



THE CITY OF  
GREATER GEELONG

# PAKINGTON NORTH URBAN DESIGN FRAMEWORK

MAY 2024  
FINAL

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## **ACKNOWLEDGMENT OF COUNTRY**

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

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# EXECUTIVE SUMMARY

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

## VISION

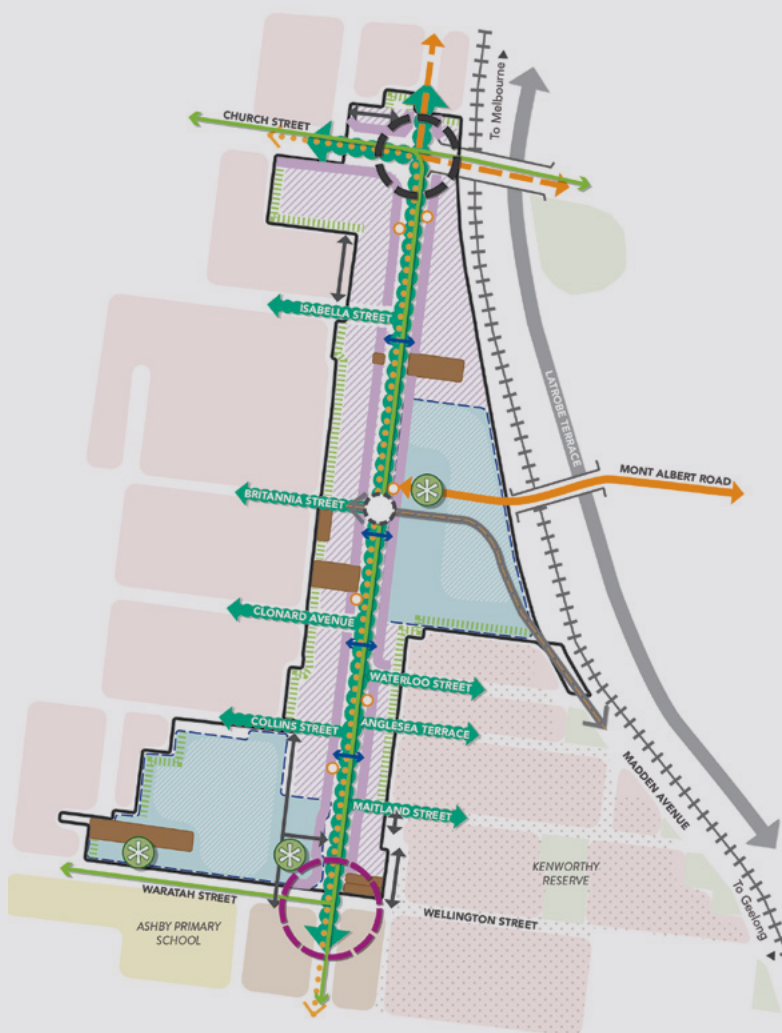
*“A vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. As a people friendly and inclusive precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will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

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

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

The UDF seeks to:

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



Urban Design Framework

# EXECUTIVE SUMMARY

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



## Land Use and Activity

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



## Development and Interface Management

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



## Access and Movement

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



## Public Realm and Open Space

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

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

PETREL HOTEL



LICENSED HOTEL KEEPER  
NOMINAGE

PETREL  
HOTEL  
BAR

Victoria  
Bitter

Carlton  
Draught

GARA

COLLINS



01



# INTRODUCTION

<b>Overview</b>	<b>10</b>
<b>Community Engagement</b>	<b>14</b>

# 1.1 OVERVIEW

## Project Background

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

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

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

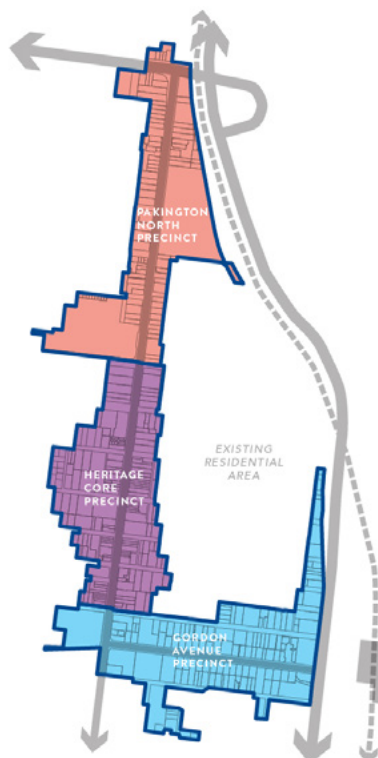


Figure 01. UDF Precincts - Three precincts as identified in the Final Pakington Street (Geelong West) & Gordon Avenue Urban Design Framework

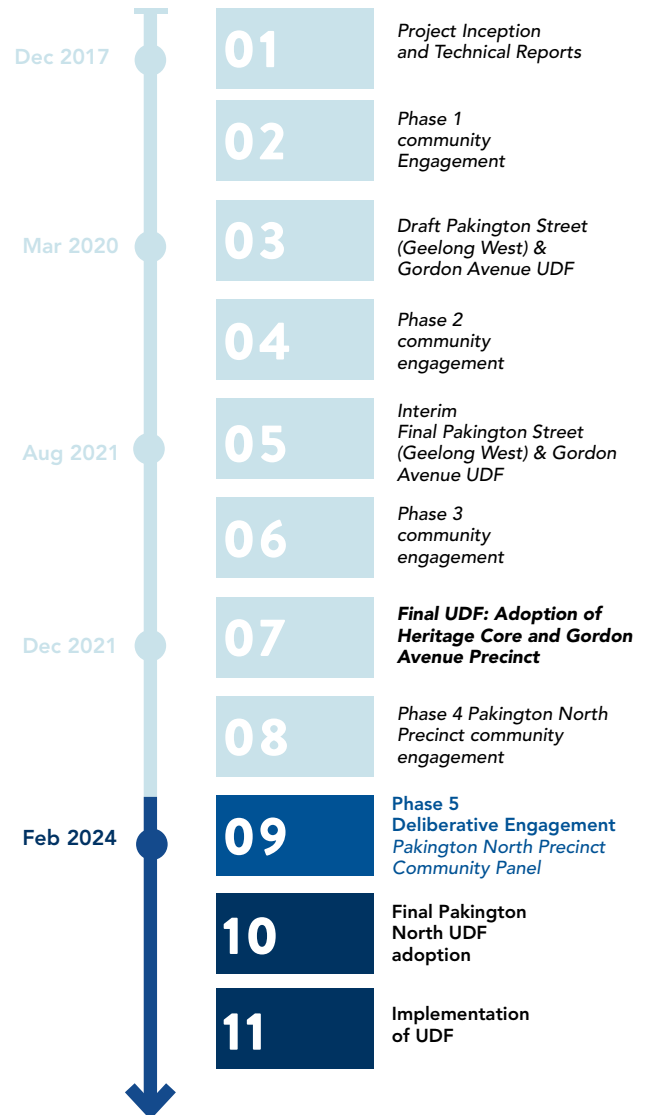


Figure 02. Project Timeline

# 1.1 OVERVIEW

## What is an Urban Design Framework?

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

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

## Purpose of the Urban Design Framework

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

## How to read this document

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

<b>01</b>	<b>INTRODUCTION</b> Includes an overview of project background, purpose and the deliberative engagement process
<b>02</b>	<b>BACKGROUND ANALYSIS</b> Includes context, strategic and policy background, project drivers, existing conditions and key influences
<b>03</b>	<b>URBAN DESIGN FRAMEWORK</b> Includes overall framework, themes, objectives and design guidelines.
<b>04</b>	<b>STRATEGIC SITES</b> Includes future development and aspirations for both strategic sites.
<b>05</b>	<b>IMPLEMENTATION PLAN</b> Includes statutory and non-statutory actions, expected timelines and further work required.
<b>06</b>	<b>APPENDIX</b> Includes various works that has informed this UDF.

# 1.1 OVERVIEW

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



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

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

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

## Why was an Urban Design Framework selected for this area?

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

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

## How was the precinct boundary determined?

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

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



NORTH GEELONG

DRUMCONDRA

PAKINGTON STREET

RAIL SIDINGS YARD

Corio Bay

PAKINGTON STRAND

500m

GEELONG WEST

HERITAGE CORE PRECINCT

1km

CENTRAL GEELONG

GEELONG STATION

GORDON AVENUE PRECINCT

1.5km

## 1.2 COMMUNITY ENGAGEMENT

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

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

The overarching scope of the engagement was:

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

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

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

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

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

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

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

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

## 1.2 COMMUNITY ENGAGEMENT

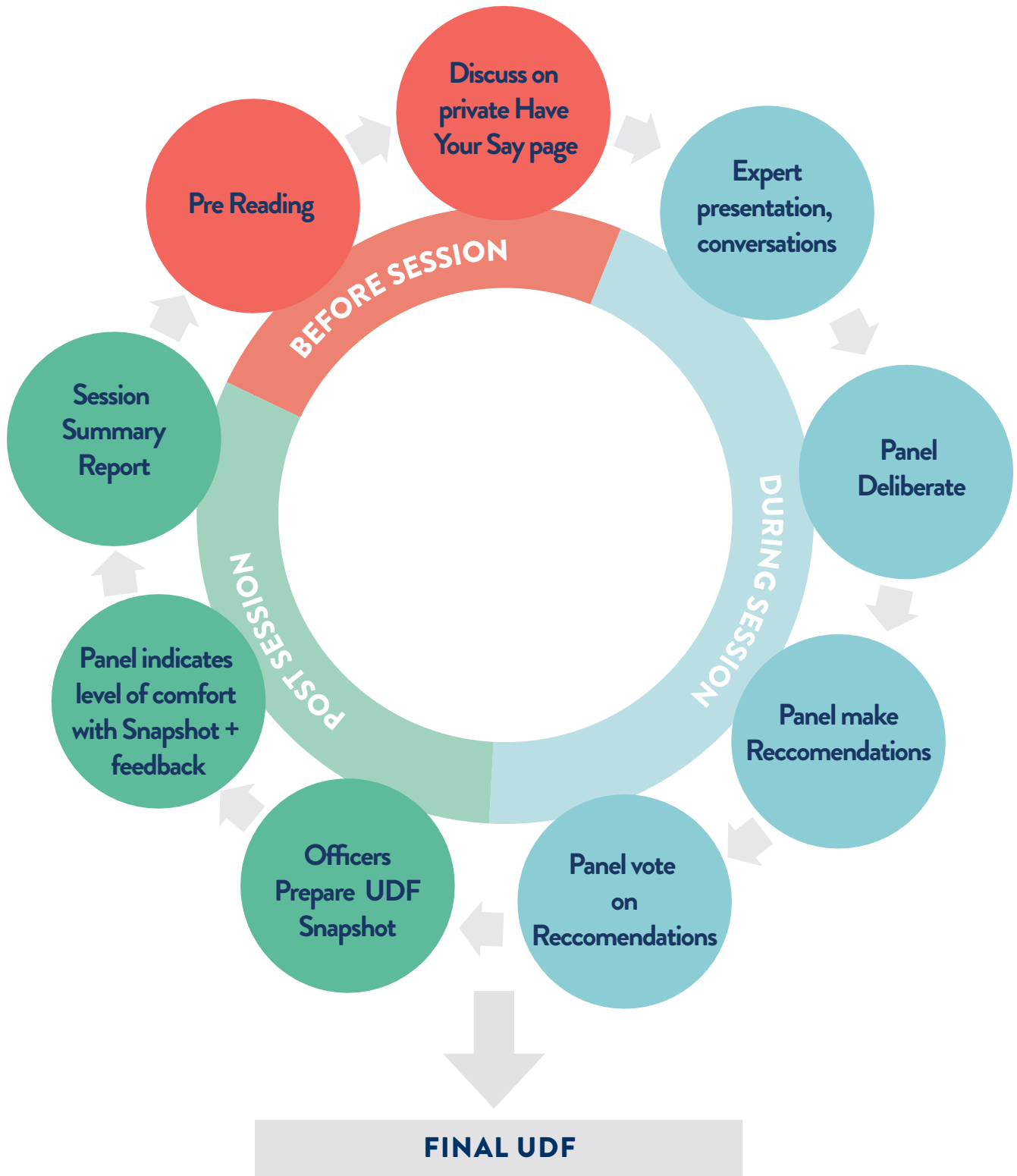



Figure 03. Deliberative Engagement Process for Pakington North UDF



02



# BACKGROUND ANALYSIS

<b>Strategic Context</b>	<b>14</b>
<b>Planning Policy Context</b>	<b>18</b>
<b>Drivers for Change</b>	<b>20</b>
<b>Pakington North Precinct</b>	<b>28</b>
<b>Key Influences</b>	<b>30</b>

## 2.1 STRATEGIC CONTEXT

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

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



Aims to boost housing supply and affordability in Victoria. The statement includes a target to build 800,000 new homes — 80,000 a year — across the state over the next 10 years of which 425,600 new homes in regional Victoria by 2031. The new Plan Victoria aspires for 70% of new homes to be built in established areas and 30% in growth areas across the State.

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

### VICTORIA'S INFRASTRUCTURE STRATEGY, 2021-2051



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

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

### G21 REGIONAL GROWTH PLAN, 2013



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

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

### VICTORIA'S CLIMATE CHANGE STRATEGY



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

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

### VICTORIAN CYCLING STRATEGY



This strategy aims to increase the number, frequency and diversity of Victorians cycling for transport by:

- investing in a safer, lower-stress, better-connected network.
- making cycling a more inclusive experience.

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

### VICTORIA'S BUS PLAN

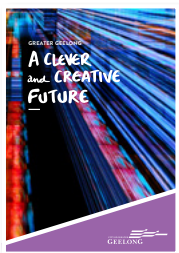


Aims to provide a bus network that better meets public transport needs and demand, including new networks of routes and service models like on-demand and demand responsive services that make the most of innovation and new ideas.

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

## 2.1 STRATEGIC CONTEXT

### A CLEVER AND CREATIVE FUTURE



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

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

### OUR COMMUNITY PLAN 2021-25



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

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

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

The four strategic directions are:

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

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

### RETAIL STRATEGY 2020 – 2036



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

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

### PAKINGTON STREET AND GORDON AVENUE URBAN DESIGN FRAMEWORK, 2021

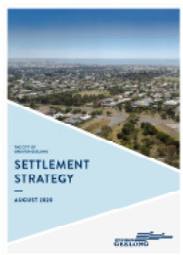


A key document that identifies three precincts, namely, Gordon Avenue, Heritage Core and Pakington North. The document informs and provides background to this UDF.

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

## 2.1 STRATEGIC CONTEXT

### SETTLEMENT STRATEGY, 2020



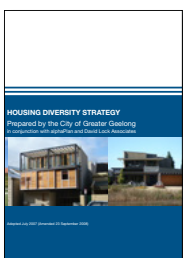
Provides a number of directions to maintain Greater Geelong's lifestyle and housing,

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

The UDF has the opportunity to support the following principles:

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

### HOUSING DIVERSITY STRATEGY



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

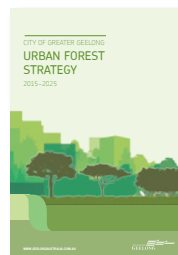
### SOCIAL HOUSING PLAN 2020-2041



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

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

### URBAN FOREST STRATEGY 2015-2025



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

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

### ENVIRONMENT STRATEGY 2020-2030, 2020



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

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

## 2.1 STRATEGIC CONTEXT

### SOCIAL INFRASTRUCTURE PLAN GENERATION ONE: 2020-2023, 2020



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

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

### CONNECTING PEOPLE, PLACE & ENVIRONMENT, PUBLIC ARTS STRATEGY 2024



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

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

### PAKINGTON STREET (GEELONG WEST) PUBLIC PARKING PLAN



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

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

### VISION ZERO GEELONG: SAFE LOCAL TRAVEL 2022-2027



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

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

## 2.2 PLANNING POLICY CONTEXT

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

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

### CLAUSE 11 SETTLEMENT

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

### CLAUSE 15 BUILT ENVIRONMENT AND HERITAGE

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

### CLAUSE 16 HOUSING

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

## 2.2 PLANNING POLICY CONTEXT

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

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

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

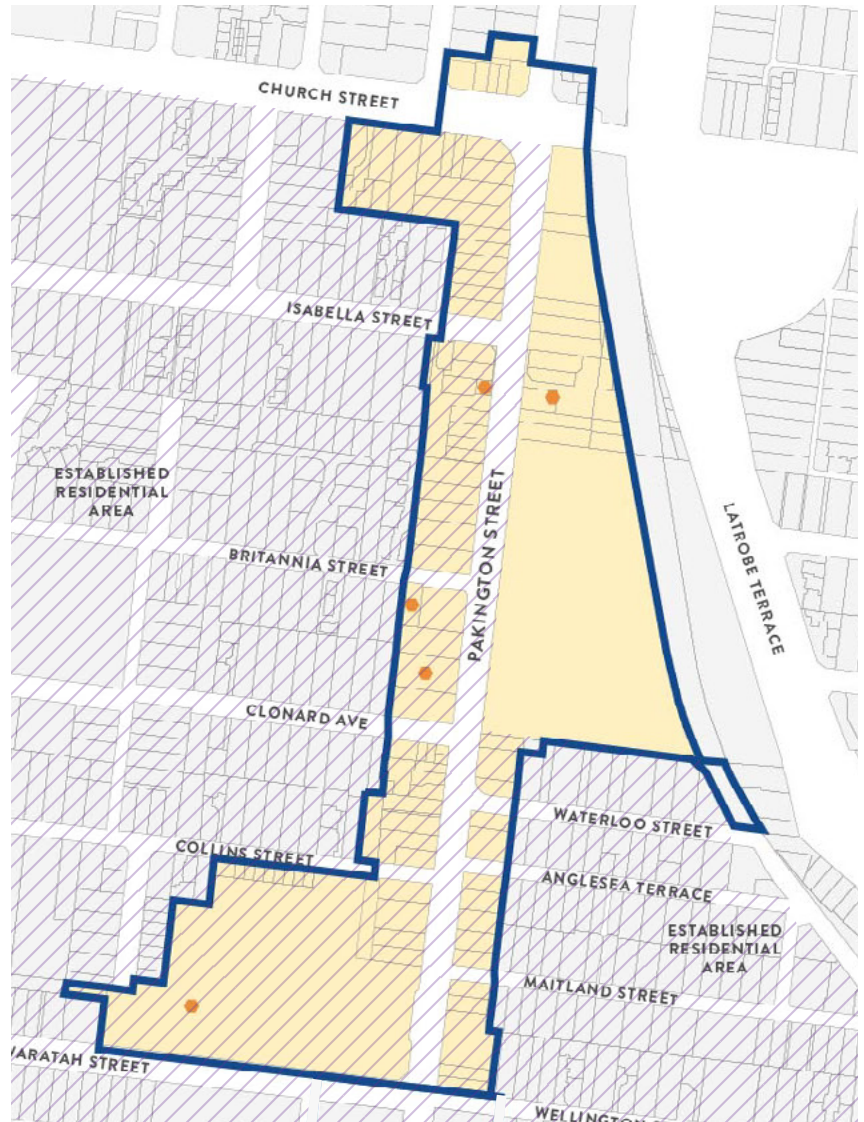


Figure 04. Lack of Built Form Controls and IHDA extent  
Map showing areas that lack built form controls in yellow and areas influenced by Increased Housing Diversity Areas policy in purple lines.

