



GEELONG SALEYARDS DRAFT PRECINCT PLAN ENGAGEMENT REPORT

Round 2 Engagement: Feedback on the DRAFT Precinct Plan

theno**agroup**

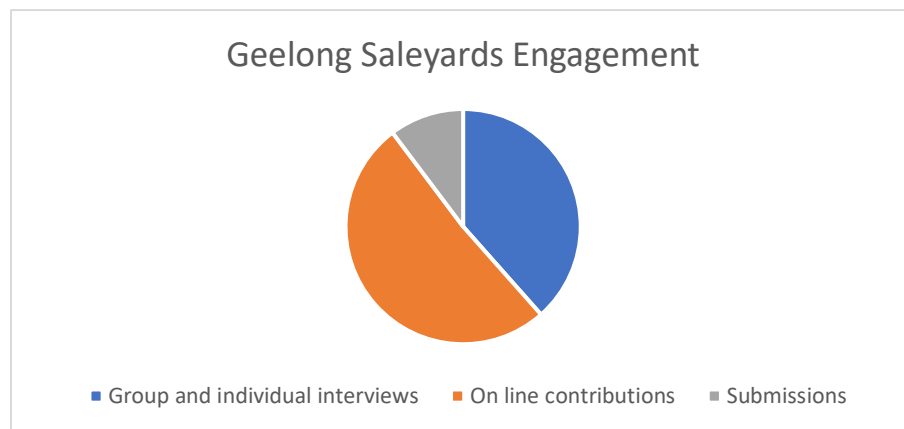
OCTOBER 2020

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Introduction: Engagement Stage 2 - the draft Saleyards Precinct Plan

The Engagement Stage 2 program on the draft Saleyards Precinct Plan was held throughout June and July of 2020. Engagement Stage 1 was held September of 2019 and the outputs informed the development of the draft Precinct Plan. During this second stage, feedback was sought from stakeholders and community members on what was being proposed. Overall 39 individuals and groups participated and contributed their thoughts and ideas on the draft Precinct Plan.



- 15 individual and stakeholder representatives participated in the group and individual interviews including MACS Multicultural Aged Care Services and Gateways Support Services Inc. These organisations are both located in the area and have consistently expressed a desire to be included in exploring project possibilities.
- 20 people made on-line contributions.
- 4 submissions were received including one from the Geelong and Region Branch of the National Trust of Australia (Victoria) and Leaf Building Group. The two other submission were from people who had participated in interviews.

The timing of the engagement program coincided with the State's CoVid19 'lockdown' and associated restrictions. All activities, therefore, were conducted on-line or on the phone. Awareness was raised through a letterbox drop to residents of the surrounding area and via Council communication channels. Participants were also asked to encourage others to engage.

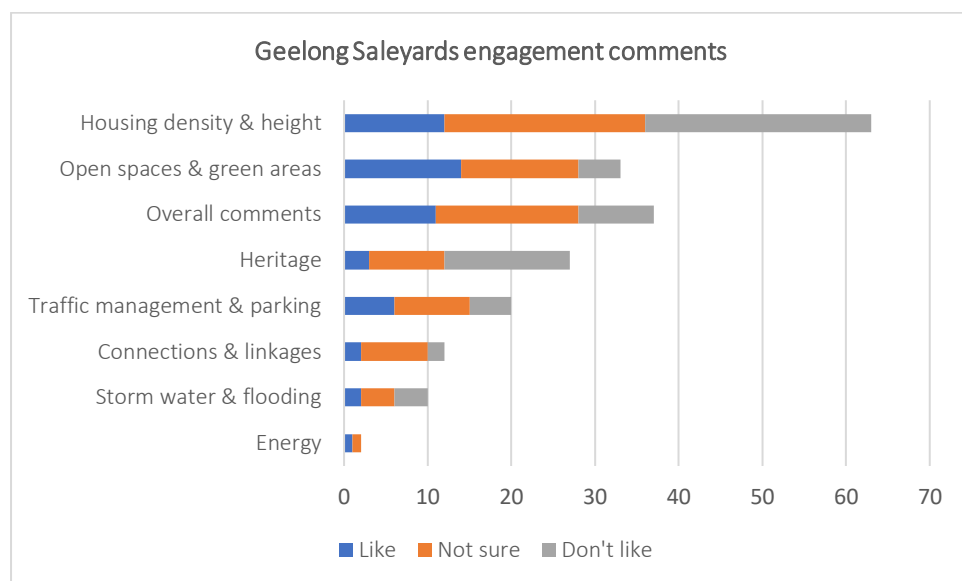
For the group and individual interviews hour long sessions were held using a presentation to aid information and comment capture. The presentation involved a process overview, feedback on the plan's guiding principles, key elements of both the draft framework plan and concept plan and an invitation to provide further feedback if needed. The Zoom meeting platform was used and for those not confident with this medium, individual phone calls were offered. The City of Greater Geelong also conducted on-line activities using The Hive which included social map, comment capture and survey.

All contributions have been brought together and compiled under the headings of 'Like'; 'Don't Like'; and 'Not Sure' about elements of the draft Precinct Plan. It is hoped that this profile will be useful to the project manager and team as they work through refining the draft into the final Precinct Plan.




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October 2020




Engagement Program Summary

This summary provides a profile of what participants liked; didn't like and were not sure of during the group and individual meetings. The section leads with Overall Comments as they are relevant to the entire plan. The 'clustered' areas then follow in order of the amount of comments participants provided. This is followed by the polling of principles undertaken during the group and individual meetings and finally, the outcomes of the on-line survey are listed.






