>• 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:<br>- one-way streets,<br>- traffic calming measures,<br>- speed limits,<br>- parking permits, and<br>- parking time limits.<br>• Retain on street parking as required on Pakington Street.<br>• Develop a Streetscape Master plan for Pakington Street ensuring |



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| | | | continuity between Pakington North and the Heritage Core Precinct.<br>• Investigate opportunities for shared zones at appropriate sections of Pakington Street to discourage through traffic.<br>• 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%<br>Neutral: 15%<br>Uncomfortable or very uncomfortable: 7% | ○ Should be a condition of a private development<br>○ Parking should be contained(?) into any development catalyst site is too valuable for just parking<br>○ Would multideck parking be free or pay to park?<br>○ Increases attraction of new vehicles to the area?<br>○ Prefer open space | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To strategically consider access, sustainability goals and local economic gains when designing car parking.<br>**Included in guideline**<br>• 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%<br>Neutral: 32%<br>Uncomfortable or very uncomfortable: 4% | ○ Don't understand question – (agreed with by others)<br>○ Is this monitored?<br>○ Multilevel current parking if developed further<br>○ 2nd catalyst site needs to be more than parking. Park incorporated in any development<br>○ How? | **Accepted.**<br>**Included in map**<br>**Included in objective**<br>• To strategically consider access, sustainability goals and local economic gains when designing car parking.<br>**Included in guideline**<br>• 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 |
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| | | | | 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.<br>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.<br>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.<br>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.<br>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.<br>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.<br>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.<br>c) Upgrades like this will be part of the future streetscape masterplan. |



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| | | e) Adequate parking is required throughout Pakington North.<br>f) Re- Council owned vacant properties on Madden Avenue (Angelsea St and Waterloo Terrace)- Could these site become pocket parks, community gardens.<br>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.<br>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.<br>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.<br>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.<br>k) Encourage State Government to relocate Rail sidings Yard to Waurn Ponds as originally intended. Undertake remediation works for the site.<br>Improve frontage of site with landscaping, seating etc in the interim.<br>– Can a portion of the site made available for multi deck car parking?<br>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.<br>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.<br>n) Are 4 signalised traffic crossing too much, how will it impact on traffic flow and road users like the bus.<br>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.<br>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)<br>e) Guidelines referencing adequate parking are included in the UDF.<br>f) These sites are outside the Pakington North Precinct and outside the scope of this project.<br>g) Noted, there are specific requirements in the Planning Scheme for rooftop terraces and balconies. Additional requirements are not needed.<br>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.<br>i) These aspects have been reflected in the UDF.<br>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.<br>k) Further implementation actions are reflected in the UDF. Remediation works are required by law and sit outside scope of the UDF.<br>l) There are design aspects which will be worked through as part of the streetscape masterplan.<br>m) The City employs qualified professionals which have the relevant experience in their field.<br>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.<br>o) This is reflected in the UDF.<br>p) Noted, a streetscape masterplan will address this. |
| | 3 | a) Include pedestrian overpasses/ flyovers:<br>a. Over Church Street to link Pakington Street with recreation area in North Geelong;<br>b. Over Latrobe terrace and railway line to link with bay.<br>b) Proposed open space on corner Church Street is not appropriate.<br>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.<br>b) This open space notation was removed from the UDF<br>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 |