## 2.2 PLANNING POLICY CONTEXT

### CLAUSE 17 ECONOMIC DEVELOPMENT

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

### CLAUSE 18 TRANSPORT

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

### CLAUSE 19 INFRASTRUCTURE

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

### Existing Zones

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

#### PURPOSE OF COMMERCIAL 2 ZONE

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

#### PURPOSE OF COMMERCIAL 1 ZONE

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

#### PURPOSE OF MIXED USE ZONE (Pakington Strand)

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

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

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

## 2.2 PLANNING POLICY CONTEXT

### Existing Overlays

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

#### INDIVIDUALLY SIGNIFICANT BUILDINGS

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

#### HERITAGE PLACES

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

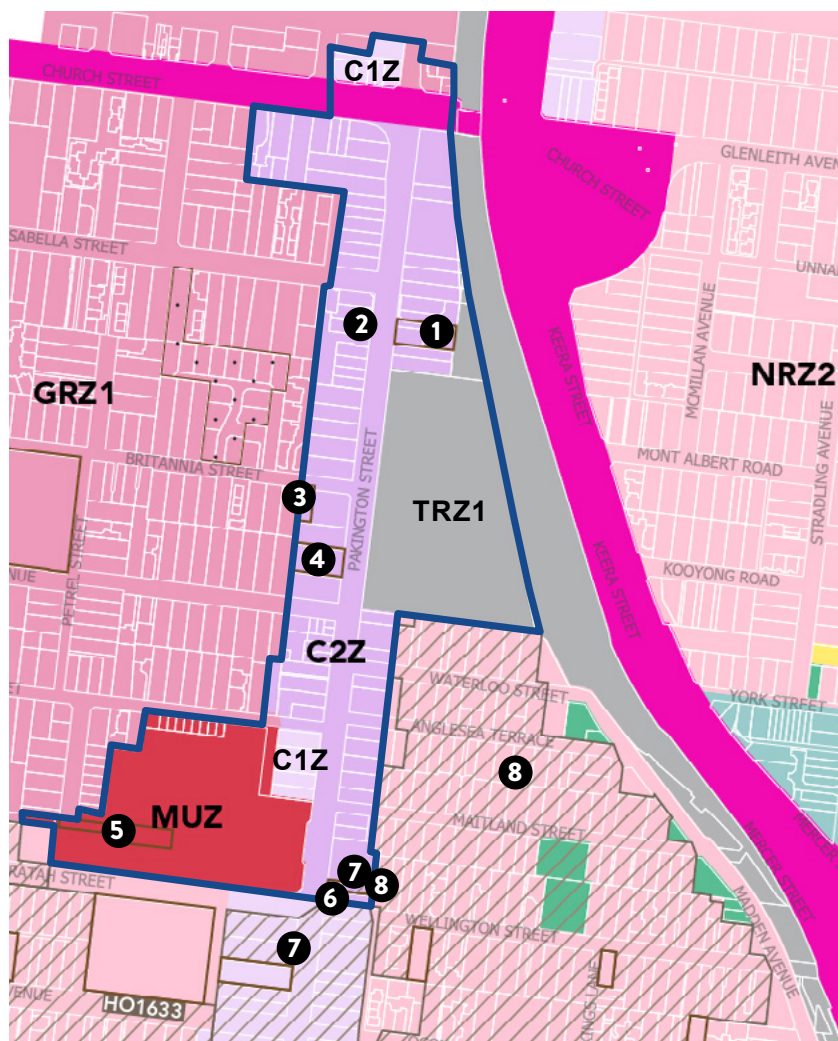


Figure 05. Existing Zones and Overlays

## 2.3 DRIVERS FOR CHANGE

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

### Population Growth & Housing Demand

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

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

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

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

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

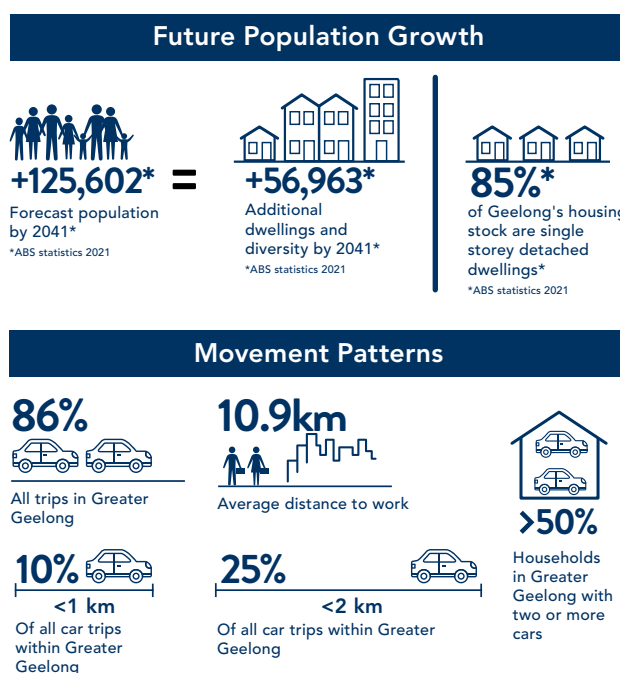


Figure 06. Population Growth and Movement Patterns

## 2.3 DRIVERS FOR CHANGE

### Retail Growth

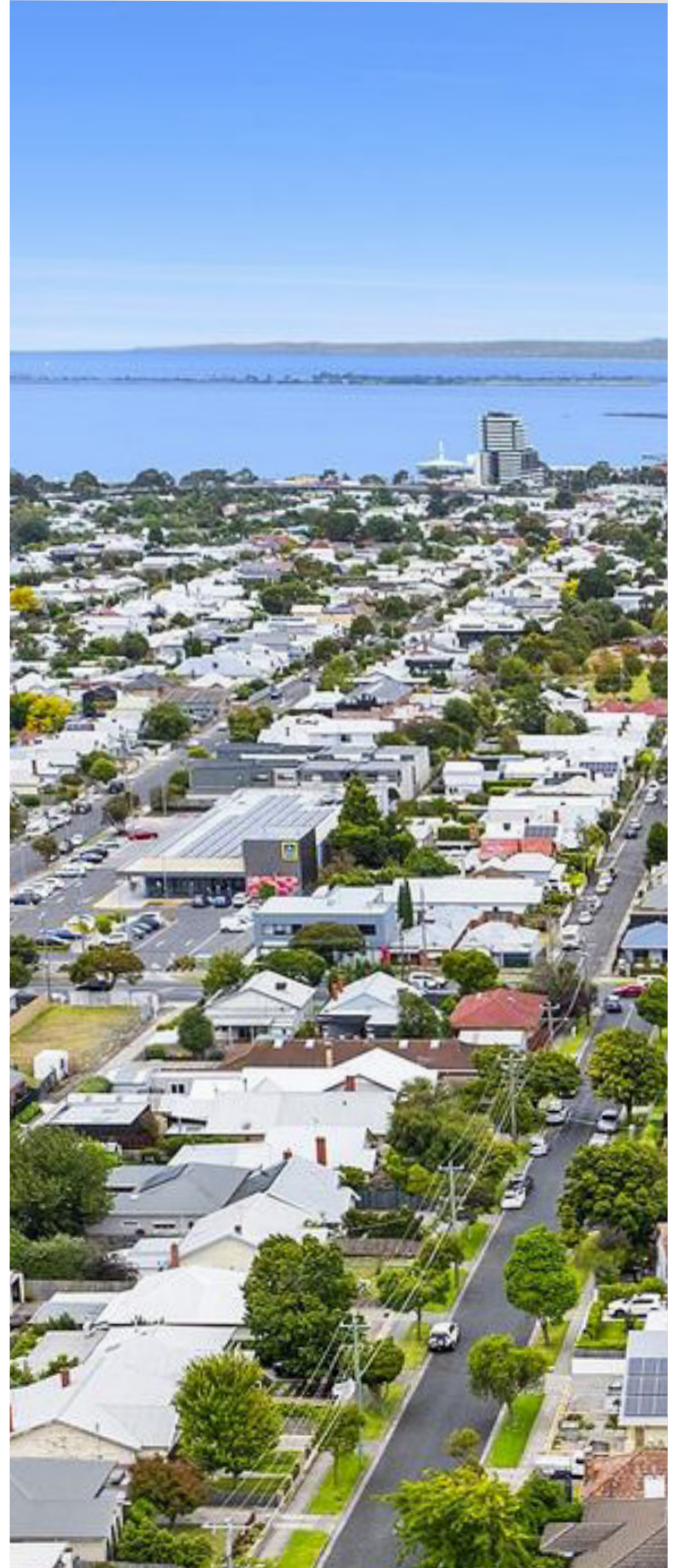
Pakington Street plays an important role as Greater Geelong's only Specialised Retail Centre. Pakington Street offers a unique experience to the broader community which is unlike elsewhere in Geelong, creating a destination. The Centre has grown from a traditional shopping strip serving the local community,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

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

### Climate Change & Sustainable Development

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

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



View of the bay from the western parts of Geelong

## 2.4 PAKINGTON NORTH PRECINCT

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

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

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

### 1 Central Geelong

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

### 2 South Geelong

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

### 3 Geelong Saleyards

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

### 4 Western Geelong Growth Area

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



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



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



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



Map 02. Precinct Context and Key Areas

**KEY**

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

## 2.5 KEY INFLUENCES

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

### Land Use

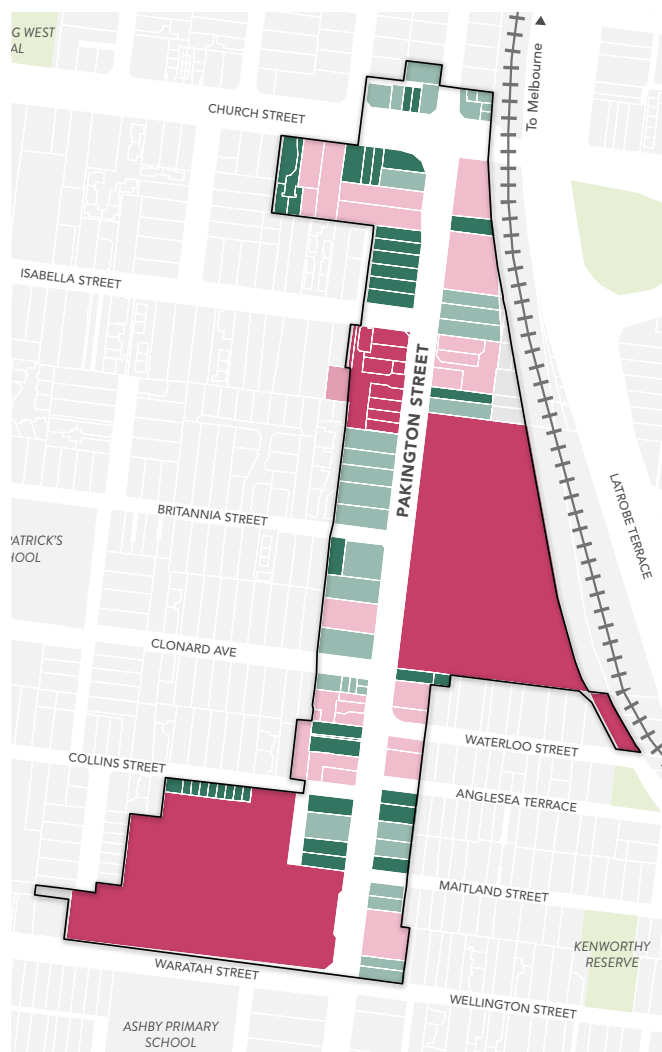
Pakington North hosts a diverse range of land uses, including restaurants, cafes, warehouse retailers, small-scale retailers, and various personal and business services. Additionally, larger retail establishments such as Woolworths supermarket are situated to the south, at the intersection of Waratah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

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

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

### Lot Configuration

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



Map 03. Lot Size

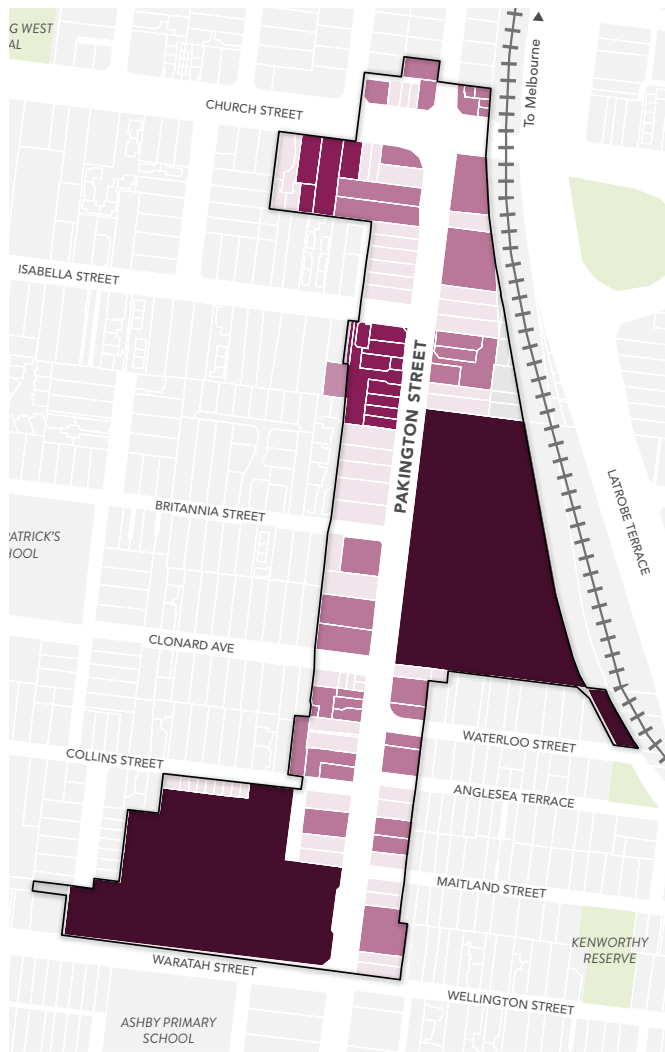
#### KEY

Dark Green	0-500m <sup>2</sup>
Medium Green	500-1000m <sup>2</sup>
Light Pink	1000-3500m <sup>2</sup>
Dark Pink	>3500m <sup>2</sup>

#### FINDINGS

- Majority of lots are less than 1000m<sup>2</sup>.
- Few sites albeit large are within strata title.
- Largest sites are Pakington Strand and Rail Sidings Yard.