Overall Comments




		
<ul style="list-style-type: none"> • Opportunity to lift the 'tired feel' of the area • Layout and concept • Heritage and connection to past through design inclusions • Comprehensive view of the site with the inclusion of the old Target site • Open space and green areas • Community node 	<ul style="list-style-type: none"> • Doesn't 'look like Geelong' • Could be seen as being 'plonked' into the area • Additional 1300 people – traffic, parking, impact on facilities and services including West Oval • What would the plan look like if it had been done on 800 people? • Impact on surrounding residential area of single, detached dwellings not considered enough 	<ul style="list-style-type: none"> • Aim for this to be a 'community of inclusion' - all ages, all abilities; shared resources and facilities; integrated internally and with the local area and surrounds including aged care facilities rural connections and Aboriginal connections • Respect lower socio-economic groups of the Northern Suburbs • Use development to demonstrate and research the outcomes of the City's Affordable Housing Strategy

		
	<ul style="list-style-type: none"> • Environmental and contamination management • How will the two zones of industrial and residential work together? • Lack of investigation of the study area into future land use and development potential • Road heavy design reflected in wider road reserve, laneways and carriageway widths 	<ul style="list-style-type: none"> • Who will pay for the development? • Will it be sold to one or many groups? • Do not compete with existing retail e.g. Pakington Street is close




Housing Density and Height

		
<ul style="list-style-type: none"> • Taller buildings along the southern border where there would be no over-shadowing • Integration of social and affordable housing and disability accommodation • Rear-loaded laneways • Critical mass of housing to support public transport and additional services and facilities 	<ul style="list-style-type: none"> • 6 storeys is too high. There should be nothing over 2/3 storeys. • Impact on the character of the surrounding area – different housing typologies • Potential lack of parking • Unintended consequences of overshadowing, wind, loss of privacy • Social housing clusters • Small size of townhouses 	<ul style="list-style-type: none"> • Target market/supply and demand analysis • % of social housing • Whether developers will allocate a portion of land for social and affordable housing • How has housing density been calculated? • Acoustic fencing




Open Spaces and Green Areas




		
<ul style="list-style-type: none"> • Open spaces and green areas • Places to exercise, run, walk (and walk the dog) and cycle • Community garden and orchard • Potential to link to existing MACS walking track 	<ul style="list-style-type: none"> • Cultural Park not central all dwellings (move closer to the old Target site) • 3 parks (bookends + cultural park) decreases 'dwelling yield' • Food growing area is too small for the proposed population 	<ul style="list-style-type: none"> • Who will pay for and maintain the spaces? • Scepticism that developers will not pay or provide the spaces • What is proposed for the Crown land? • Engineering input to make most of flood land • Inclusion of an 'off-leash' dog walking area • Improved pedestrian linkages

Heritage




		
<ul style="list-style-type: none"> • Heritage details and connection to the past • Bluestone patterns – acknowledgement of past and adding character 	<ul style="list-style-type: none"> • Significance of area and connection to past activities not represented enough • Essential primary significant elements not conserved • Lack of contextual understanding and interpretation 	<ul style="list-style-type: none"> • The potential to illustrate the function and operation of the past saleyards • The saleyards should be made operational again

Traffic Management and Parking




		
<ul style="list-style-type: none"> • Measures designed to calm traffic: crossings, lights, roundabouts, intersection treatments 	<ul style="list-style-type: none"> • More traffic due to increased population in the area (including the West Park sporting precinct) and how 	<ul style="list-style-type: none"> • Detail around how extra traffic will be managed and the location of traffic calming measures

		
	<p>the already strained road system will cope</p> <ul style="list-style-type: none"> • The safety and functionality of Weddell Road, Thompsons Road, Coxon Parade and Church Street • An internal vehicle link through the development which will become a 'rat run' • Potential signalisation of Thompson Road 	<ul style="list-style-type: none"> • Safety of MACS residents particularly if the facility expands into the new development




Connections and Linkages

		
<ul style="list-style-type: none"> • Close proximity to Rippleside Park, Bay and North Geelong Railway Station • Close proximity to public transport • Connection to rural past • Potential for stormwater park to be the focus point of access in and out of the area 	<ul style="list-style-type: none"> • 'Unofficial' and dangerous tracks to Rippleside Park, Bay and North Geelong Railway Station • Not enough connection to rural past • Frequency and ride time of public transport • The Indicative Concept Plan does not reflect the north/south 'green link' pedestrian and bicycle network and should be amended 	<ul style="list-style-type: none"> • Internal and external integration of businesses, services and facilities • Shops within the new development that could compete with Pakington Street