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| | | site and include a pedestrian overpass to the Bay. Carparking should be incorporated.<br>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.<br>Consider 2 storeys on Pakington Street as transition from Heritage Core and then transition to height. Consider new access roads into the site.<br>– Do not place open space on corner with Pakington Street but keep on Waratah Street.<br>e) Too many signalised pedestrian crossings proposed. Maybe have 1 and have others as zebra crossings.<br>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.<br>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.<br>h) Yes to widening footpaths but not a the cost of smooth traffic flow, car parking and access for all.<br>i) Street art should not only be indigenous but also incorporate the settlement and growth of Geelong West and Greater Geelong.<br>j) Do not restrict movement on the east/west residential road network. There is already enough pressure on these streets.<br>k) Basement carparking should be included for strategic sites (Dan Murphys carpark, Ropeworks and Railsidings Yard) to increase parking.<br>l) Consider smaller, more frequent busses to improve public transport.<br>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.<br>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.<br>Two potential locations have been identified for public open space to be further detailed as part of the Masterplan.<br>e) Refer to 2.n.<br>f) Noted, food trucks have only been identified as an option to activate underutilised spaces.<br>g) Refer to 2.a. the UDF acknowledges that Pakington Street is a destination where visitors will need carparking facilities.<br>h) Refer to 2.o.<br>i) Noted, street art is subject to a specific selection process.<br>j) A Local Area Traffic Management Plan is part of the implementation plan and will look into these issues.<br>k) Consolidated multideck parking is included, basement parking remains an option but will depend on economic viability.<br>l) The implementation plan includes an action to advocate for improved public transport. Smaller busses are unlikely as they are not economically viable.<br>m) Refer to 2.g. |
| | 4 | Concerned regarding access, equity and inclusivity for all.<br>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.<br>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:<br>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.<br>b) Fix footpaths and street/roads to make them safe and easier to walk on.<br>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.<br>b) Refer to 2.p.<br>c) Refer to 3.l.<br>d) Refer to 3.f. |

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| | 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:<br>a) Proposed open space at north-west corner Church Street will not provide real benefit at this location. Better potential for built form.<br>b) Signalised pedestrian crossing at Collins Street is unnecessary considering there is already a set of lights at Waratah/Wellington Street.<br>c) Place emphasis on functionality of new green spaces. E.g. planter boxes with seating integrated into it rather than a simple park bench.<br>d) The built form interventions which are used to slow traffic down are a good idea and something that should be considered carefully.<br>e) Carefully consider location of new zebra crossings. Some current crossing in Heritage precinct are problematic as cars stop in middle of intersections.<br>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.<br>b) Refer to 2.n.<br>c) This will be further detailed in a future streetscape masterplan.<br>d) Noted<br>e) Refer to 2.n.<br>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.<br>a) Support the provision for temporary utilisation of spaces prior to development ( eg. food trucks). Some ideas should be implemented now.<br>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.<br>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.<br>a) Balance grassed areas, trees, seating with sufficient street parking. Provide off street parking in a timely matter.<br>b) Built form: set back upper levels to minimise overshadowing on pedestrian/ gathering space. | Noted<br>a) The access and movement objectives and guidelines aim to achieve this balance<br>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.<br>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!<br>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.<br>b) Include modern sculptures and water features, maybe a community garden.<br>c) Should there be restrictions on branding and signage. Can we have requirements on building materials, with sustainable materials preferred.<br>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.<br>b) Artworks will be supported, these aspects can be further detailed as part of future streetscape masterplan.<br>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 |



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| | | | Sustainable Design Guidelines which include reference to the use of materials.<br>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<br>b) Railyards: short term interface improvement and longer term approach is good.<br>c) Include light controlled pedestrian crossings.<br>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.<br>e) Have a fruit and veg market in the ropeworks<br>f) Ensure designated public use sites are designed to be multifunctional / multi use to maximise their usage. | a) Noted<br>b) Noted<br>c) Refer to 2.n.<br>d) Refer to 7.f. The streetscape masterplan will consider the use of materials.<br>e) This is privately owned; Council can support a use like that but it is up to landowner to initiate.<br>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.<br>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.<br>c) Recommendation 5 - document fails to properly acknowledge objections to signalised crossings.<br>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.<br>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.<br>b) The UDF reflects a balance in ensuring sufficient parking while also allowing for streetscape upgrades.<br>c) Further strategic work (Local Traffic Management Plan) will be undertaken to identify the most appropriate pedestrian crossings.<br>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.<br>e) The UDF references to heritage elements and an appropriate transition of the heritage core into Pakington North.<br>- |
| | 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.<br>Open Space on corner Church Street has been removed. |



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| | 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.<br>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. |

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| | | | | 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 |
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| | | | | 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.<br>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.<br>b) Refer to Engagement Summary Report which details the process and responds to concerns in relation to attendance |