## 2.5 KEY INFLUENCES



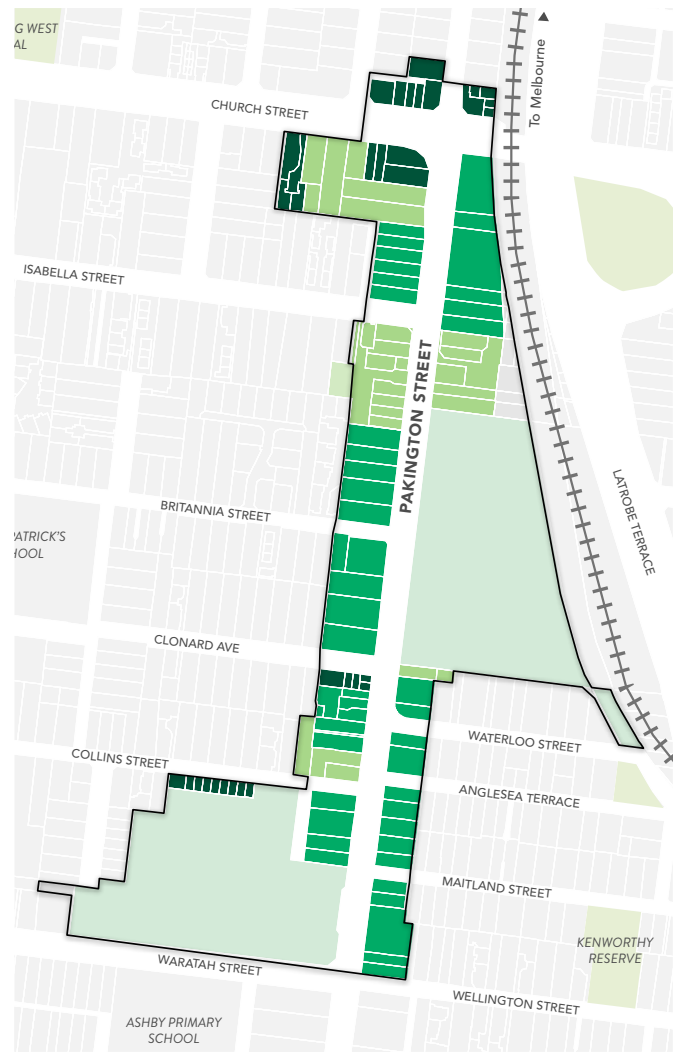
Map 04. Lot Width

### KEY

Lightest purple	0-20m
Light purple	21m-50m
Medium purple	51m-100m
Dark purple	>100m

### FINDINGS

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



Map 05. Lot Depth

### KEY

Darkest green	0-25m
Dark green	25m-50m
Medium green	51m-100m
Lightest green	>100m

### FINDINGS

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

## 2.5 KEY INFLUENCES

### Built Form Character

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

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

### Heritage

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

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

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

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



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



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



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

## 2.5 KEY INFLUENCES

### Designation and Street Profile

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

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

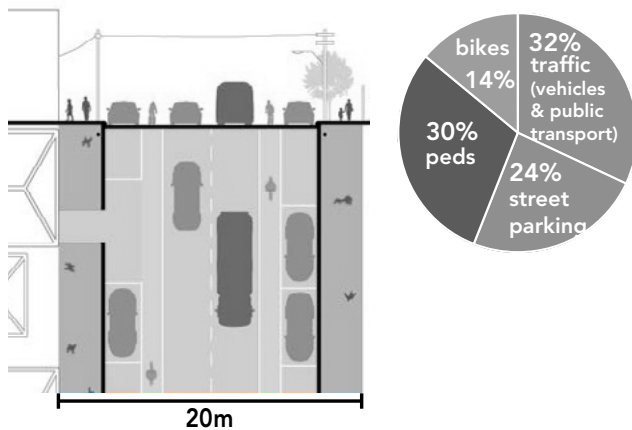


Figure 07. Existing Pakington Street Profile

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

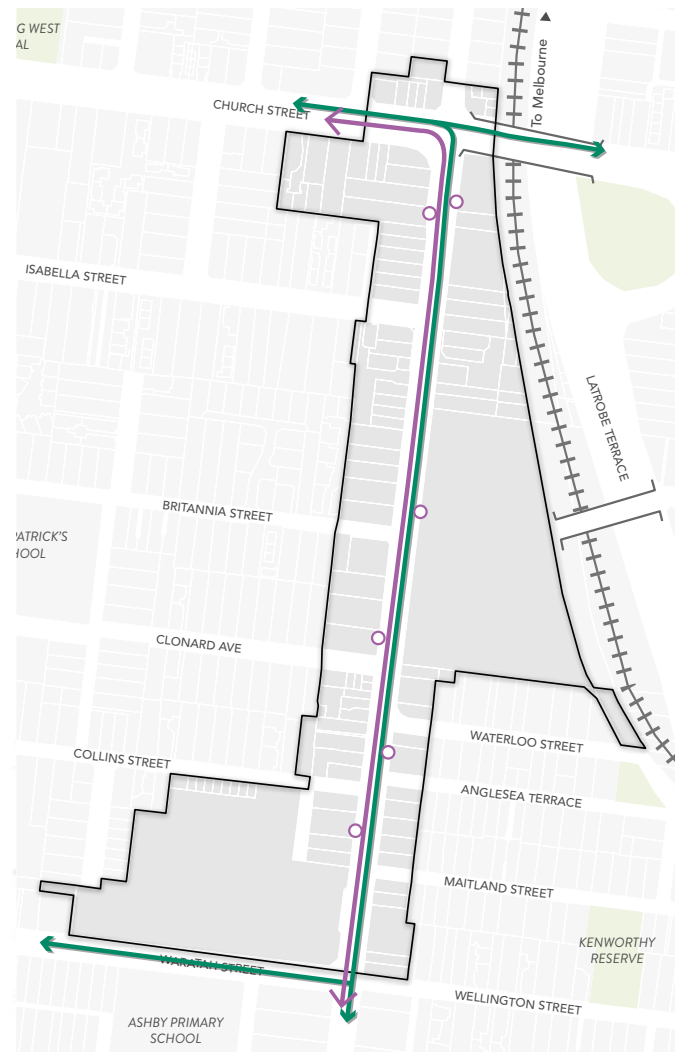


Figure 08. Existing Public Transport and Principal Bike Network

— Principal Bike Network    — Bus Route

## 2.5 KEY INFLUENCES

### Public Realm

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

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

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



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

### Side Streets

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



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



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

## 2.5 KEY INFLUENCES

### Adjoining Residential Areas

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

### Views

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

### Large Sites

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

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



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



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



Two Tins Patisserie

Two Tins Patisserie

MAITLAND ST

Rural Turf  
IRRIGATION

John Scarlett  
SECURITY

OPEN

03



# URBAN DESIGN FRAMEWORK

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## 3.1 VISION

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

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

## 3.2 URBAN DESIGN FRAMEWORK

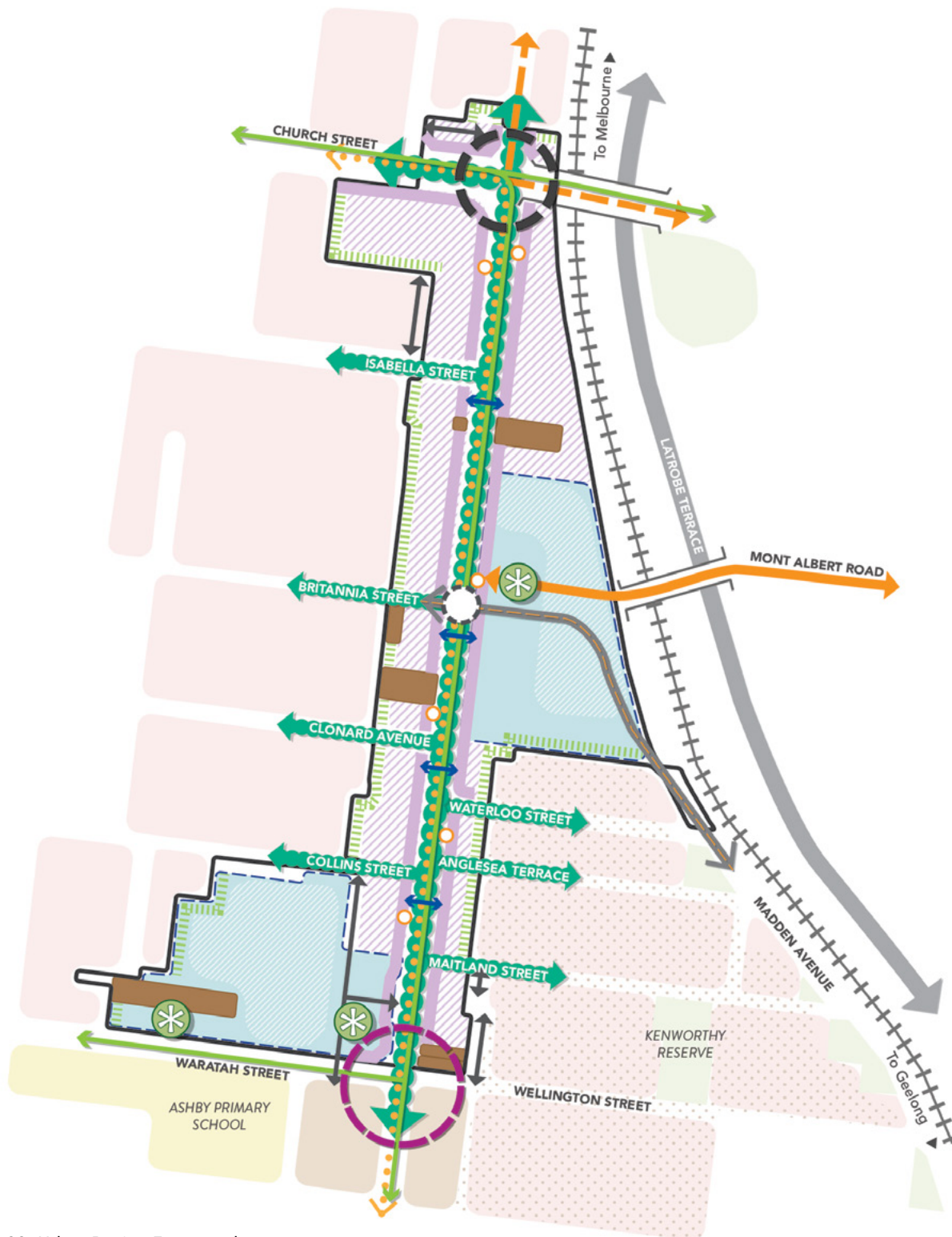
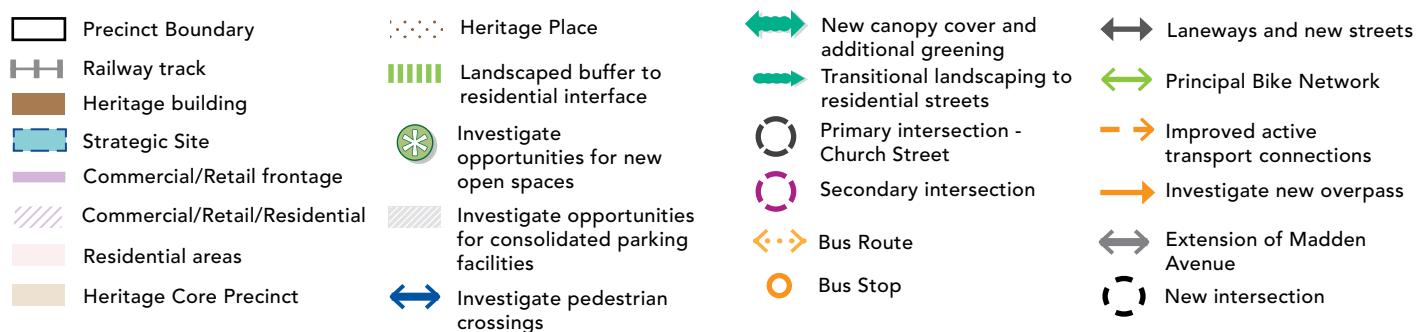


Figure 09. Urban Design Framework



## 3.3 LAND USE AND ACTIVITY

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

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

### Objectives and guidelines

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

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

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

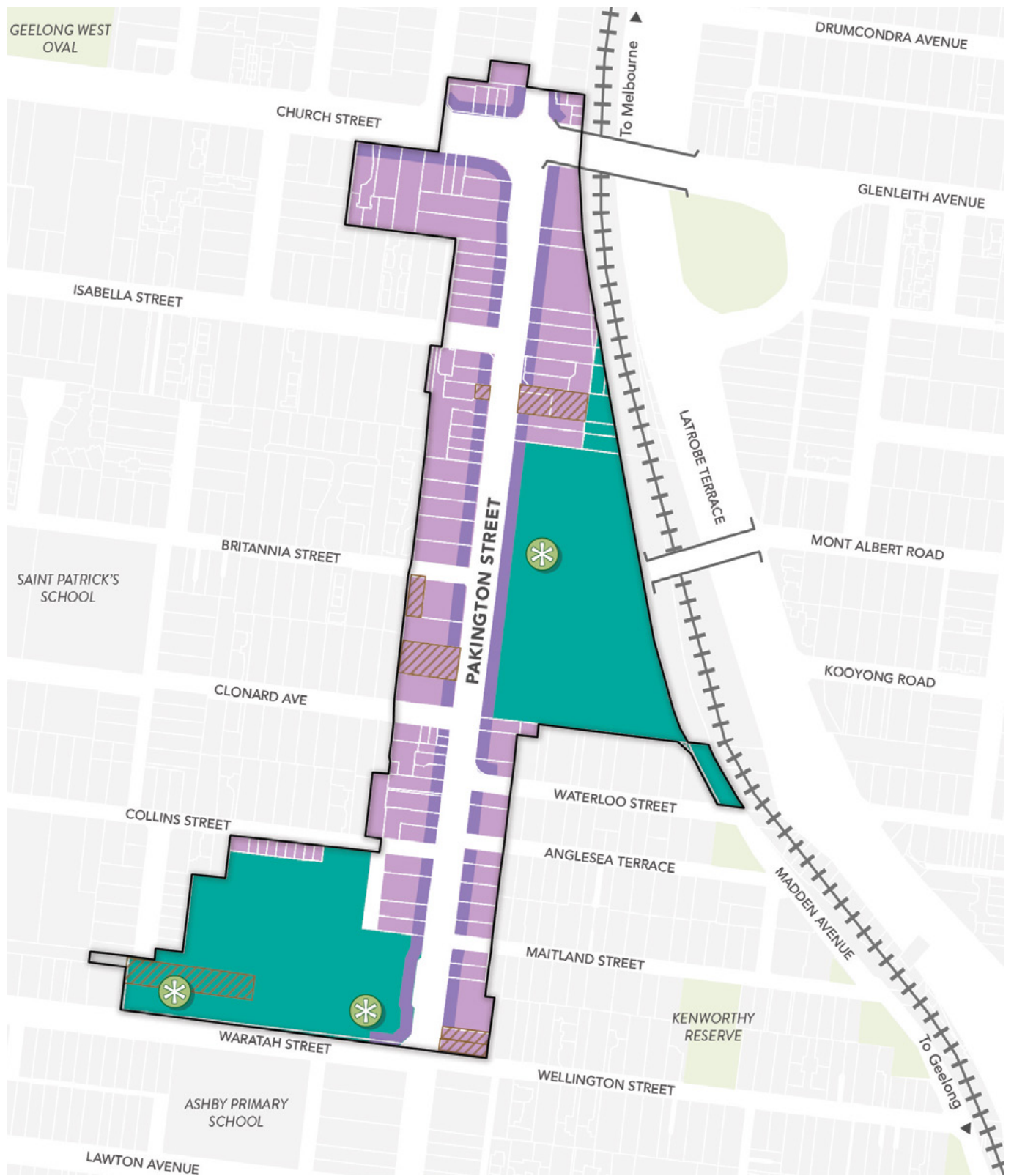
- Support a mix of housing types with a focus on medium to higher density typologies that meets the retail and employment needs of the community.
- Ensure housing choice catering to diverse age demographics and income levels, including provisions for social and affordable housing.
- Encourage higher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

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

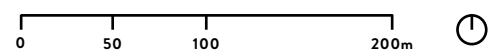
- Promote activities and uses that support trading during the day and night with a safe environment that is well lit and encourages passive surveillance of public areas.
- Promote gender inclusive design within all publicly accessible spaces and places.