Stormwater and Flooding

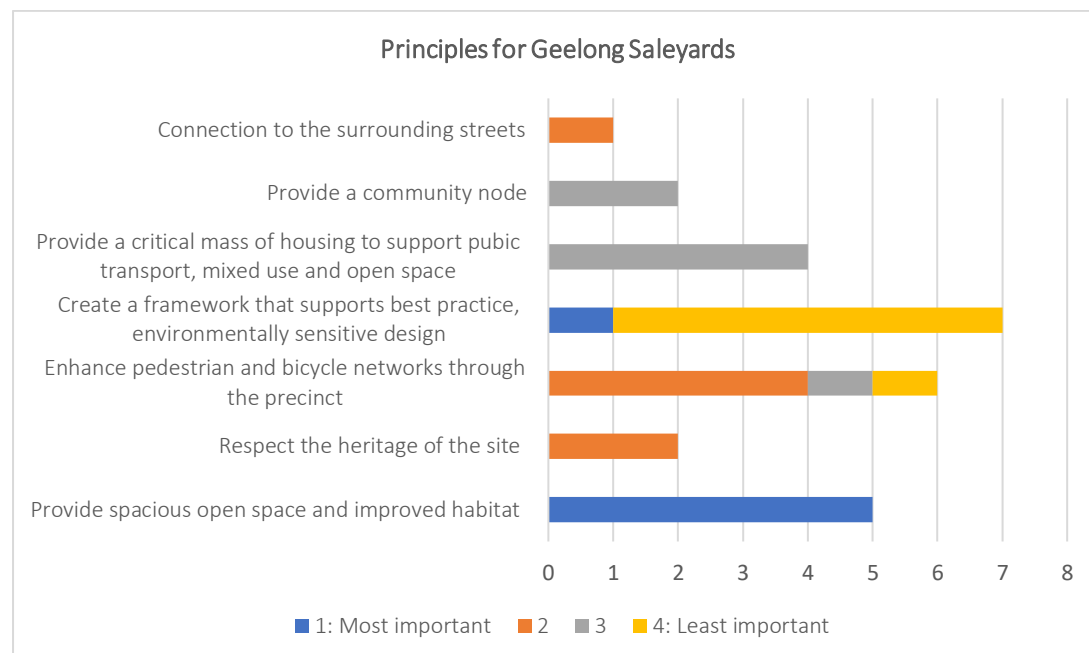
		
<ul style="list-style-type: none"> • Water sensitive urban design • Opportunity to create 'wilding' space in large stormwater areas 	<ul style="list-style-type: none"> • Large area which is potentially premium development land near the railway station allocated to stormwater • Flooding • Being able to meet increased infrastructure needs 	<ul style="list-style-type: none"> • How to successfully deal with stormwater and flooding issues • The potential of tank water for household and garden use

Energy and Environmental Sustainability

		
<ul style="list-style-type: none"> • The use of alternative energies embedded into Indicators of Sustainable Development and used when considering large developments like that of the draft Precinct Plan 	<ul style="list-style-type: none"> • Zero emissions target beyond requirement of Council's ESD Policy • Challenge of a 25% (street) and 40% (car park) canopy coverage 	<ul style="list-style-type: none"> • The consideration of solar and wind power in the overall draft plan

Guiding Principles

During the on-line meetings participants were asked to prioritise the principles guiding the development of the Draft Precinct Plan in order of importance to them. The graph below indicates the top four priorities from the 10 participants who completed the poll:



- Provide spacious, open space and improved habitat
- Enhance pedestrian and bicycle networks through the precinct
- Provide critical housing to support public transport, mixed use and open space
- Create a framework that supports best practice environmentally sensitive design

On-line Survey

Participants were asked to rate their agreement with a range of statements using the following scale and weightings.

Strongly Agree (5)	Agree (4)	Neutral (3)	Disagree (2)	Strongly disagree (1)
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Six participants responded to the on-line survey. If all participants strongly agreed with the statement, the maximum weighted score would be 30. The weighted scores for all statements have been expressed as a percentage of the total possible score in the following table.

A percentage of 100 indicates that all participants strongly agreed with the statement.

Statement	% of total possible score
1. The ideas from the vision workshop (pages 15-17) are reflected in the draft Precinct Plan.	60
2. Sharing the history of the site by utilising the heritage assets in a central parkland, public artwork, street names and interpretation will create a unique sense of place.	90
3. Buildings should have different heights, styles and designs. It is important the buildings do not all look the same.	90
4. Local streets should feel intimate and leafy and housing should look onto green spaces.	100
5. The main entry points to the precinct should be from Weddell and Thompson Street.	67
6. A secondary access point should be provided on Weddell Street aligning with the historic path	87
7. A direct walking and cycling east-west connection through the site is a priority	93
8. Walking and cycling access to the train station must be enhanced.	100
9. Walking and cycling access to surrounding reserves and green spaces must be created.	97
10. The predominantly residential use of the site is appropriate.	53
11. The mixed-use community hub is best located centrally off Weddell Street connecting to the parkland.	67
12. The community hub should provide a mix of small-scale commercial activities, on-street parking and public plaza to cater for residents.	67
13. The central park should be in close proximity to the community hub.	70
14. The heritage elements to be preserved and interpreted are well located in the central park.	77
15. This site is an opportunity to provide different housing types in the north Geelong area	80
16. Social and affordable housing must be part of the housing mix in this precinct.	77
17. If designed well a mix of two to three storey row houses, townhouses and maisonettes are appropriate as the main housing type on the site.	77
18. If designed well, three to four storey mixed use development is appropriate to provide café and other small-scale commercial uses in and around the community hub.	77
19. If designed well, four to six storey apartments set in communal green spaces around the perimeter of blocks is appropriate.	57
20. All houses should have car parking spaces.	67

Statement	% of total possible score
21. On-street parking must be available to serve the mixed-use community hub area.	80
22. Using rear lanes and basements to access and provide parking is preferred to having garages accessed from local streets.	90
23. The design principles are reflected in the concept plan (pages 18-21)	73

Two statements scored 100%

- Local streets should feel intimate and leafy and housing should look onto green spaces
- Walking and cycling access to the train station must be enhanced.