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| | | | b) Another failing is having only half the panel numbers there for the voting, and this being considered as an acceptable outcome.<br>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.<br>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.<br>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.<br>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.<br>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:<br>a. increase traffic and car parking pressures.<br>b. overwhelm existing old infrastructure (sewerage, water).<br>c. Impact on schools<br>e) The built form session green dot vote supported the following heights:<br>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.<br>b. Wellington St to Waterloo St: reduce to 2 storeys due to Waterloo heritage precinct.<br>c. Transition to 3 storeys from Waterloo Street, medium from Clonard with higher in the north.<br>f) The transition from 2 storeys to 6 on the Strand is overwhelming, imposing in bulk and out of character.<br>g) There should be an upper height limit on the large strategic sites. This would prevent much taller buildings.<br>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.<br>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.<br>c) Refer to 10.b.<br>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.<br>e) Refer to 2. The transition to residential areas has been considered and is reflected in the UDF.<br>f) Refer to 11.e.<br>g) The UDF refers to maximum building heights.<br>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.<br>i) Refer to 2.g in Public Realm section.<br>j) As per planning scheme requirements, a wind report is typically required for buildings above 5 storeys. |



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| | | green space. There needs to be advice from a horticultural expert to ensure these public spaces aren't unduly overshadowed.<br>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.<br>j) Pako and Church St intersection<br>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<br>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:<br>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.<br>b. Between Wellington Street and Waterloo should not be more than 2 storeys abutting the narrow residential streets.<br>c. West-side Pako – between Wellington and Waterloo Streets should be no more than 4 storeys to ensure smooth transition.<br>b) Concerns of costs to ongoing infrastructure failures and repairs.<br>a. Sewerage infrastructure is over 100 yrs old and outdated and frequently failing. How to deal with stressed system<br>b. Impact of power outages due to increased development<br>c. Are developers responsible for building failures<br>c) Other concerns re increased densities:<br>a. Where do new children go to school<br>b. Further traffic congestion and parking issues.<br>d) Green spaces need to front Pakington Street and solar access is not enough for viable green spaces.<br>e) Rooftop terraces – should be green, not for commercial use creating noise.<br>f) Are height limits capped even is parking incorporated in the building<br>g) Is the maximum height capped or can it be varied? | a) Refer to 2.<br>a. The 8+ storey area is significantly setback from the street<br>b. The height on the property boundary is 2 storeys with setbacks to ensure transition to residential area.<br>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.<br>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.<br>c) Refer to 11.d.<br>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.<br>e) Refer to 2.g in Public Realm section.<br>f) Yes, introduction of parking in a building will not impact height.<br>g) The UDF identifies maximum heights. A Design and Development Overlay in a Planning Scheme can only identify |

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| | | h) There should be no waivers for parking requirements. All developers need to provide parking.<br>i) Concerns in relation to process:<br>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.<br>b. Panel of 62 people and only 32 voted. | preferred maximum heights, variations will be subject to achieving the objectives of the UDF.<br>h) The Access and movement section response to parking requirements.<br>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.<br>Please note: colours on the map are difficult to read. | Noted.<br>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.<br>b) Issue on how voting was done:<br>a. Should have been specific heights not a height range. There was no option for 3 storeys preference. 8+ category was open for interpretation.<br>b. Not time and space to consider the heights, voting proceeded with undue speed.<br>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.<br>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.<br>d) The scale of the building heights is totally inappropriate for Pako North.<br>e) The height map does not show appropriate transition to heritage and residential interfaces:<br>a. Section between Waratah Street and Clonard Street should be reduces to 4 levels on Pakington Street.<br>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.<br>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<br>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.<br>c) The heights in the UDF are identified as maximum heights.<br>d) Noted refer to 2.<br>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:<br>a. Pakington Street between Waratah Street and Clonard Street: 2 storeys<br>b. The Strand fronting Pakington Street: 2 storeys<br>The Strand fronting Waratah Street: 4 storeys<br>c. Residential interface Waterloo precinct: 2 storeys.<br>f) Refer to 2. The voting on heights was done after the recommendations. Recommendations have been used to further refine the heights.<br>g) The green space is indicative but positioned on the corner of Waratah and Pakington Streets. |