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




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



Map 06. Future Land Use and Activity



**KEY**

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

## 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

### Objectives and Guidelines

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

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

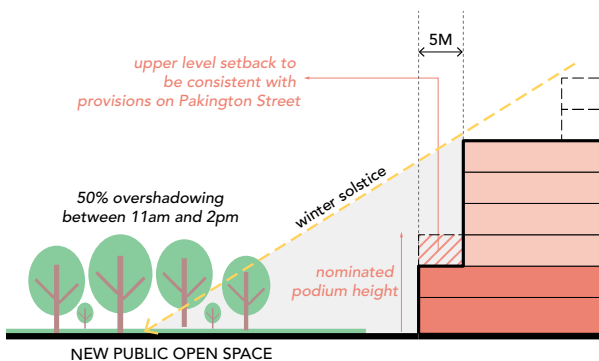
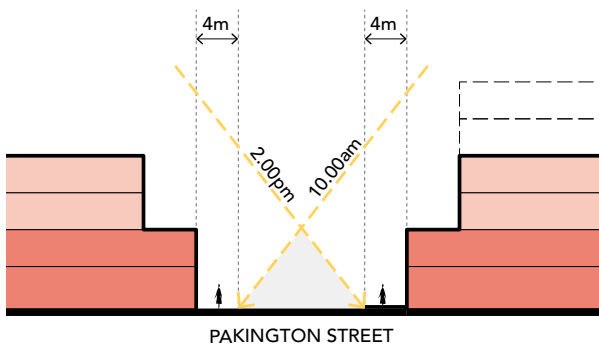
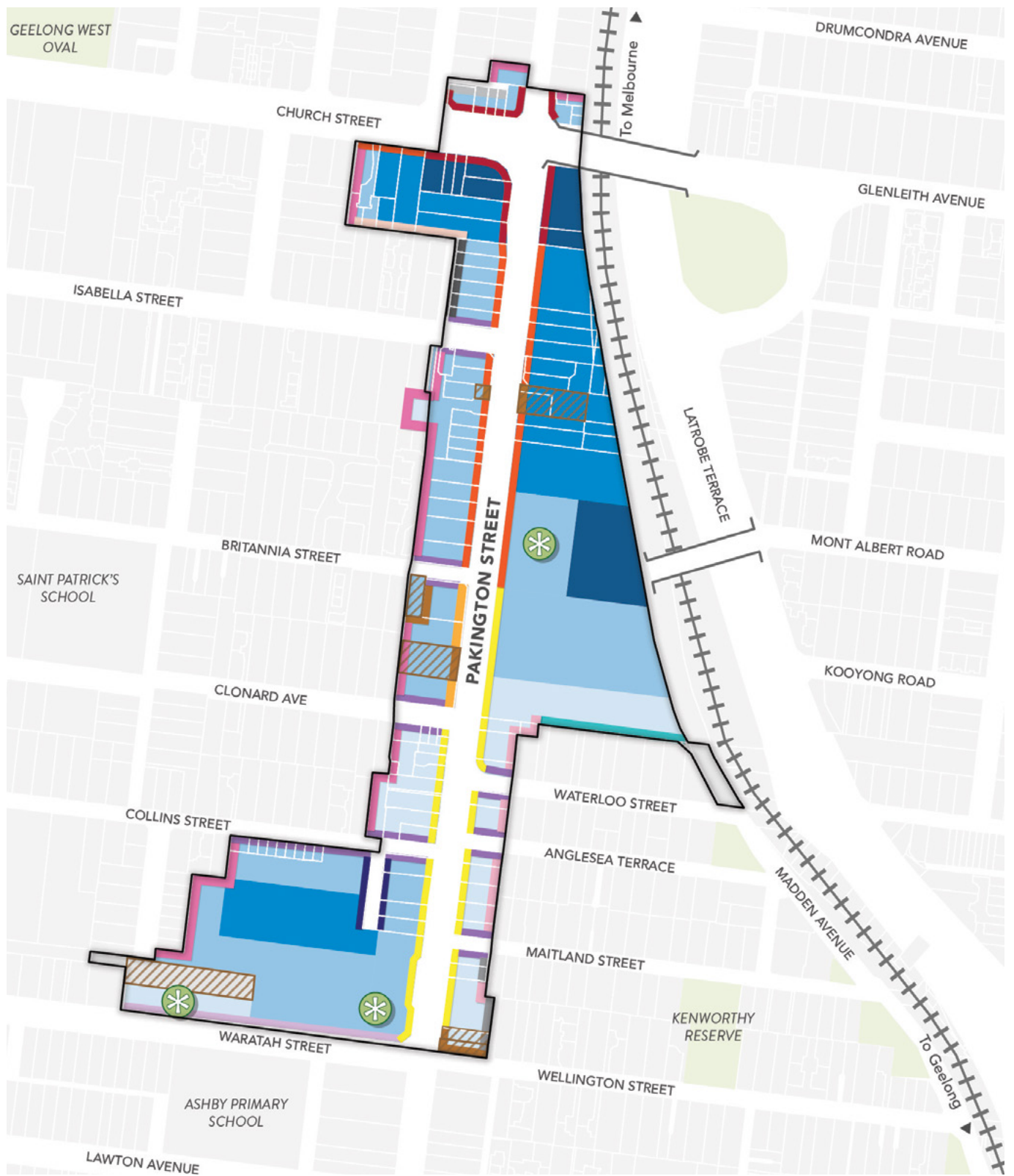


Figure 10. Solar access objective diagram

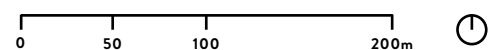
To implement a range of building heights and setbacks that reinforces the mid rise scale of the Pakington North Precinct whilst appropriately transitioning to sensitive heritage and residential interfaces to protect the amenity of existing and future residents.

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

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



Map 07. Maximum Building Height and Interface Response

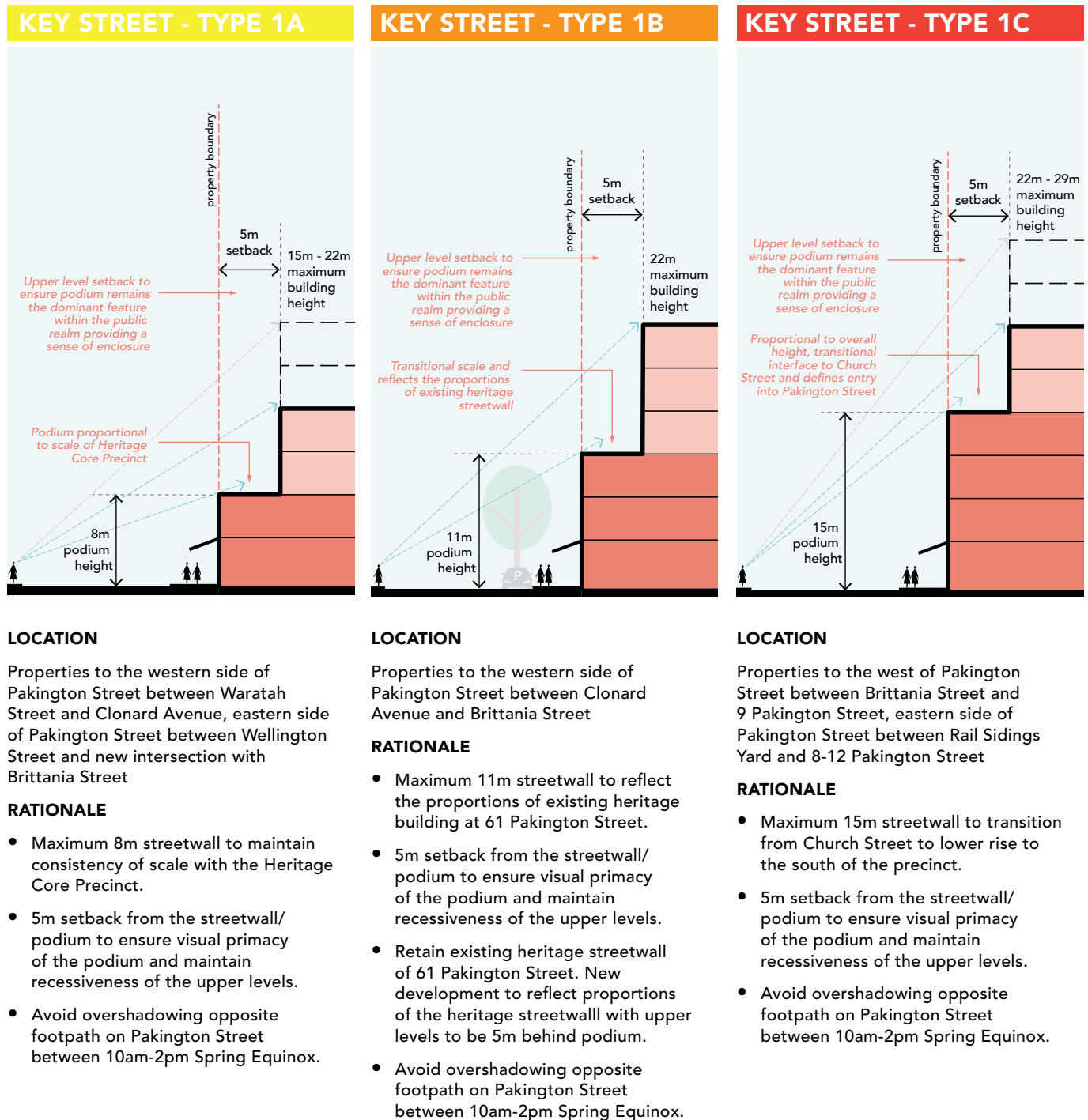


**KEY**

Precinct Boundary	<b>BUILDING HEIGHTS</b>	<b>INTERFACE</b>	Side Street 2B	Open Space Type 5
Railway track	15m (4 storeys)	Key Street Type 1A	New Street Type 3	Residential Type 6A
Heritage buildings	22m (6 storeys)	Key Street Type 1B	Laneway Type 4A	Residential Type 6B
Heritage interface/ frontage	29m (8 storeys)	Key Street Type 1C	Laneway Type 4B	Residential Type 6C
Investigate opportunities for new open spaces	36m (10 storeys)	Key Street Type 1D	Laneway Type 4C	Residential Type 6D
		Waratah Street 2A		

## 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

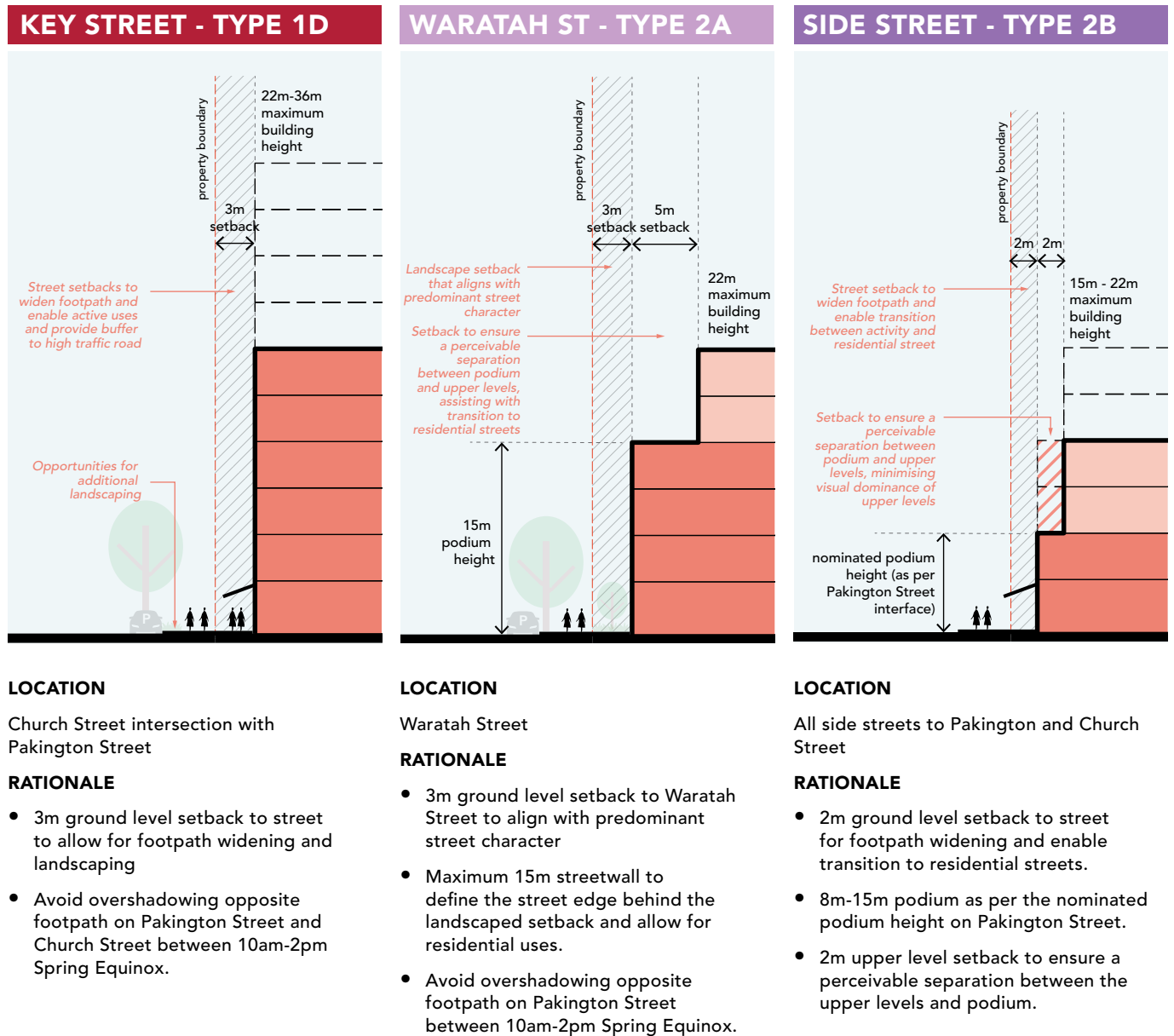
Figure 11. Interface response



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

# 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

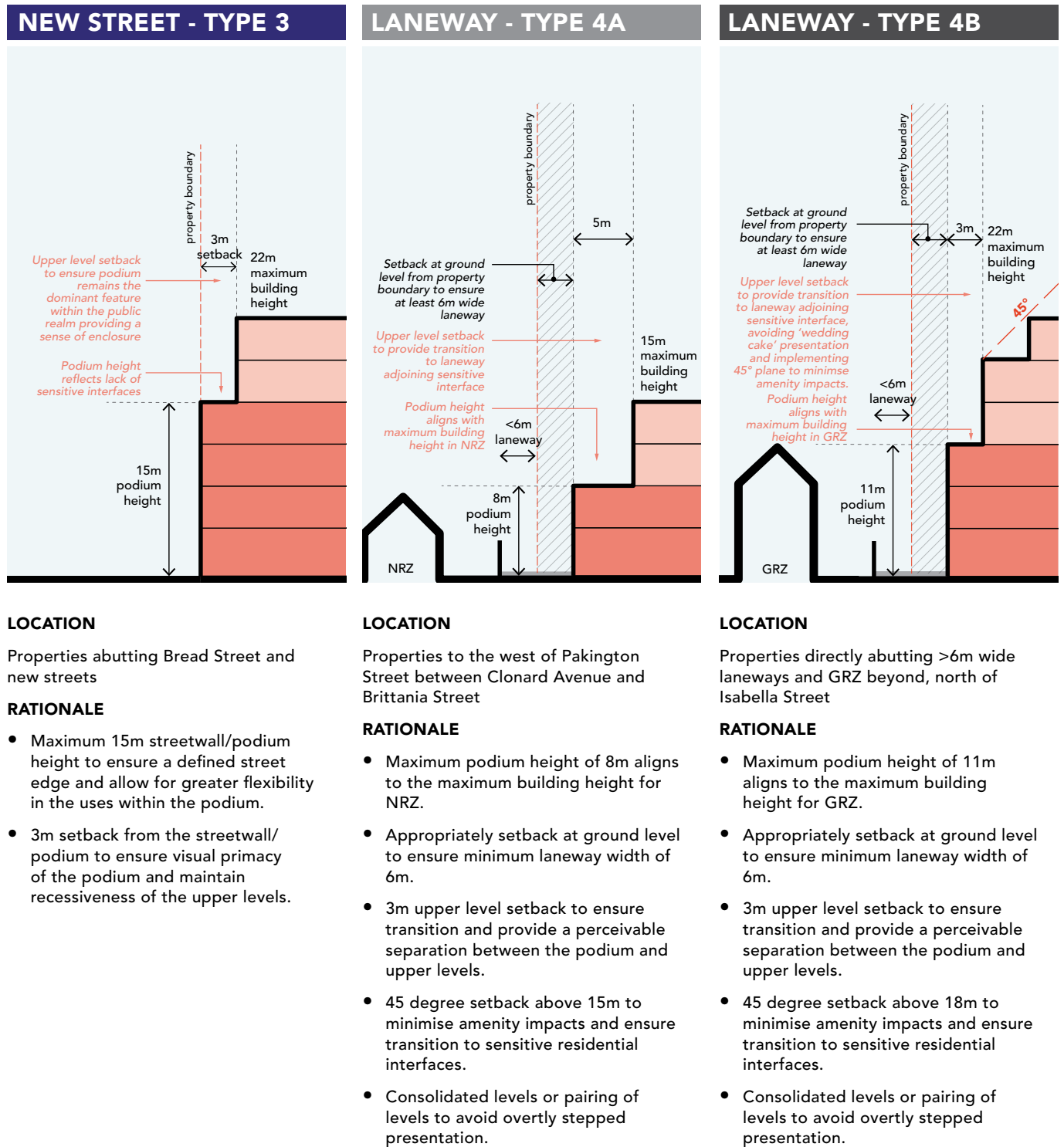
Figure 11. Interface response



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

# 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

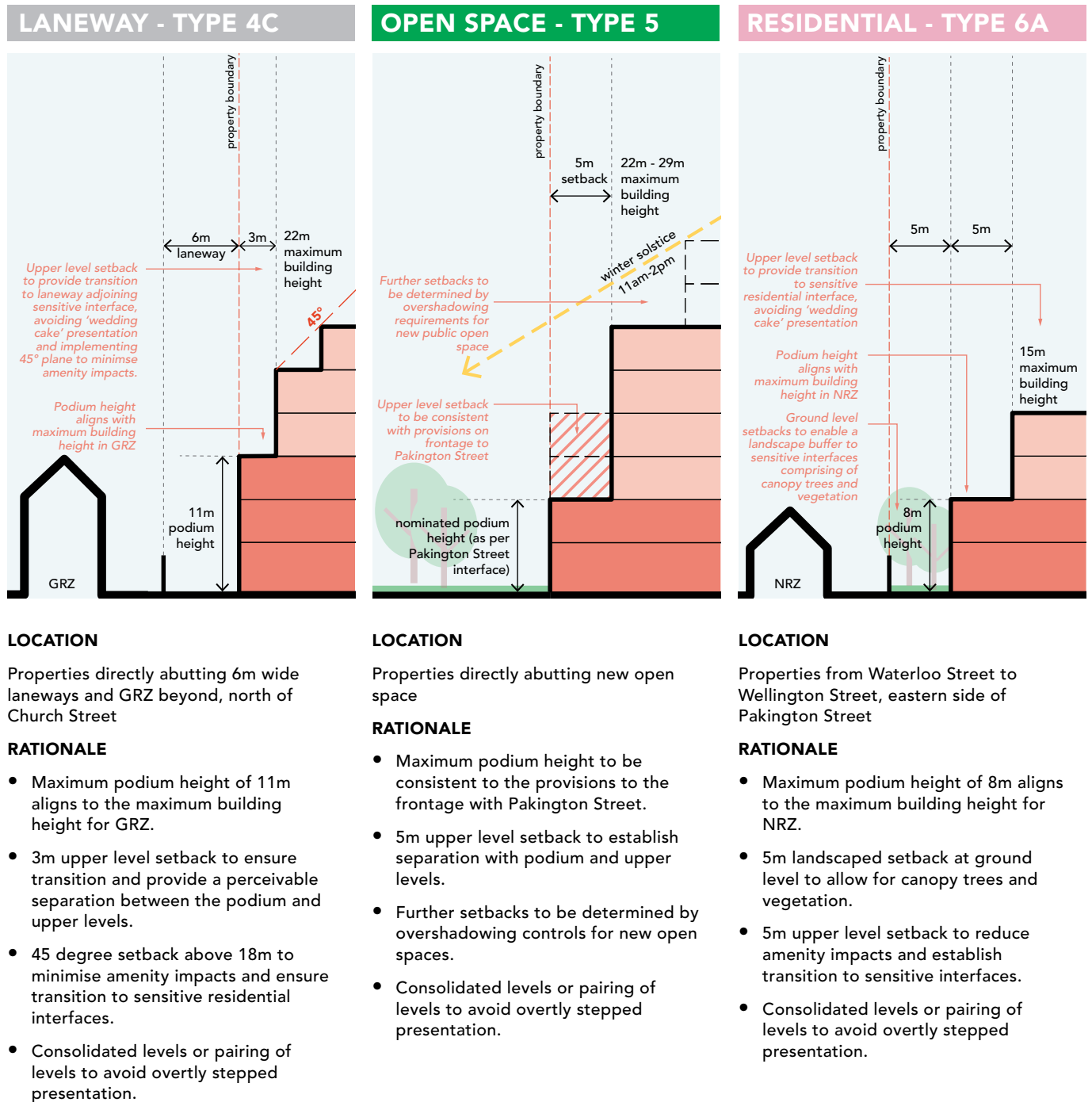
Figure 11. Interface response



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# 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