Followed by five in the 90% range

- Walking and cycling access to surrounding reserves and green spaces must be created.
- A direct walking and cycling east-west connection through the site is a priority
- Sharing the history of the site by utilising the heritage assets in a central parkland, public artwork, street names and interpretation will create a unique sense of place.
- Buildings should have different heights, styles and designs. It is important the buildings do not all look the same.
- Using rear lanes and basements to access and provide parking is preferred to having garages accessed from local streets.

Three in the 80% range

- A secondary access point should be provided on Weddell Street aligning with the historic path
- This site is an opportunity to provide different housing types in the north Geelong area
- On-street parking must be available to serve the mixed-use community hub area.

Six in the 70% range

- The design principles are reflected in the concept plan (pages 18-21)
- If designed well, three to four storey mixed use development is appropriate to provide café and other small-scale commercial uses in and around the community hub.
- If designed well a mix of two to three storey row houses, townhouses and maisonettes are appropriate as the main housing type on the site.
- Social and affordable housing must be part of the housing mix in this precinct
- The heritage elements to be preserved and interpreted are well located in the central park
- The central park should be in close proximity to the community hub.

Five in the 60% range

- All houses should have car parking spaces.
- The community hub should provide a mix of small-scale commercial
- The mixed-use community hub is best located centrally off Weddell Street connecting to the parkland
- The main entry points to the precinct should be from Weddell and Thompson Street.
- The ideas from the vision workshop (pages 15-17) are reflected in the draft Precinct Plan.

And two in the 50% range

- The predominantly residential use of the site is appropriate
- If designed well, four to six storey apartments set in communal green spaces around the perimeter of blocks is appropriate

Themes and Responses

The area provides a genuine opportunity to lift the tired feel in this area.

*I absolutely love the idea of large, open spaces
and creating areas of habitat and linkages for wildlife.*

The Overall Plan

Many participants liked the overall plan stating that the 'layout and concept was good'. Specific mentions were given to the plan's response to : heritage and connection to the past which was seen as 'just right'; the inclusion of the 'old Target site' in the study area to achieve an integrated view of the potential development area and discussions with existing businesses and groups which were considered positive particularly around how they might interface with each other. The area's development was seen as a genuine opportunity to lift the 'tired feel' of the area and the open spaces and green areas were very much welcomed as healthy places for humans, homes for habitat and linkages to wildlife. The proposed community node was referred to as a great idea and much needed for the area.

Not liked was that the development doesn't 'look like Geelong' and that this new style of apartment living could be seen as a development being 'plonked' into the area and doing nothing to further Geelong's identity. Participants were also concerned about an additional 1300 people in the area which was considered 'a lot' to cater for and manage especially the associated impacts of traffic, parking, facilities and services. One participant wondered what the outcome would be if the plan had been developed around 800 people. The sentiment is that Geelong is surrounded by so much land that an infill strategy is not needed.

An additional 1300 people is a lot of people to put into the area.

Local residents felt the draft plan had not adequately considered the impact on the surrounding residential areas that is predominately single, detached housing. Similarly, it was felt the proximity and potential impact on the West Oval sporting precinct, 300m away, had not been considered. Essentially this was presented as a parking and traffic management issue on sports days.

Environmental concerns were about the need for more environmental assessments and how the contamination in the area from arsenic, chemicals and trucks being washed out each day, would be managed and cleaned up. The mix of industrial and residential zones sitting side by side was raised in the context of how this would be managed as well. A comment was made that further investigation of the study area into future land use and development potential needed to be undertaken. It was also considered by one group that the Indicative Concept Plan was a 'road heavy' design reflected in wider road reserve, laneways and carriageway widths which would result in poor urban design outcomes.

I live in Hepner Place which is zoned industrial – how will the two zones work back to back?

Things that participants were not sure of and put forward for consideration included: taking a community not just a residential development approach and creating a true 'community of inclusion'- all ages, all abilities, shared resources and facilities, integrated internally and with the local area and

surrounds; considering the development as a practical demonstration of the application of Council's affordable housing strategy and making a research commitment to demonstrate the outcomes sought under that policy. There were also questions around who would pay for the development and whether the site would be sold to one group or split up?

Finally there was a call for Council to ensure the development invests in residential facilities and community amenities to provide an inclusive space for all and in a manner that respects the lower socio-economic groups in the northern suburbs; builds linkages to existing aged care services, rural and Aboriginal connections to the site; maintains and expand the benefits and accessibility of all present and future facilities and services in the area.

*This doesn't look like Geelong.
Where is there another area of Geelong that looks like this?*

Housing Density and Height

The key concern with this aspect of the draft plan is height and density. There were 11 specific comments around 6 storeys being too high; that it looked 'packed into a small space' and that there are no housing lots, just 2/3 and 6 storey buildings. This housing typology was seen as out of character with the surrounding residential area, with the area's past and with Geelong. One participant commented that they had been told all taller buildings would be located towards the centre of the development. Images showing 6 storey buildings fronting Weddell Street were seen as 'a lot'. Stepped back high rise on Weddell Road was preferred as the precinct is surrounded by single storey dwellings.