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| | | the heritage precinct. This will reduce amount of cars, visual bulk of new buildings and impacts from noise.<br>f) The voting per the recommendation voting should be taken into account, there is a discrepancy.<br>g) Move the proposed greenspace on Waratah in the Strand front Pakington Street to avoid a continuous line of new buildings.<br>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<br>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.<br>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.<br>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.<br>l) How will waste collection occurs from sites with no rear lane access?<br>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.<br>n) Adequate onsite parking must be provided by ALL new developments. There must be no zero onsite parking allowed for new developments.<br>o) A requirement is needed for mature canopy trees to be planted at residential interfaces to provide visual screen and shade.<br>p) Concerns about infrastructure requirements:<br>a. Outdated sewerage/ stormwater. How will this be upgraded<br>b. Where wil kids in new developments go to school<br>q) How will footpath be widened when the use of private land is required?<br>r) Concern of wind tunnel effect on Church Street intersection, dangerous for pedestrians on Telegraph Bridge.<br>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.<br>i) Building regulations apply to private balconies and openable windows, these cannot be varied through a UDF.<br>j) Refer to 2.g in Public Realm section.<br>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.<br>l) In a similar way waste is currently collected from sites without rear lane access.<br>m) Built carparking needs to be in accordance with the relevant building codes and regulations.<br>n) Refer to 17.h.<br>o) A landscape buffer is identified in the UDF, however Council cannot control type of planting/landscaping in a private garden.<br>p) Refer to 17.b. and 11.d.<br>q) Widening of footpath will occur within the road reserve. In some areas building setbacks are identified.<br>r) Refer to 11.j.<br>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. |

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| | incorporating planning aspects such as overshadow modelling, amenity and concepts for public open space.<br>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.<br>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.<br>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.<br>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!<br>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.<br>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.<br>b) Refer to 2.<br>**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. |

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| | | | | | 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.<br>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 |
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| | | | | 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.<br>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.<br><br>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.<br>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).<br>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.<br>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.<br>e. Church Street and Telegraph Bridge are State Government infrastructure. The Implementation plan identifies a short term advocacy action. |



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| | 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.<br>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.<br>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:<br>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.<br>b. Voting range for heights is also concerning. It was not possible to vote for 3 storeys, the 4 storey upperheight has been applied.<br>c. Results of votes were shown before voting ended, potentially influencing the voting.<br>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.<br>b) Refer to 11.b in built form section.<br>c) Refer to 2 and 11.e. in built form section.<br>d) Refer to 17.b. and 11.d. in built form section.<br>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.<br>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. |



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| | car parking at Pakington Strand – despite being told that this was private parking and couldn't be used by people generally.<br>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.<br>d) Excessive heights will overwhelm sewerage system, schools.<br>e) There needs to be a proper traffic and parking plan.<br>a. If the railsidings yard is not available in the foreseeable future where will a multi deck parking go.<br>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.<br>c. How is onsite car parking going to be accommodated and accessed on these apartment blocks?<br>– Given all of the above traffic and parking problems, the building heights need to be revised down.<br>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. |

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| | 17 | a) 'Advocate for a bus review'- not strong enough. We need guaranteed improvement to local bus services.<br>b) Pakington Street North needs extra, safe pedestrian crossings, suitable for all, including people with mobility issues, or prams.<br>c) Key concerns for traffic changes:<br>a. Use of one way streets will only push the problem out further, not solve it.<br>b. Brittania Street is less suitable for increased traffic than Isabella Street which flows better.<br>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.<br>e) RE- parking:<br>a. New developments need to provide their own car parking to negate flow-on congestion effects in local residential side streets.<br>b. On street parking needs to be free and accessible to all.<br>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.<br>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.<br>b) Pedestrian crossings are included in the UDF<br>c) Refer to 16.<br>d) Refer to 11.j. in built form section.<br>e) Refer to 2.a. in the public realm section.<br>f) Children will likely attend the local school. Also refer to 11.d. in the built form section.<br>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.<br>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.<br>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.<br>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.<br>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.<br>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.<br>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.<br>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 |

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| | | 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.<br>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.<br>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.<br>g) The suggestion to advocate for bus review suggests that this process has not started.<br>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.<br>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.<br>f) Refer to 21.I. in the built form section.<br>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.<br>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.<br>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<br>that squeezing all the different modes of transport into available road reserve will lead to continued compromise. E.g<br>- Separated bike lanes are unlikely to be feasible;<br>- Agreed goal to discourage through traffic but an alternative is not proposed;<br>- Increase in street trees (supported) but how will roots and leaves impact parking and footpaths<br>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.<br>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.<br>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. |

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| | 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.<br>Limiting cars down Pakington street will make a more exclusive feel of area and point of interest | Noted.<br>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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