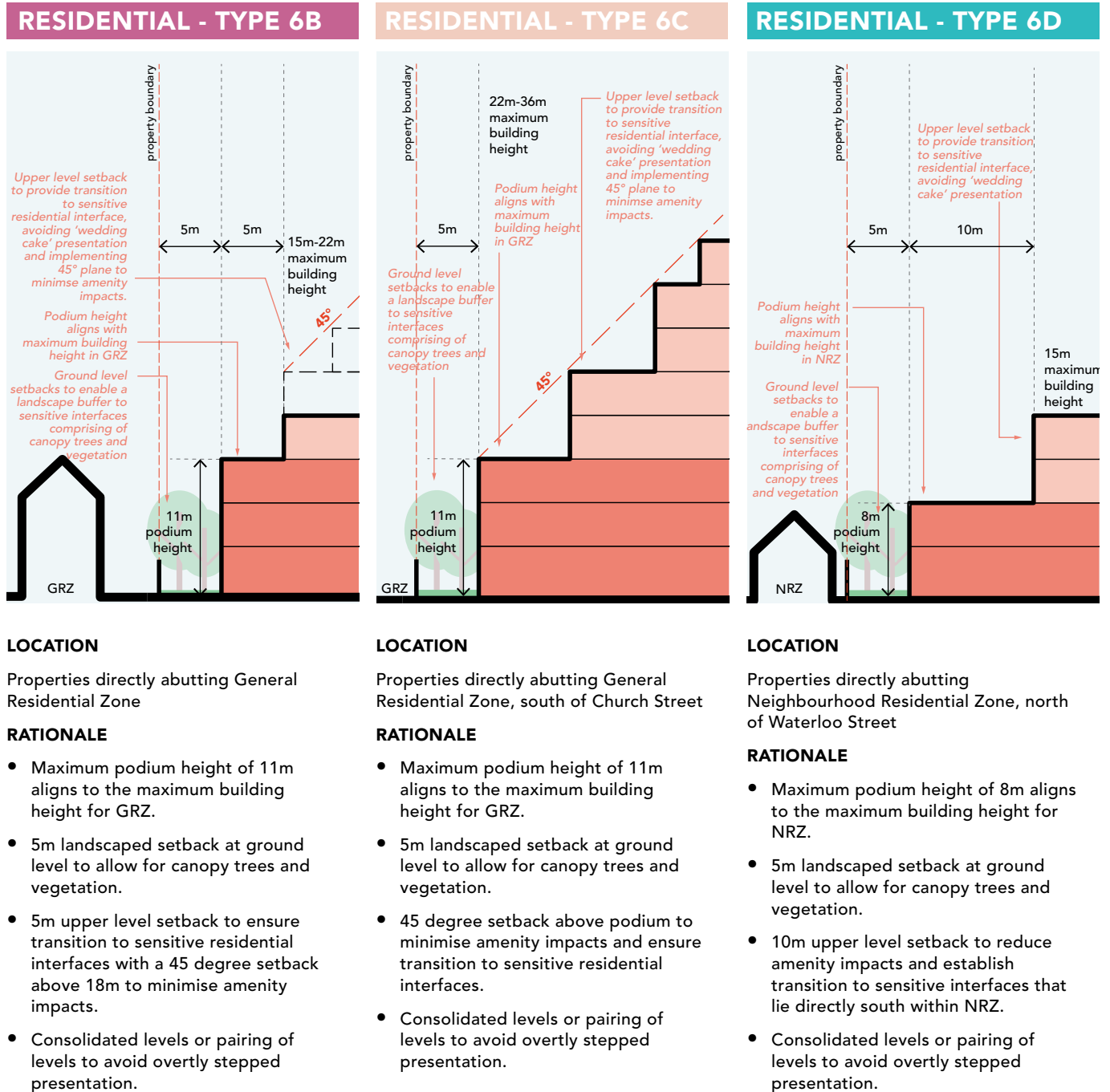
Figure 11. Interface response



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

# 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

Figure 11. Interface response



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

## 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

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

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



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

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

## 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

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

### To support opportunities for urban renewal in Strategic Sites.

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



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



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

# 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To ensure equitable development potential across the precinct.

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

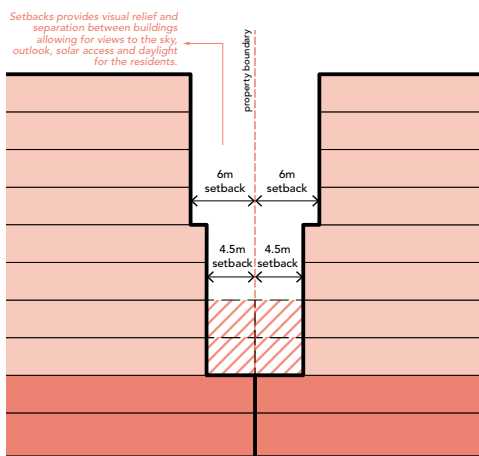


Figure 12. Preferred side separation for buildings built to boundary

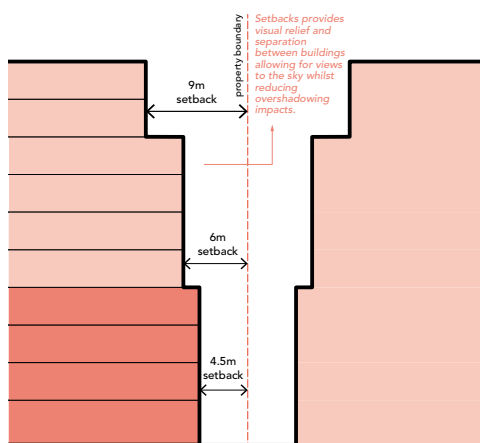


Figure 13. Preferred side separation for buildings not built to boundary







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

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



Map 08. Maximum Site Coverage

**KEY**

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

## 3.4 DEVELOPMENT AND INTERFACE MANAGEMENT

To integrate services into building design of new developments.

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



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



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



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

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

## 3.5 ACCESS AND MOVEMENT

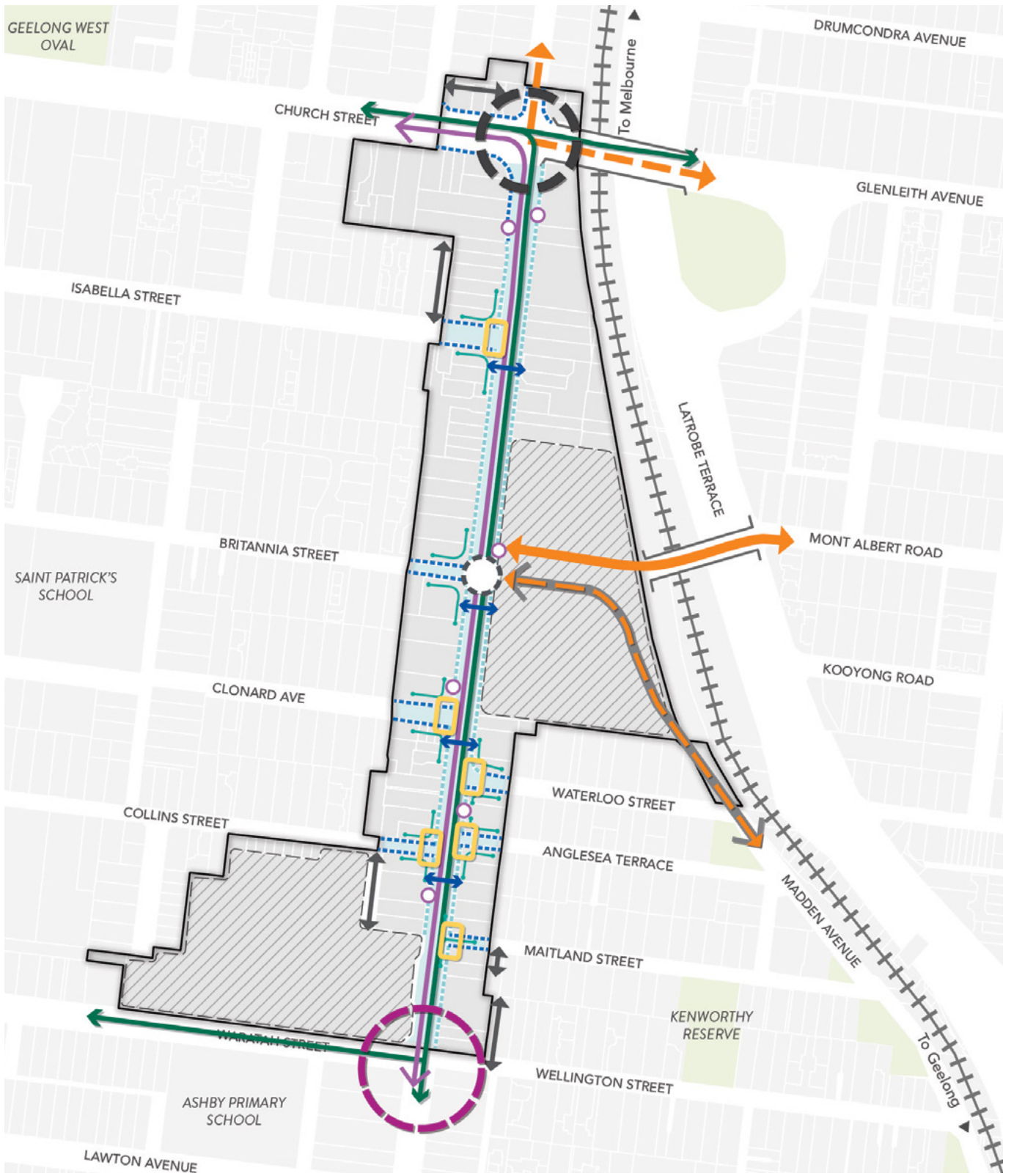
Pakington North will have convenient and safe walking and bicycle connections to services and facilities. Efforts will be made to reduce vehicular congestion by promoting a balanced multi modal approach to movement. Increasing walking, riding and public transport use will be key to maintaining the attractiveness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

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

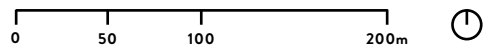
### Objectives and guidelines

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

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



Map 09. Access and Movement



**KEY**

- |                                      |  |  |   |
|--------------------------------------|--|--|---|
| Precinct Boundary                    | Existing laneways                          | Upgrade and widen footpath within street reserve | Investigate area for lowering speed limit                     |
| Railway line                         | Principal Bike Network                     | Upgrade and widen footpath within private land   | Investigate new overpass to Mont Albert Road                  |
| Primary intersection - Church Street | Improved active transport connections      | Improve side street visibility                   | Investigate opportunities for consolidated public car parking |
| Secondary intersection               | Investigate extension of Madden Avenue     | Raised threshold                                 |   |
| Existing Bus Route (22)              | Investigate opportunities for intersection | Investigate pedestrian crossings                 |   |
| Existing Bus Stop                    |  |  |   |

## 3.5 ACCESS AND MOVEMENT

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

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



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



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

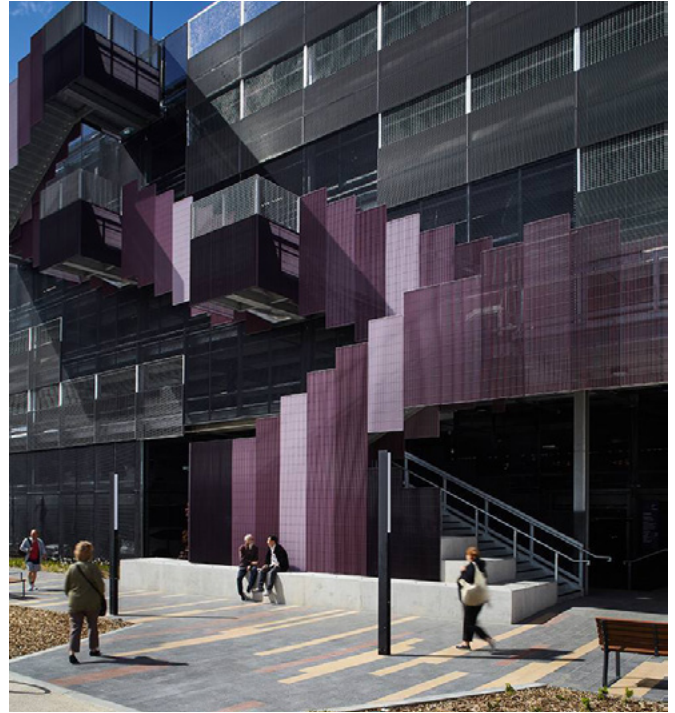
To deliver safe and attractive environments for pedestrians and bicycle connecting Pakington North Precinct to the larger movement network including key destinations in Geelong.

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

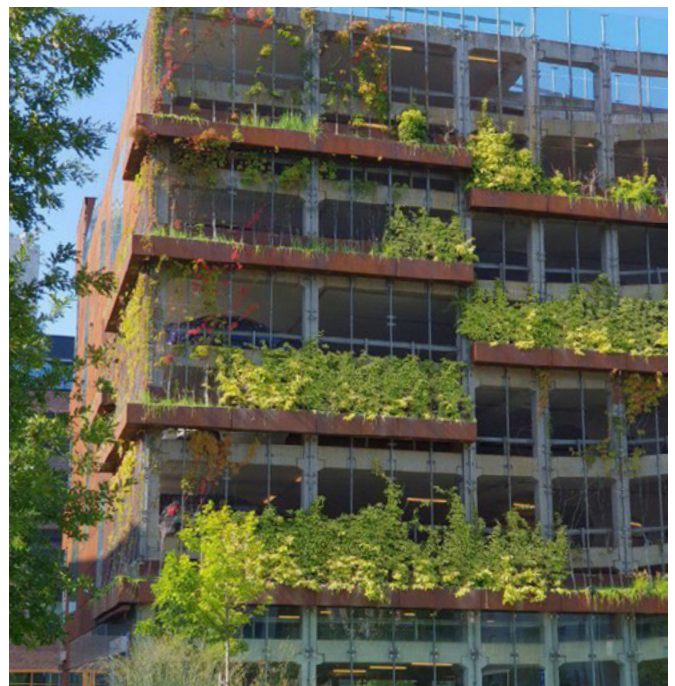
## 3.5 ACCESS AND MOVEMENT

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

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



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



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

## 3.6 PUBLIC REALM AND OPEN SPACE

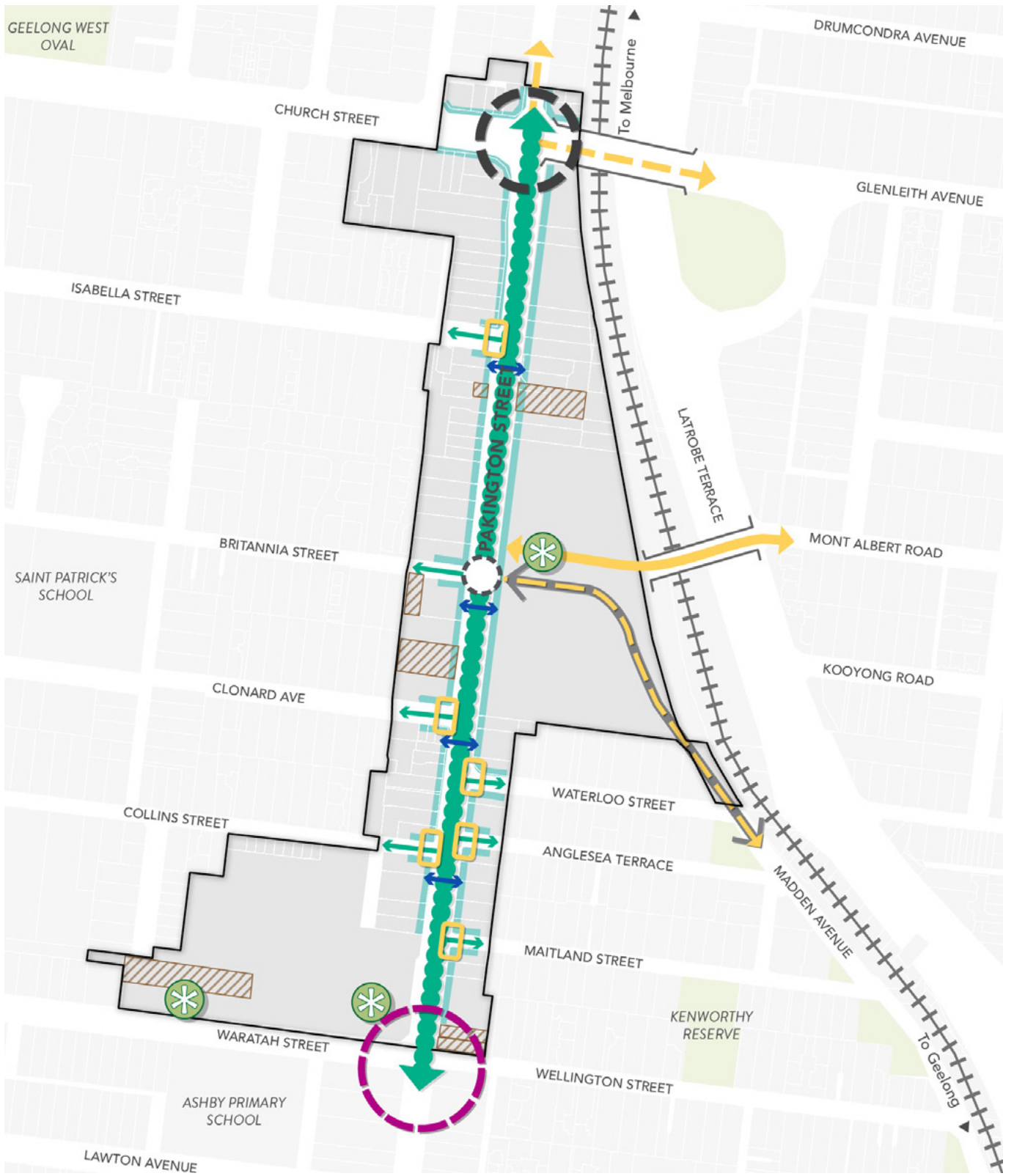
Pakington North Precinct will be tree-lined, safe and universally accessible, providing several opportunities for social interaction and community well-being. The community's desire for increased canopy cover, open spaces and associated infrastructure will meet the need of existing and future population.