Unintended consequences of over-shadowing, creating wind tunnels, acoustic impacts and privacy impacts were also raised along with more development and the potential loss of industrial land. There were concerns over parking for residents of the new development and whether the area's present facilities and services could service an increase in population. How the housing density was calculated throughout the precinct was questioned. A few participants thought the scale and density of the overall development was very good, with the southern border being singled out for taller housing as there would be 'no overshadowing of other dwellings.'

Scale and density of overall development is very good.

There is a community perception that the entire development will be social housing. With social and affordable housing including specialised disability accommodation, the key concern was to avoid creating 'clusters' which were seen as not delivering good outcomes for anyone; creating ghettos, providing a ripe environment for the spread of viruses like CoVid19 and perpetuating safety and security issues. Integration, however, was proposed as a positive response with a good mix of demographics being seen as moderating all behaviour and 'pulling everyone up'. Good design was seen as part of facilitating successful integration.

Rear-loaded laneways were well-received and described as 'back to the future' to achieve the desirable outcome of both cars and garbage bins being out of sight. Participants were also not sure about the supply and demand market analysis particularly given the present and future Covid pandemics - will people want to live in this kind of accommodation? Who the target market is as this

was essentially a new way of living – in an apartment with no back yard? Whether it would accommodate families and if not, was there potential to create a social trap for other age groups? and the inclusion of student accommodation? The percentage of social housing and whether developers would allocate a portion of land for that purpose was raised and there was scepticism as to whether it would eventuate.

Open Spaces and Green Areas

There is a lot of open space and the community garden is great.

The open spaces and green areas were very well-received and acknowledged as a welcome asset to the development and the surrounding area. They are seen as great places to exercise, walk, run and cycle and walk the dog. The proposed community garden and orchards were also well-received with growing food seen as a premium and mandatory aspect of future community living. MACS saw the potential for their existing walking track around the aged care facility to connect to the development and therefore offer an extended experience for all.

For those who did not like some aspects of the proposed open space and green areas, the re-location of the park adjacent to the old Target site was suggested to better centralise access from all proposed dwellings; the third park (additional to the proposed bookended parklands) was seen as reducing 'dwelling yield'. For some, the size of the food growing area was too small to accommodate 1300 people and suggestions were made that roof-top fruit and vegetable gardens be considered.

Who will pay for the spaces and their maintenance?

Participants were not sure about who would pay for and maintain the open spaces and green areas; scepticism was raised as to whether the proposed spaces including community gardens would be realised once handed over to developers; what is proposed for the Crown Land at the end of the development?; if wanting to create a 'pleasing lake' in this area then there is a need for careful engineering; to consider the return to the natural creek and making better use of the existing flood space; the inclusion of an off-leash dog walking area and providing improved pedestrian links along the reserve to the east as part of the development.

Heritage

Many participants liked the retention of the heritage details and connection to the past saleyards. The bluestone patterns were seen as not only a great acknowledgment of the past but as something that would add character to the development. One participant stated that they did not prioritise the principle 'Respect the heritage of the site' because they believed

'the plan had got it just right'.

However, the connections to the saleyard's long history and the role it played in the economic and social life of the Geelong community, region and state, to some, has not been properly represented within the Draft Precinct Plan. A lengthy submission from the Geelong and Region Branch of the National Trust of Australia (Victoria) outlines the things they see as missing from the plan in relation to the heritage overlay statement of significance and the plan's own context, analysis and principles. Their suggestion is to conserve the essential elements of the Saleyards and give greater context to the heritage areas to be retained.

There is only a small part of the original fabric planned to be conserved.

The submission outlined that the group do not like the fact that there is:

- not enough retention of primary significant aspects and preserving the heritage context of the area;
- No planned explanation or interpretation of how the saleyards functions;
- No Inclusion of sheep pens, transport approach and unloading and loading aspects;
- The Proposal to relocate the cattle stock yards heritage item to the corner of the Cultural Park and use as part of a community gardens and planting;
- No plan or commitment to conserving the saleyards as a former industrial working site;
- No commitment to the retention of the mature Ash trees shading the western sheep pens;
- No consideration to re-building a structure on the footprint of the original Market Building.

Participants were unsure about the potential to illustrate the function and operation of the yards of the 19th century. One participant called for the saleyards to be operational again.

Traffic Management and Parking

The lived experience of the surrounding road system is that it cannot handle existing traffic and will be inadequate for the increased traffic associated with population growth. Weddell and Thompson Roads are perceived as busy and dangerous. Coxon Parade is seen as a speedy thoroughfare to Melbourne Road. Weddell Road /Church Street is also a highlighted bottleneck intersection. A vehicle link within the development itself was not liked due to the potential to create a 'rat run'. Proximity to the West Oval sporting precinct and associated impacts on parking and traffic management, particularly on match days, were also raised.

***Both Thompsons and Weddell Roads are very busy roads.
Coxon Parade is used as a thoroughfare to get to Melbourne Road
and there is a lot of speeding.***

What was liked therefore was any measure designed to calm traffic both internally and externally to the development: crossings, lights, roundabouts, intersection treatments were all liked and seen as positive responses to present challenges. Signalisation of the intersection on Thompsons Road, however, was not favoured with the preferred being a give-way priority T-intersection.

The things participants were not sure of related mostly to the 'details' around where calming measures would be located and therefore how the anticipated additional traffic would be managed. A specific highlight was around how to ensure the safety of residents should the MACS aged care facility in Weddell Road expand and integrate into the proposed development.

