

FEEDBACK ON DRAFT PAKINGTON NORTH UDF –12 April 2024

This table provides a response to the feedback on ‘what is missing’ discussed by Panel members as part of the Final Session on 18 April 2024. The feedback is an overview of the verbal feedback provided by the four different tables after their discussion.

Feedback	Officer Response
Getting the pedestrian priority right within that 20 m road reserve (while also keeping the parking and access for traffic). A suggestion that it will be difficult to include all users identified in the public realm section within the 20m of Pakington Street (width of the street from building to building) that is available.	No changes required The UDF recognises that the width of the road reserve is limited and that a balanced must be found. The UDF therefore identifies in paragraph 3.5 to establish the street as a destination by supporting a balanced multi modal movement approach. Further strategic work has been proposed (Local Area Traffic Management Plan) which is to identify how through traffic can be reduced and more space can be created for pedestrians and cyclists. The Streetscape Masterplan will implement the recommendations of the traffic plan.
Inclusive design, including rainbow crossings	Change made. Although objectives and guidelines already reflected inclusive design. Further reference has been added in the vision/ “Pakington North Precinct will be a vibrant destination with local shops, offices and communal spaces at lower levels fronting Pakington Street and residential living above. By becoming a people friendly and inclusive precinct, businesses will thrive, residents will benefit from a range of housing choices close to amenities and visitors will be inspired by the quality of the public realm and architecture. Pakington Street will be enhanced as a green street that improves the urban environment and contributes to the canopy cover targets for Geelong.
Ensuring priority streetscape improvements are identified in the UDF.	No changes required. It is understood that the community is hoping to see some change in the short term. Actions in the implementation have considered that some work must be completed prior to other work starting (e.g traffic management plan must be completed prior to the streetscape masterplan) and availability of budget. Place Activation has been identified as an action with an aim to create visible change in the short term.
Include the need to minimise impacts on traders and residents during construction phases	Change made. An addition has been included in the Implementation Plan under “Pakington Street Streetscape Masterplan Delivery” Deliver in partnership with the Department of Transport and Planning, streetscape improvements identified in the Pakington Street Streetscape Masterplan. Investigate diverse funding opportunities to deliver the streetscape improvements, including state and/Federal funding, special rates and charge scheme,

	developer contributions etc, while minimising impacts on traders and residents during phased construction.
Concern that the height transition from the Heritage Core is not sufficient, heights should be lowered at the Strand site.	No change required. The transition from the Heritage Core to Pakington Street is mostly reflected through the applied streetwall height, which is set at 2 storeys (or 8 metres) with an upper-level setback of 5 metres. The concern does not reflect the vote of the panel. The Panel has voted for 5-7 storeys for the block between Bread Street and Pakington Street (41%) and 8+ storeys (53%) on the Strand. The overall height has been refined by considering solar and amenity impacts as per the panel recommendations. This has determined a variation in height over the Strand site. As Pakington Strand is a strategic site owing to single ownership and size of the land parcel a Masterplan will be required prior to development on this site which will ensure all objectives and guidelines of the UDF are met.
Ensuring high-quality design	No change required. The built form and public realm aspects of the UDF seek high –quality design outcomes through several objectives and guidelines.
The height identified at the block to the north of the Strand is too low (3-4 stories) and should be increased to 6 stories.	No changes required. The Panel (44%) has voted for 3-4 storeys for the block between Collins Street and Clonard Avenue. Officers agreed with and applied the panel recommendations of the Panel as the block has been intentionally set at 4 storeys as it responds to the opposite side of the street (which is also at 4 storeys).
Concern regarding process, and how the built form voting was undertaken.	Noted. At this session, the Panel was asked to identify matters in the UDF requiring refinement. The process followed for the Panel was in accordance with the Pakington North Precinct - Deliberative Engagement Plan adopted by Council in October 2023. Further commentary on the built form voting and other aspects of the process is detailed in the Engagement Summary Report prepared by Capire.