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

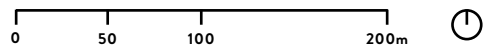
### Objectives and guidelines

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

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



Map 10. Public Realm and Open Spaces



**KEY**

- |                                      |   |   |   |
|--------------------------------------|---|---|---|
| Precinct Boundary                    | New canopy cover and additional greening        | Investigate opportunities for new open spaces | Active frontages  |
| Railway track                        | Transitional landscaping to residential streets | Investigate opportunities for intersection    | Improved frontage with Rail Sidings Yard                      |
| Heritage buildings                   | Improved active transport connections           | Investigate extension of Madden Avenue        | Investigate opportunities for consolidated public car parking |
| Primary intersection - Church Street | Investigate new overpass to Mont Albert Road    | Investigate pedestrian crossings              |   |
| Secondary intersection               |   |   |   |

## 3.6 PUBLIC REALM AND OPEN SPACE

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

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

To respond to climate change and increase environmental sustainability.

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



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



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

## 3.6 PUBLIC REALM AND OPEN SPACE

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

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



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



*Historic features on Pakington Street*





# STRATEGIC SITES

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Pakington Strand	66

## 4.1 INTRODUCTION

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

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

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

### Site Aspiration

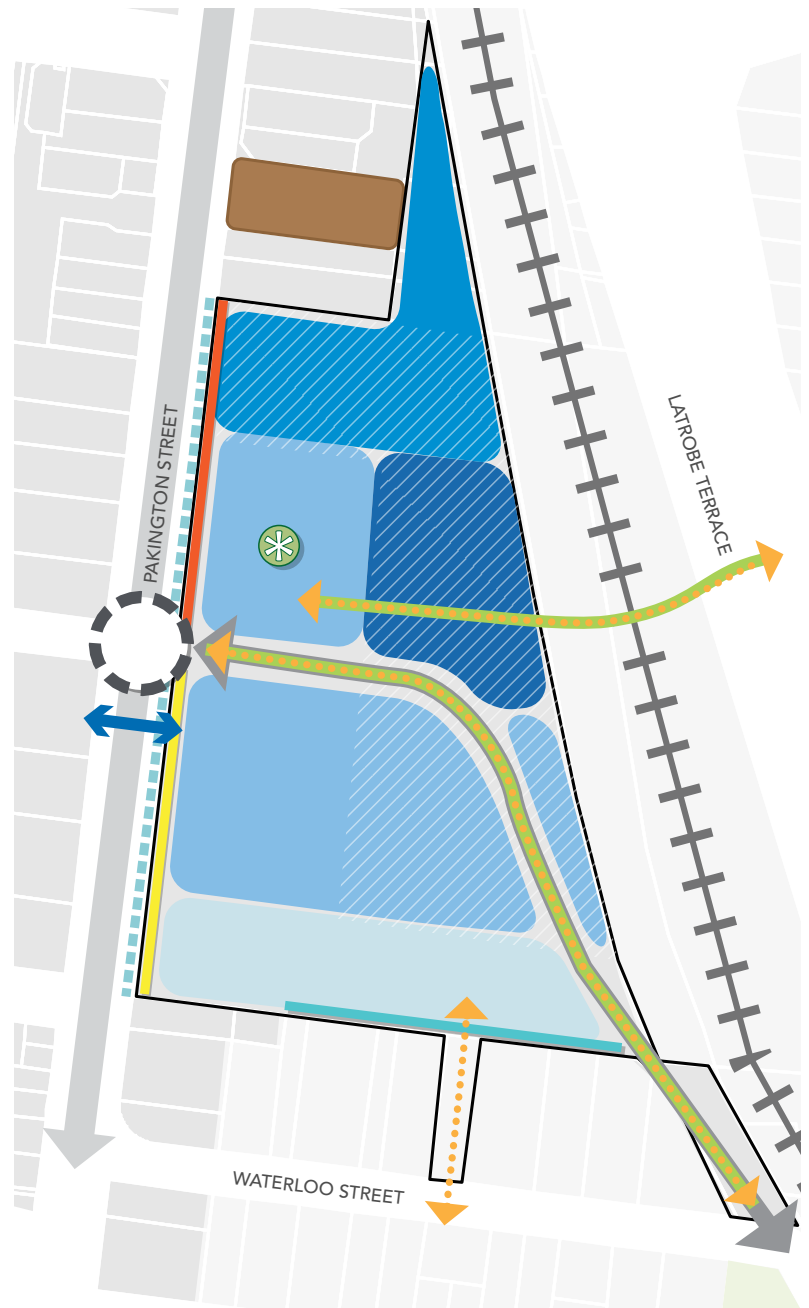
The Rail Sidings Yard will evolve into a thriving and dynamic mixed use area, centred around an expansive public space that serves as the heart of the community, offering opportunities for residents and visitors to gather, engage and connect.

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

## 4.2 RAIL SIDINGS YARD

### Design Objectives

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



Map 11. Aspirations for Rail Sidings Yard

#### KEY

Precinct Boundary

Heritage building

Investigate opportunities for new open spaces

Investigate opportunities for consolidated parking facilities

#### BUILDING HEIGHTS

15m (4 storeys)

22m (6 storeys)

29m (8 storeys)

36m (10 storeys)

#### INTERFACE

Key Street Type 1A

Key Street Type 1C

Residential Type 6D

#### ACCESS AND MOVEMENT

Existing Street Network

Indicative new streets

Indicative new pedestrian links

Indicative bicycle links

## 4.3 PAKINGTON STRAND

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

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

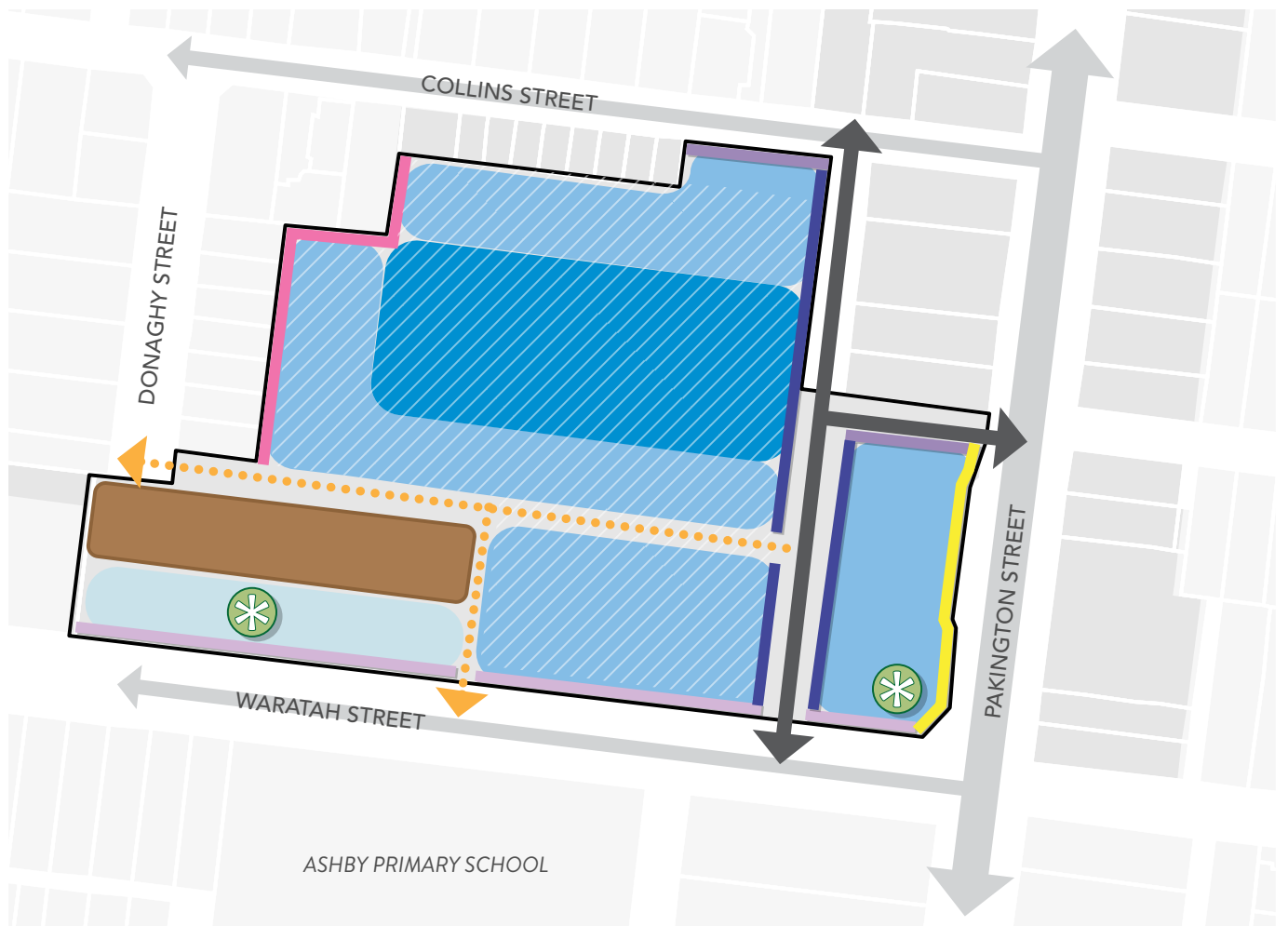
### Site Aspiration

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

### Objectives


















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

## 4.3 PAKINGTON STRAND



Map 12. Indicative concept plan for Pakington Strand

### KEY

 Precinct Boundary	<b>BUILDING HEIGHTS</b>	<b>INTERFACE</b>	<b>ACCESS AND MOVEMENT</b>
 Heritage building	 15m (4 storeys)	 Key Street Type 1A	 Existing Street Network
 Investigate opportunities for new open spaces	 22m (6 storeys)	 Waratah Street 2A	 Indicative new streets
	 29m (8 storeys)	 Side Street 2B	 Indicative new pedestrian links
	 36m (10 storeys)	 New Street Type 3	 Investigate opportunities for consolidated parking facilities
		 Open Space Type 5	
		 Residential Type 6B	

MAITLAND ST

release  
PROPERTY MA

COV  
HYRIB



Two Tins Patisserie  
OPEN

5

# IMPLEMENTATION PLAN

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## 5.1 INTRODUCTION

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

### TIMING

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

### ACTION

This includes various outcomes identified in this UDF.

### RESPONSIBLE AGENCY AND ROLE

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

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

## 5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
<b>SHORT TERM</b>	Planning Scheme Amendment	<p>Prepare a Planning Scheme Amendment to implement Pakington North Urban Design Framework into Greater Geelong Planning Scheme. Include:</p> <ul style="list-style-type: none"> <li>• Apply Commercial 1 Zone to all land within Commercial 2 Zone and General Residential 1 Zone within the UDF boundary.</li> <li>• Apply a Design and Development Overlay to implement design objectives and guidelines relating to built form controls, building height, setbacks, widening of laneway and footpaths, transition to sensitive interfaces and separation between buildings requirements. Incorporate requirements for vehicle access, car parking, loading and services.</li> <li>• Implement vision, objectives and relevant statutory actions contained in this UDF to relevant Policy sections.</li> <li>• Apply appropriate Overlay to identified Strategic Sites ensuring the preparation of a masterplan prior to redevelopment or subdivision.</li> <li>• Apply an Environmental Audit Overlay to land in accordance with Planning Practice Note 30 - potentially Contaminated Land.</li> <li>• Direct the delivery of Social and Affordable Housing as per Social Housing Plan, 2020.</li> <li>• Support requirements for Open Space contributions for developments.</li> </ul>	City	DELIVER
<b>SHORT TERM</b>	Place Activation	<p>Engage with landowners to</p> <ul style="list-style-type: none"> <li>• Temporarily activate vacant sites prior to development.</li> <li>• Improve blank walls through treatment such as murals and green walls.</li> </ul> <p>Engage with VicTrack to improve Rail Sidings Yard interface to Pakington Street with public art and or landscaping.</p>	City	ADVOCATE
<b>SHORT TERM</b>	Bus Service and Network review	<p>Advocate to Department of Transport and Planning for improved bus services along Pakington Street connecting to North Geelong Station, Geelong Station, and key destinations including central Geelong, Kardinia Park and Waterfront.</p>	City	ADVOCATE
<b>SHORT TERM</b>	Car Sharing	<p>Investigate opportunities for car share facilities.</p>	City	ADVOCATE

## 5.2 ACTIONS

TIMING	ACTION	DESCRIPTION	RESPONSIBLE AGENCY	ROLE
<b>SHORT TERM</b>	Rail Sidings Yard	Explore with State Government future rezoning and re-use of the site. Investigate short and medium term opportunities to use part of the site for community purposes (eg public parking).	City	ADVOCATE
<b>SHORT TERM</b>	Church Street intersection and Telegraph Bridge	Advocate to Department of Transport and Planning for improved safety and amenity for pedestrians and cyclists across overpass to facilitate east west connections across Latrobe Terrace and provide pedestrian priority.	City	ADVOCATE
<b>SHORT TERM</b>	Local Area Traffic Management Plan	Undertake and implement Local Area Traffic Management Plan including measures such as one way streets, traffic calming, speed limits, safer crossings, parking permits, and parking time limits. The plan should: <ul style="list-style-type: none"> <li>Promote multi modal movement on Pakington Street, prioritising pedestrian and cyclist safety and use of public transport</li> <li>Minimise adverse traffic impacts on residential side streets</li> <li>Discourage through traffic on Pakington Street</li> </ul>	City	DELIVER
<b>SHORT-MEDIUM TERM</b>	Infrastructure Upgrade	Partner with relevant authorities and key stakeholders to identify infrastructure upgrades and align delivery with streetscape upgrades, including undergrounding of power lines, upgrades of sewer, water and stormwater lines.	City, other agencies	PARTNER
<b>SHORT-MEDIUM TERM</b>	Wayfinding Strategy	Prepare a cohesive wayfinding strategy for Pakington Street through Pakington North and Heritage Core Precinct.	City	DELIVER
<b>SHORT - MEDIUM TERM</b>	Pakington Street Streetscape Masterplan Preparation	Prepare a Streetscape Masterplan that explores a range of streetscape improvements. This will require further community consultation. The masterplan is to include <ul style="list-style-type: none"> <li>Widening of footpaths and improved footpath treatment,</li> <li>Raised crossings and or pedestrian operated signals, raised thresholds,</li> <li>Specific treatments for bicycle lanes,</li> <li>Street furniture,</li> <li>Weather protection,</li> <li>Improved bus shelters,</li> <li>Landscaping and understorey planting,</li> <li>Cycle hoops and repair stations,</li> <li>Street lighting.</li> </ul>	City	DELIVER

## 5.2 ACTIONS

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

APPENDIX

06

## 6.1 GLOSSARY

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

# 6.1 BUILT FORM ANALYSIS

## Built Form Parameters

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

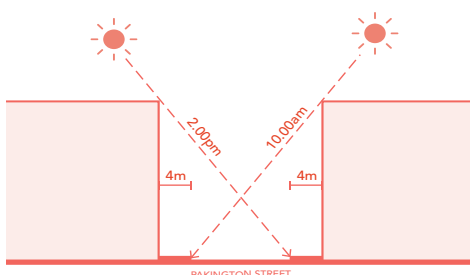
### ACCESS TO SUNLIGHT

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

#### 1. Solar Access to Footpaths

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

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



#### 2. Solar Access to New Open Spaces

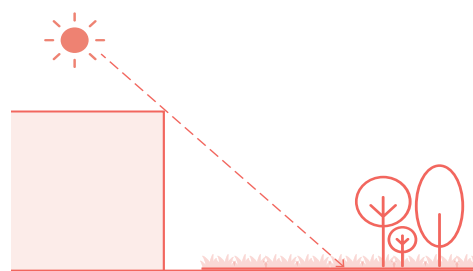
Public open spaces rely on adequate solar access to sustain activity, landscaping and vegetation. Albeit there are no existing open spaces within the precinct, it is critical to minimise overshadowing impacts on future open spaces. This will ensure that important public and semi-public spaces remain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