Connections and Linkages

***It would be good to work on connections to Rippleside Park,
the waterfront and North Geelong Station.***

The area's location in the broader area was seen by many as an advantage and opportunity: the new development will be in relatively close proximity to Rippleside Park, the Bay and North Geelong Railway Station. However, the physical linkages are not in place. There are 'unofficial' tracks that indicate people walk to these areas with many commenting that the walking paths are dangerous e.g.

crossing the railway line and even the main highway without lights. One of the businesses in the area spoke of building stronger connection to the Aboriginal pathways particularly to the Bay and the opportunity to work with the Community on establishing those. Suggestions were made as to how to provide safe access over the main highway either through an underground tunnel or architecturally designed overpass which could double as a new gateway entrance into Geelong.

The proximity to public transport was raised during interviews with one participant outlining how they caught the bus to and from Pakington Street for daily shopping. Public transport however, its frequency and ride time (often longer than driving a car), remains a source of frustration.

Internally participations wanted to see any new development not a stand-alone but integrated into existing spaces and facilities. The stormwater park was seen as a potential focal point for access into and out of the area.

Again, the long-standing connection to rural areas via the saleyard's activity was raised with some saying the recognition given in the draft Precinct Plan was good and others commenting that it was not enough.

Stormwater and Flooding

The extent of the stormwater space was welcomed as an opportunity to create a 'wilding' space in contrast to the higher density urban form of the draft Precinct Plan. The water sensitive urban design was also appreciated.

Agree with the water sensitive urban design.

Things that were not liked included the large area for stormwater conveyance which a few considered would reduce the premium development potential of land close to North Geelong Station.

Stormwater was seen as being managed through a defined corridor. Flooding in the area is a huge issue and needs careful consideration to develop working alternatives. Also, the creation of intense urban environments was equated with the need for more infrastructure.

There is a large area for stormwater conveyance.

Could this be reduced in favour of more development?

The issues that people were not sure about was just how stormwater and associated issues would be successfully dealt with. Stormwater would need to be treated before being used. Many liked the idea of using tanks to capture rainwater to contribute to household water supply and watering gardens.

Energy and Environmental Sustainability

Participants liked the fact that the use of alternative energies are embedded into the Indicators of Sustainable Development which are used when considering large developments like that within the Draft Precinct Plan. Some questioned whether solar and wind power would be used and whether these have been taken into consideration. There were comments that the zero emissions targets within the plan went beyond the requirements of Council's Environmentally Sustainable Development Policy which was seen as unnecessary. An additional challenge highlighted was achieving the 25% street and 40% car park canopy coverage. Responsibility for delivery, maintenance and monitoring of alternative energies and environmental aspects was also raised.

Attachment 1: Unedited Outputs (interviews and submissions)

Like	Not Sure	Don't Like
OVERALL COMMENTS		
<ul style="list-style-type: none"> Like overall Plan (4) I like the plan Like the layout and the concept is good Good Looks good I did not prioritise the heritage principle because I think what is being suggested in the plan is just right. Good to see Target site is part of overall considerations. Discussion with existing businesses is good particularly how they might interface. Integration with what is in rest of the area: MACS, Gateway is good. The area provides a rare opportunity for CoGG. It is a genuine opportunity to lift the tired feel in this area. I absolutely love the idea of large, open spaces and creating areas of habitat and linkages for wildlife. The Community Node is a great idea and needed 	<ul style="list-style-type: none"> Who pays for the development? Will site be sold to one group or split up? What is the timing for the development? How long will it take to be done? Who will be responsible for ongoing maintenance? Council to ensure that the development invests in residential facility and community amenity to: <ul style="list-style-type: none"> Provide an inclusive space for all the community in a manner that respects the lower socio-economic groups in the northern suburbs. Build connections to the existing aged care services, rural and aboriginal connections to the site. Maintain and expand the benefits and accessibility by the community that will be developed by Gateways This would be a practical demonstration of the application of the affordable housing strategy. Establish a 'community of inclusion': all ages, all abilities; shared resources and facilities; integrated internally and with the local area and surrounds. Needs to be thought of as a community development not just residential development. A research commitment to demonstrate outcomes sought under Council's affordable housing policy and other social policies. Post Covid, what will be the impact to where and how people want to live? 	<ul style="list-style-type: none"> The draft plan doesn't seem to consider the impacts on the surrounding residential areas including the impact on the precinct due to sporting matches held at West Oval only 300m away. The venue has extremely limited parking No prior consultation with owners of Target land before releasing for public comment This doesn't look like Geelong. Where is there another area of Geelong that looks like this? This is big risk just being 'plonked' into the area and being nothing like the surrounding area and housing. Keep the identity of Geelong An additional 1300 people is a lot of people to put into the area We are surrounded by so much land, we don't need to have these developments in the city. Strategy for urban intensity targeting areas near railway stations puts more pressure on rail services. Will there be more environmental assessments? How will the environmental contamination in the area be managed -arsenic, chemicals, trucks being washed out each day (2) Concern over it not being maintained and becoming rundown and a 'no go' area Developments even small ones generate a lot of dust. With such a large development this needs to be considered. The sports precinct is emerging. We could use the saleyards land to add soccer fields and other playing fields instead of high rise and more people

Like	Not Sure	Don't Like
	<ul style="list-style-type: none"> I live in Hepner Places which is zoned industrial – how will the two zones work back to back? You have done the design on 1300 people. What could you do if the target was 800? Provision of expertise in the community in the areas of Autism, intellectual disability and psycho / social challenges, allied health, therapies and streamlined referrals to the new Barwon Health North. 	
TRAFFIC MANAGEMENT AND PARKING		
<ul style="list-style-type: none"> Roundabouts on Weddell Crossing and lights Intersection treatment Weddell and Thompson Traffic calming throughout the development. 	<ul style="list-style-type: none"> How will extra traffic be managed? Location of intersections and crossing? Accommodating extra traffic with increased traffic associated with week-end sport Need detail on traffic management Aged care residents accessing one side of Weddell Street to the other if facility becomes integrated into the new development; safety is paramount Is there an opportunity to include a 'car-share' space, and reduce need for car parking at each dwelling? What will be done to ensure traffic is slowed and people and dogs can cross in safely? Traffic access from Thompsons Road be better supported through enhanced turning lanes / pedestrian crossing lights 	<ul style="list-style-type: none"> Weddell Road and Thompsons Road are both busy and can be dangerous – speeding and cannot see oncoming cars. Weddell Road is a backroad and is therefore used a lot. When cars park in Weddell Road for the football clear sight of the road is hard. Both Thompsons and Weddell Roads are very busy roads. Coxon Parade is used as a through- traffic to get to Melbourne Road and there is a lot of speeding. Weddell Road is unsafe – increasing traffic; being used as a short-cut (5) Weddell / Church Roads cannot handle the amount of traffic now. Don't know how this will go with increase in population. I don't think there should be a vehicle link through the development. If drivers are allowed to 'rat run' they will. If people want to move from east to west they can go north or south to the main road. This would make it more people friendly and reduce unnecessary trips, noise, pollution etc
HOUSING DENSITY AND HEIGHT		
<ul style="list-style-type: none"> In favour of land use for residential (but not high density) Scale and density of overall development is very good. Building along southern border could be even taller as no overshadowing of other dwellings. 	<ul style="list-style-type: none"> Post Covid who will want to live in high rise? Are apartments the right kind of accommodation given Covid19? Post Covid people might like to relocate to regional areas away from Geelong (3). Why 6 storeys? Could be social traps – not for family situations <p>Social Housing /Affordable Housing</p>	<ul style="list-style-type: none"> 6 storeys too high Maximum 2 storeys Too high density in the one spot (3) Lot of large housing and density Looks packed into a small space No housing lots just 2/3/6 storey buildings 5 storeys facing Weddell Street is a lot

Like	Not Sure	Don't Like
<ul style="list-style-type: none"> Stepped back high rise on Weddell Road is preferred as precinct is surrounded by single dwellings. <p>Social Housing /Affordable Housing</p> <ul style="list-style-type: none"> Good to integrate into the development Good to have mix of demographics – helps moderate all behaviour and ‘pull everyone up’ Need to have mix of people living in the area but must be well-designed. <p>Rear-loaded laneways</p> <ul style="list-style-type: none"> Great Back to the future Get garbage away from the front of the house. 	<ul style="list-style-type: none"> Will it all be social housing? What percentage & how much will be social housing? (3) (Perception that the entire area will be social housing) Some agencies deliver social housing well and some don't. Mix of affordable housing as well? Potential to offer a mix of housing through integrating disability accommodation. Specialised disability accommodation into other housing solutions on the site thereby ensuring inclusion of people with disability in everyday life; ‘salt and peppered’ throughout the development? Temporary accommodation for people travelling from outside of Geelong for specialised disability of health-related needs. Work in partnership with LEAF Builders. Will developers allow a portion of land for social housing? <p>Student accommodation</p> <ul style="list-style-type: none"> Should be included in development <p>Market</p> <ul style="list-style-type: none"> Who is going to live here? I question density because essentially designing a new lifestyle for people – buy a flat; no backyard – is there demand for this kind of living? Where is the demand analysis? <p>Rear loaded lots</p> <ul style="list-style-type: none"> Can they be scaled & designed in such a way that garages can be repurposed as secondary dwellings in the future (when driverless cars eliminate need for privately owned vehicles). 	<ul style="list-style-type: none"> Out of character with the area; there are low buildings in the area and the saleyards is a small area. The new development needs to fit in with what is around it Beyond 2/3 storeys will affect the look and feel of the place Geelong is still mainly an area of detached housing Should be single storey to keep an association with the area's past I do not support the plan for high density housing. I believe the facilities and services in the area cannot service the amount of people proposed for the area Concern over high-rise living and people being able to socialise and build a community of support I am concerned about the effects of this planning on my area – high-rise apartments; we were told higher buildings of 6 storeys would be towards the centre of the development, but the image shows 6 storeys on Weddell Road – this is too high onto that street Placing across the road from the aged care facility means compromising resident's privacy Potential for overshadowing; how will other houses and park be affected by overshadowing? If we say ‘ok’ it sets a precedence If development goes ahead it will open the floodgates to other developments and population growth making use of the large amounts of land held for industrial use Need to be mindful of taking away sunlight / shadows in areas due to building heights How will this work in relation to parking? Will cars be garaged? Central parking? Underground? Where is land for parking? <p>Social Housing /Affordable Housing</p> <ul style="list-style-type: none"> If you cluster social housing, you do not get good outcomes. Not clustered but mixed (3) New threat of Covid outbreaks in clustered housing.