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

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

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

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



# 6.1 BUILT FORM ANALYSIS

## SCALE AND CHARACTER

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

### 1. Streetwall and Podium

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

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

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

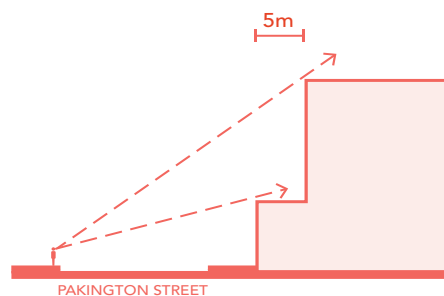
The Urban Design Guidelines for Victoria provides some guidance in this aspect,

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

### 2. Upper level expression

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

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



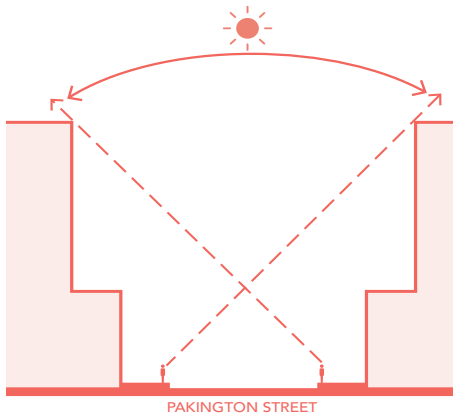
### 3. Heritage

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

# 6.1 BUILT FORM ANALYSIS

## 1. Views to the sky

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



## 2. Lot analysis

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

## INTERFACE AND TRANSITION

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

### 1. Side Streets

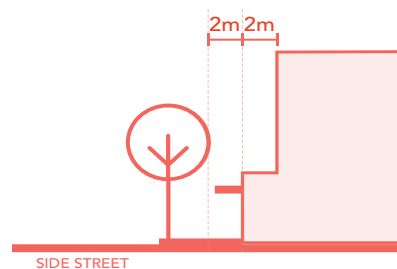
Every intersection between Pakington Street and its adjacent side streets is crucial for effectively managing the transition from an active street environment to residential uses both in a built form and public realm perspective. Expanding existing footpaths is necessary to facilitate this transition,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

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

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

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

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



# 6.1 BUILT FORM ANALYSIS

## 2. Direct Abuttal to Residential Zones

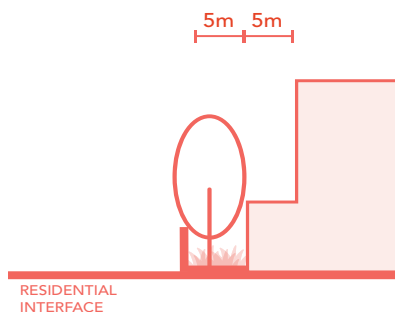
For locations directly abutting residential properties it is important to employ a well considered and modulated approach to transition.

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

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

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

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

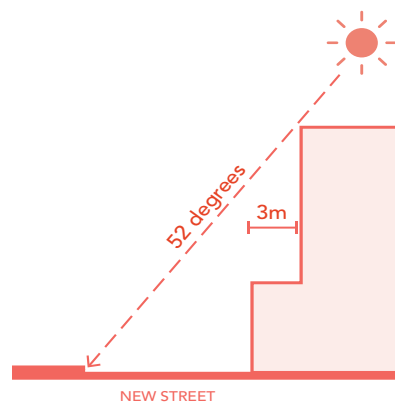


## 3. Laneways

There are 4 distinctive laneway conditions within Pakington North Precinct.

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

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



# 6.1 BUILT FORM ANALYSIS

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

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

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

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

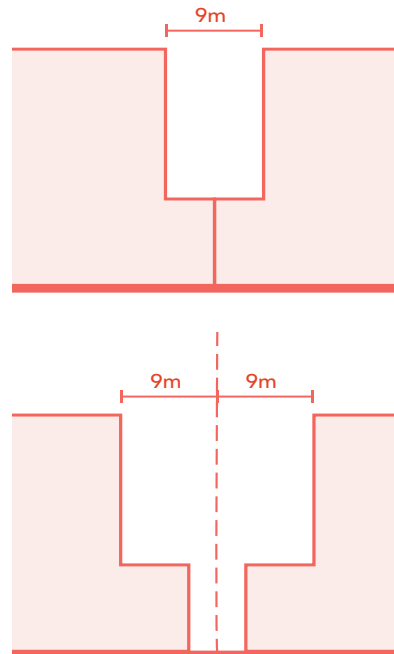
Laneway accessed from Guthrie Avenue should ensure a minimum width of 6m. New buildings should setback from the laneway at ground level accordingly. A 11m podium to the site boundary has been considered that aligns to the overall maximum building heights for GRZ1 within the Greater Geelong Planning Scheme.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

## EQUITABLE DEVELOPMENT, VISUAL BULK AND AMENITY

### 1. Building Separation

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

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



### 2. Visual Bulk

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

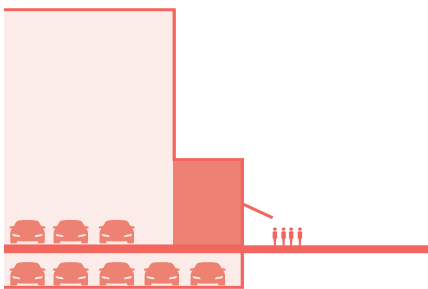
New buildings should avoid expansive blank walls that are visible from the street. Blank walls should be articulated by architectural treatment or provision of visual interest in the form of art to reduce visual mass.

# 6.1 BUILT FORM ANALYSIS

## CAR PARKING AND SERVICES

As Pakington North grows, the demand for servicing and access to buildings will become more critical. The appropriate design and location are important to determine so as to minimise the impact to the street, overall access and pedestrian flow through the precinct. Where feasible, car parking and service access should be located away from Pakington Street and provided from side streets or laneways. This will maintain the continuity of active frontages and reduce the need for additional vehicle crossovers on Pakington Street.

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



## Built Form Assumptions

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

### FLOOR TO FLOOR DIMENSIONS

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

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

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

### FLOOR PLATE DEPTH

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

### STREETWALL HEIGHT

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

### MINIMUM FOOTPATH WIDTH

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

### LANEWAY WIDTH

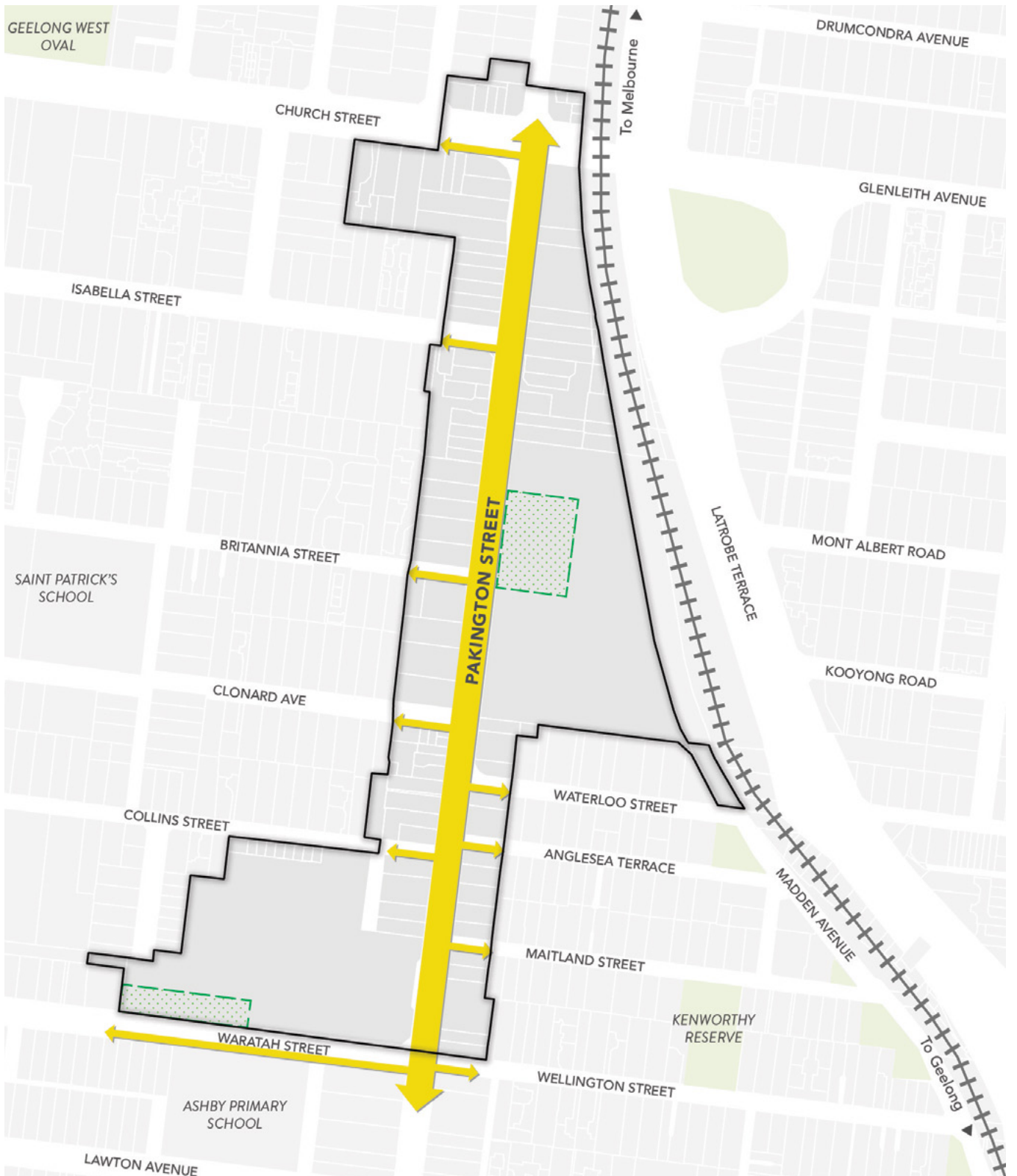
A minimum acceptable laneway width was considered to be 6m to allow for service and emergency egress.

### LOT CONSOLIDATION

Lot consolidation may be necessary to achieve built form outcomes.

# 6.4 SOLAR ACCESS STUDY

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



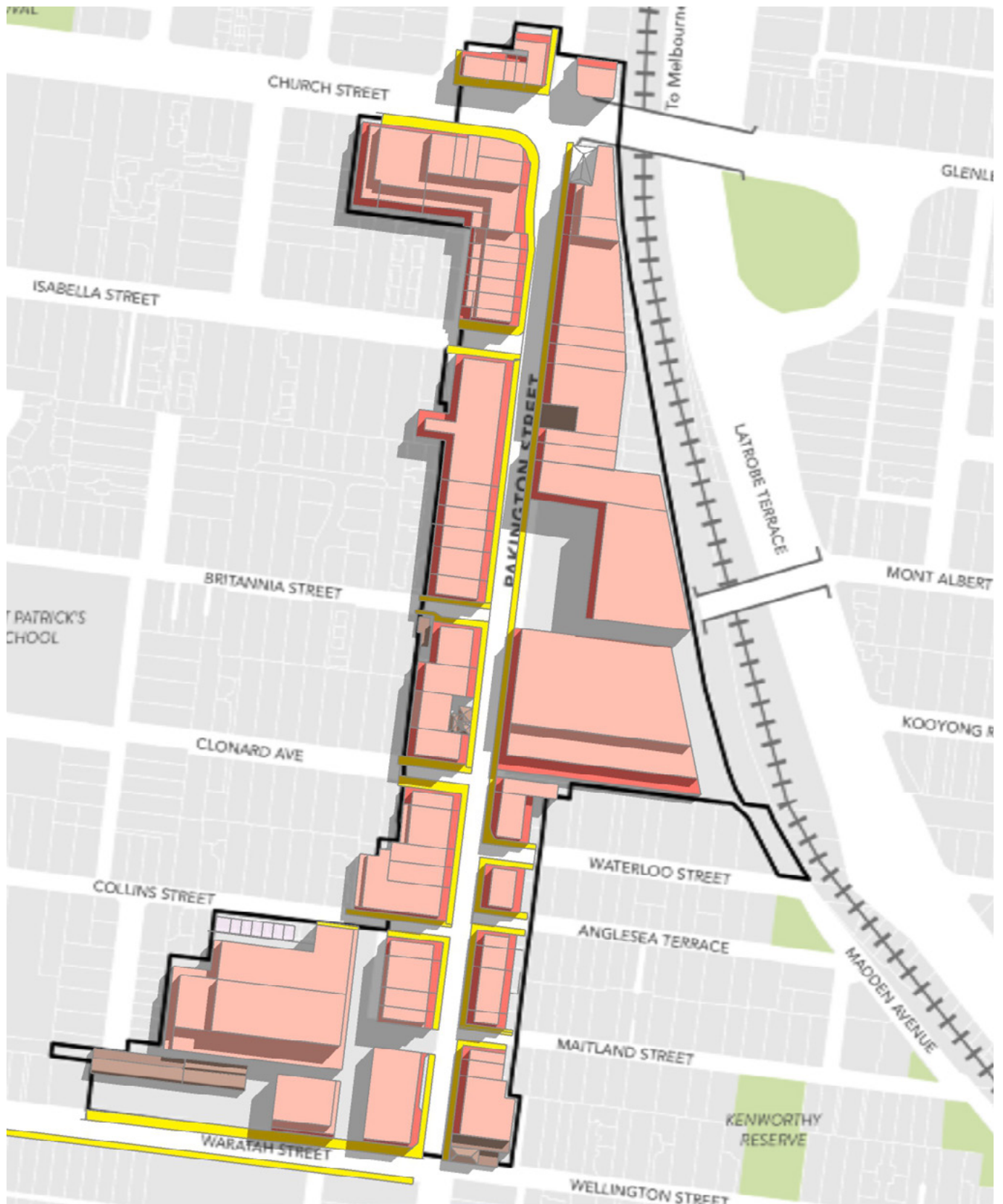
Solar Access to public realm

**KEY**

- Precinct Boundary
- Solar Protection
- Indicative potential new open spaces utilised for built form testing purposes only
- Railway track

## 6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 10AM

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

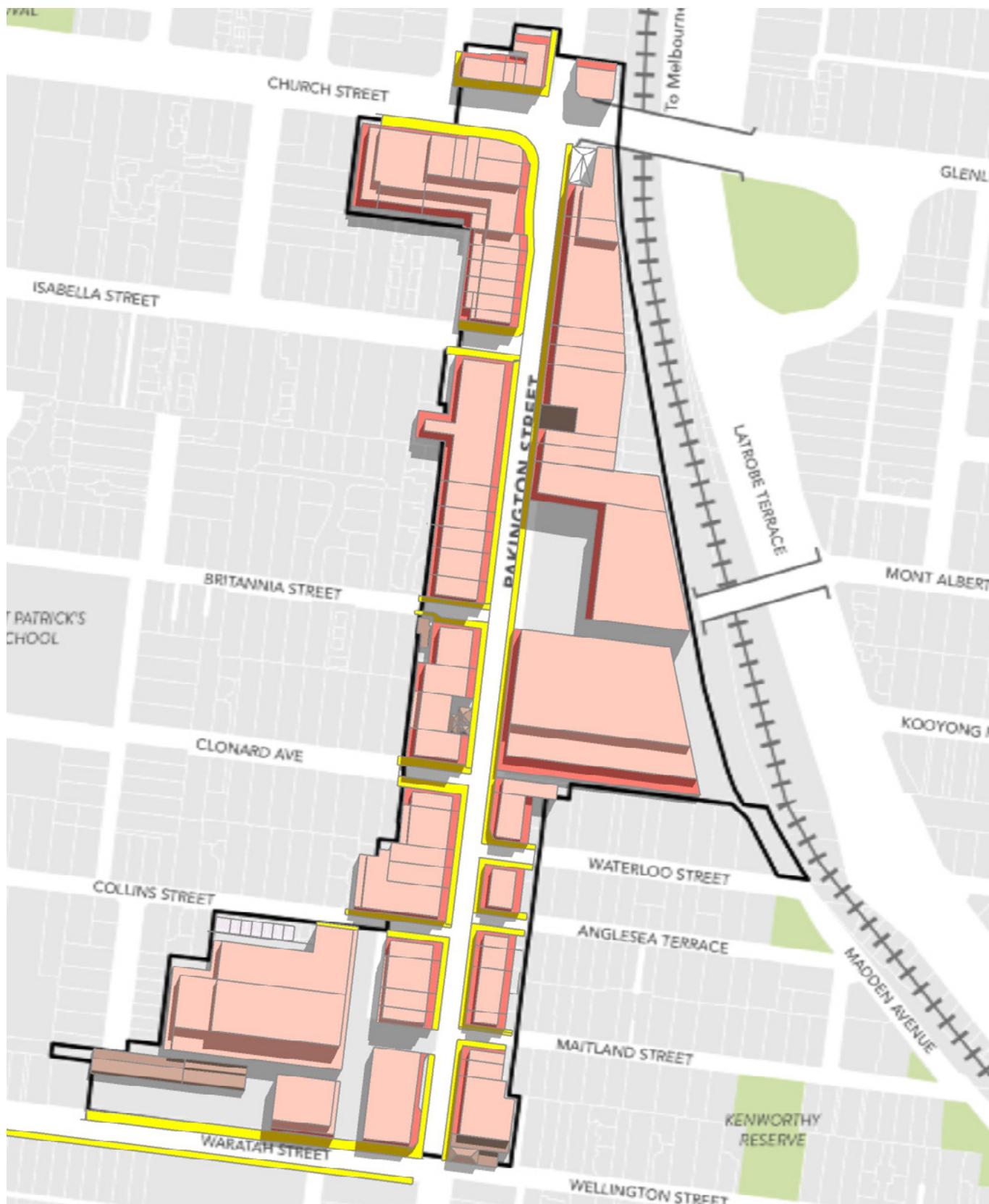


### KEY

- |                   |  |        |              |          |
|-------------------|--|--------|--------------|----------|
| Precinct Boundary | Footpath area to be protected from overshadowing | Podium | Upper levels | Heritage |
| Railway track     |  |        |              |          |

## 6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 11AM

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

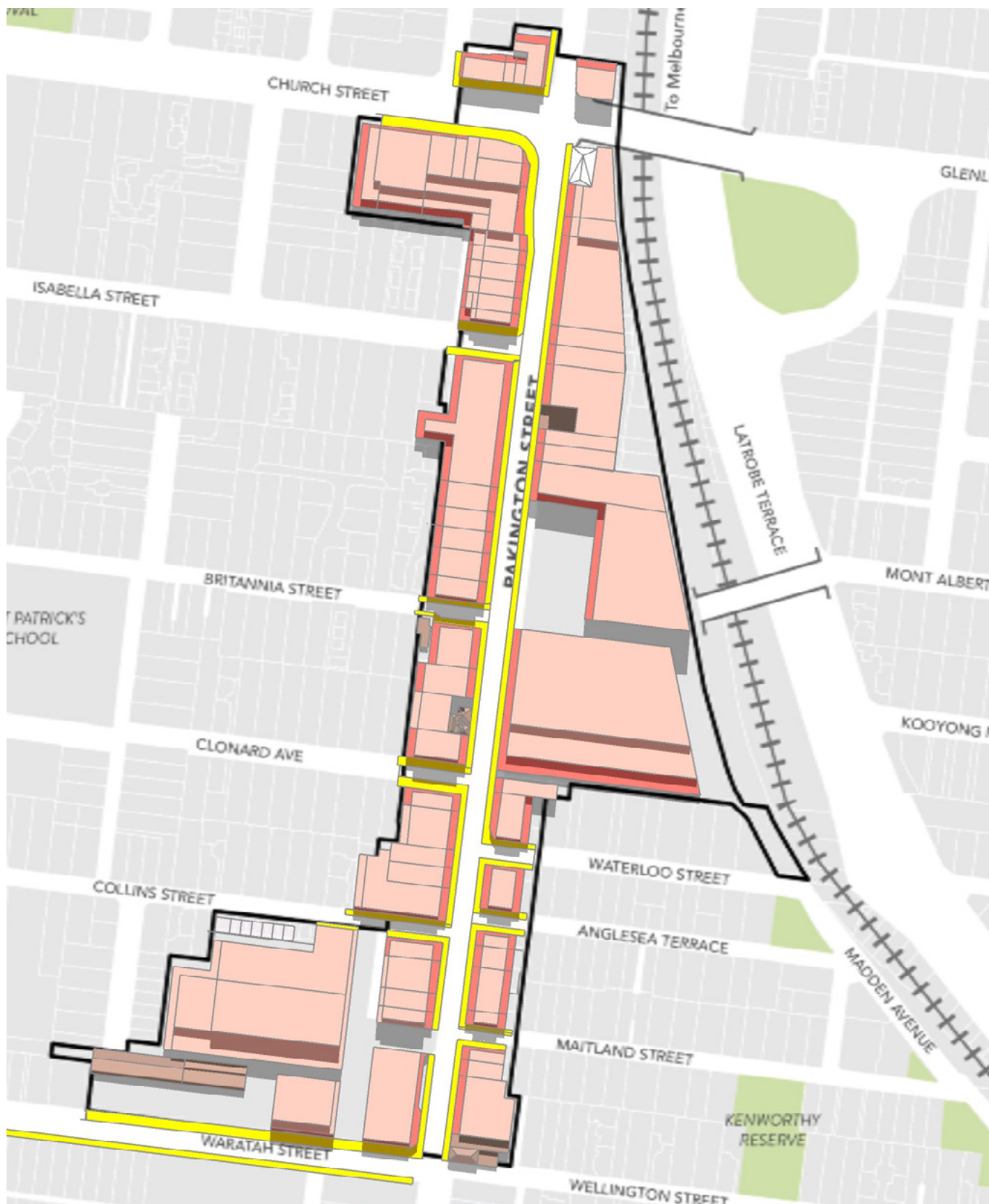


### KEY

- |                   |  |        |              |          |
|-------------------|--|--------|--------------|----------|
| Precinct Boundary | Footpath area to be protected from overshadowing | Podium | Upper levels | Heritage |
| Railway track     |  |        |              |          |

## 6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 12PM

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

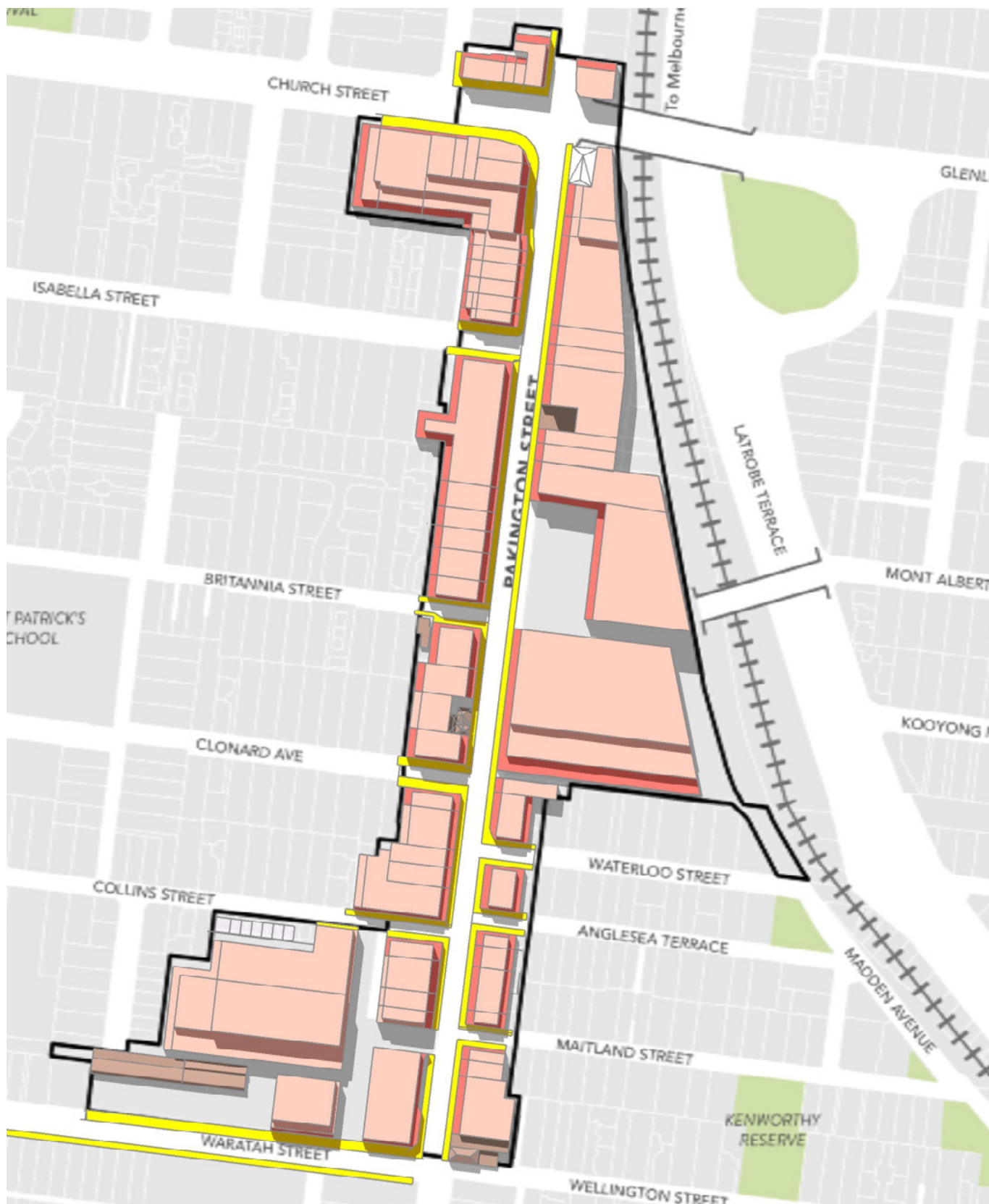


### KEY

- Precinct Boundary
- Footpath area to be protected from overshadowing
- Podium
- Upper levels
- Heritage
- Railway track

## 6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 1PM

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

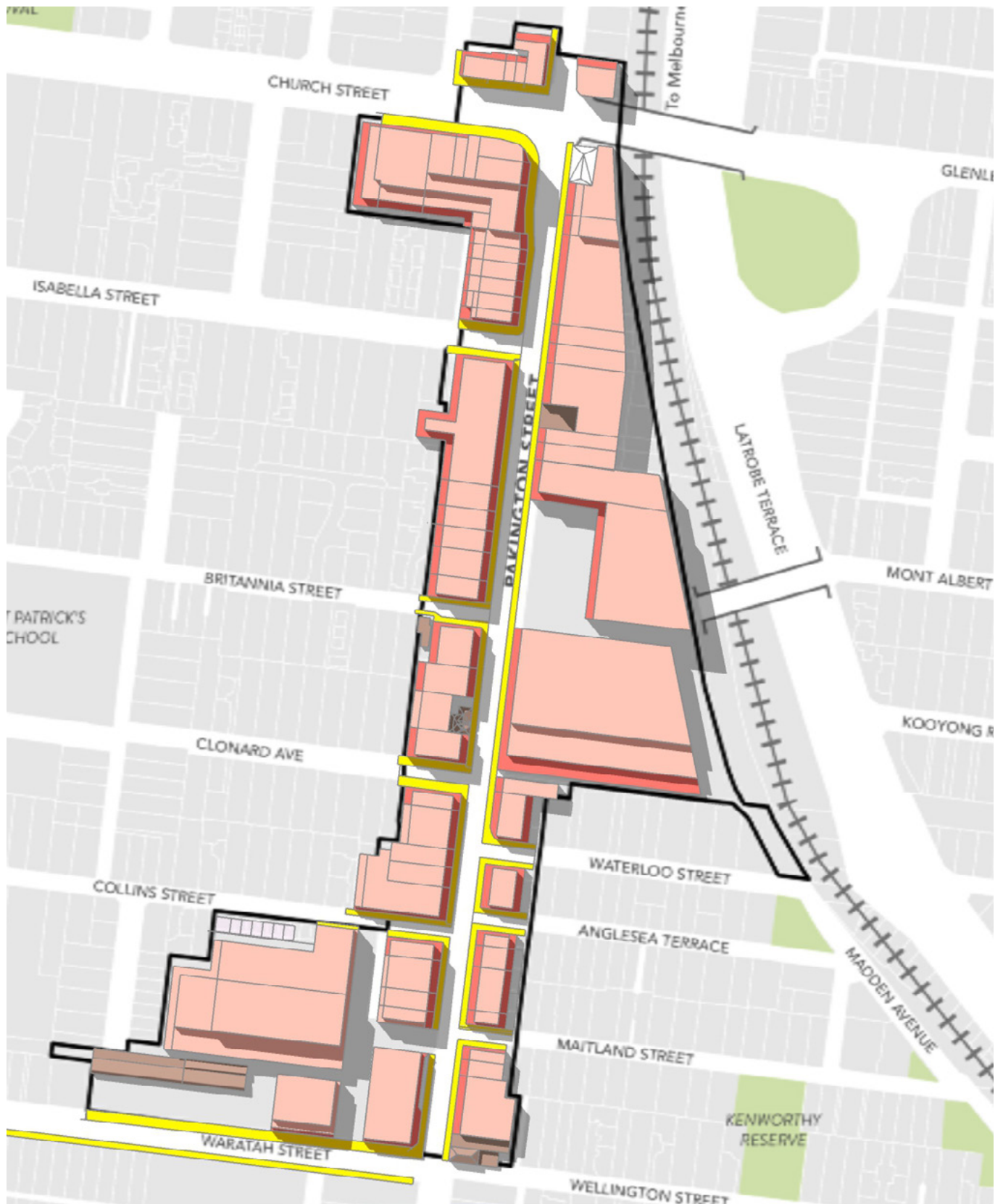


### KEY

- |                   |  |        |              |          |
|-------------------|--|--------|--------------|----------|
| Precinct Boundary | Footpath area to be protected from overshadowing | Podium | Upper levels | Heritage |
| Railway track     |  |        |              |          |

## 6.4 SOLAR ACCESS STUDY - SPRING EQUINOX 2PM

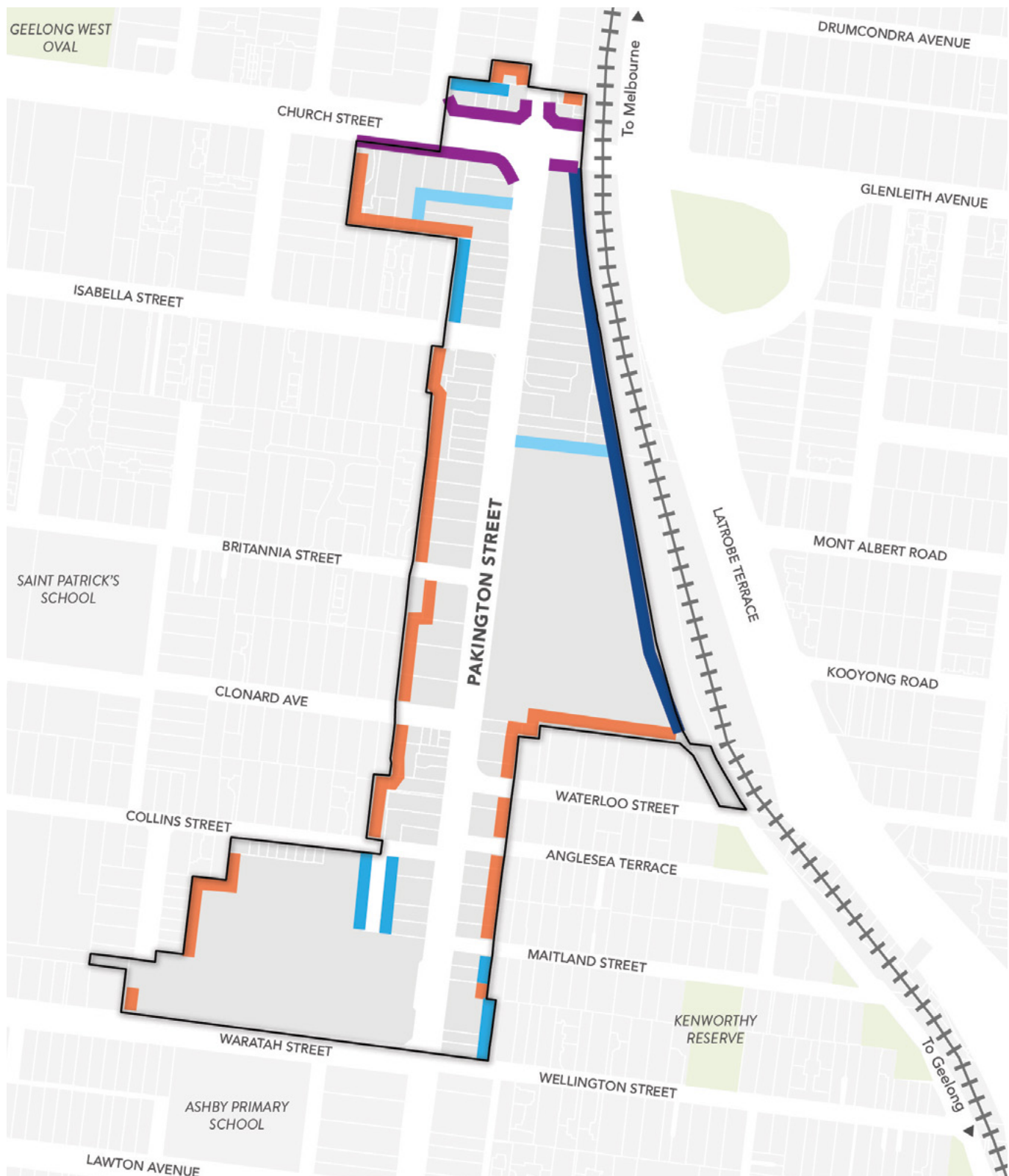
The following map is the solar access and overshadowing study done for the precinct pertaining to footpaths and sensitive interfaces. Any new open space will be tested for Winter Solstice. Additionally, overshadowing controls for NRZ and GRZ properties apply as per Greater Geelong Planning Scheme.



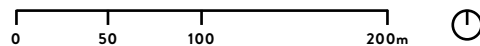
### KEY

- |                   |  |        |              |          |
|-------------------|--|--------|--------------|----------|
| Precinct Boundary | Footpath area to be protected from overshadowing | Podium | Upper levels | Heritage |
| Railway track     |  |        |              |          |

## 6.5 INTERFACES




Sensitive and Non Sensitive Interfaces



**KEY**

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

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100 Brougham Street


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8.00am – 5.00pm


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