Like	Not Sure	Don't Like
		<ul style="list-style-type: none"> I worry about creating a ghetto like large public housing estates in Melbourne. The golf club is one type of socio-economic group and they are 'just there' not integrated. We were told at a September meeting that there would be no social housing. Coxon Parade has social housing and there are often issues – police, rubbish, fights, theft. We need to be careful how much social housing there is. Streets around Coxon Parade have security issues; there has been a lot of stealing and vandalism of late. There has been some recent vandalism and theft around & in the aged care facility.
CONNECTIONS AND LINKAGES		
<ul style="list-style-type: none"> Proximity to public transport. Proximity to Rippleside Park, the Bay and North Geelong Railway Station Recognition of the long-standing connection to rural areas; a new place for rural people to come for services. 	<ul style="list-style-type: none"> Good to work on connections to Rippleside, the waterfront and North Geelong station. There are already 'unofficial' tracks that indicate people are walking from the area to the park – so they could be made 'official'. Like to see a strong connection to the Bay; Focus on Aboriginal healing and connection particularly to the Bay through the recognised waterways and paths (2) Join up to existing spaces and facilities in the area e.g. aged care Making use of stormwater park would be good to make connections out of the area. Tunnel under the railway line/architecturally designed overpass as new entrance to Geelong; gain access to Bay. Are shops proposed? Pakington Street is very close and would not like to see competition. 	<ul style="list-style-type: none"> Public Transport needs to be a lot better. I walk to Church Street to get on a bus. The time it takes to get from A to B is longer than driving a car! No clear or safe access to Rippleside Park, the Bay or North Geelong Station Not strong enough connection to historic past
OPEN SPACE AND GREEN AREAS		
<ul style="list-style-type: none"> Keep the green areas – great places to exercise. Existing walking track around Aged Care Facility to connect to development; artwork extended into cultural park. 	<ul style="list-style-type: none"> Who will maintain the open spaces? Who will pay? Will rate payers have to pay more? Need to be clear who maintains. Sceptical it will happen once it is handed over to the developers. 	<ul style="list-style-type: none"> Park could be on adjacent development site (Target Site) to better centralise access of all proposed dwellings. The saleyards site is proposed to be bookended with parkland, so the

Like	Not Sure	Don't Like
<ul style="list-style-type: none"> • Love spacious amenity. • Like • Good green spine. • Open space is great. • Places to walk dogs is great. • There is a lot of open space and the community garden and orchard is great. • The community garden is great. • Food growing areas is a premium and mandatory aspect for the future. • Need for backyard garden patch • Food growing is now part of the sustainability plan for the City • I like the design with the open space. • I like the encouragement of walking and cycling. 	<p>Will the developers pay for community gardens and open spaces? (6)</p> <ul style="list-style-type: none"> • Need to be clear who maintains. • Creates an uneven playing field between those who have to pay and those who don't for open space and roads and infrastructure. • What is proposed for the Crown Land at the end of the development? Wetlands? • Need to be careful around drainage reserve If want a 'please lake' and not one that is dry – needs careful consideration; need careful engineering plans to ensure certainty. • Crown Land – lot of natural drainage heading in that direction. Might need to be part of a drainage reserve system – acting as a second area - could make development more balanced. • Consider return of the natural creek to the area. • Parks that flood – do a raised boardwalk through a rejuvenated wetland. • Is this an opportunity to make better use of existing flood space (community projects?). Adding value to adjacent properties? • Need for sensory pathways for people with sensory needs in the design of pathways, gardens and resting spaces. • Community space in centre designed from bottom up to ensure inclusion for all. • Would be great to include some dog park facilities. An inner urban area facility would be very welcomed, particularly given the numbers of people (and dogs) currently using Bakers or Hurst Ovals. • There is a need for a good purpose-built dog park in the area. People who have dogs need a place where they can go 	<p>third park reduces dwelling yield considerably and there is no parkland proposed for adjacent site.</p> <ul style="list-style-type: none"> • Allocations to food growing is too small to sustain 1300 people – should consider roof tops to be places where fruit and vegetables can be grown.

Like	Not Sure	Don't Like
	<p>and get their dogs off leash and to socialise. (2)</p> <ul style="list-style-type: none"> • Provide improved pedestrian link along reserve to east as part of development 	
HERITAGE		
<ul style="list-style-type: none"> • Like retention of heritage (2) • Like the bluestone patterns (will add a lot of character). Incorporating the bluestone is fantastic – it is beautiful and a great acknowledgement of the past (2). • Surviving saleyards represent most intact known 19th century sale yards in Victoria • I did not prioritise the heritage principle because I think what is being suggested in the plan is just right. 	<ul style="list-style-type: none"> • Thought should be given to saving 10 living areas to yard-users in retirement • Potential to illustrate the function and operation of the yards in the 19th century • The saleyards should be operational again 	<ul style="list-style-type: none"> • The saleyards have a 150-year-old history; Part of economic history of city, surrounding region and state; Heritage of whole yards is significant – needs to be enough of the site left so people can understand how it worked and its significance. • Decision to close was made by administrators. Saleyards should be re-opened; they were closed by administrators, not elected representatives. • Heritage study of areas done : overlay No. H0191; Market office restored and attracted National Trust award; Market office was burnt down and never rebuilt (Council had \$690, 000 in the asset service funds for the saleyards in 2015-16; they would have got insurance from the fire; buildings destroyed; Heritage consultant David Roe said the heritage listed canteen and agent's offices could have been rebuilt but this never happened. It should be rebuilt and used as a café for the area and re-union rooms (Newmarket Saleyards site have kept a building her saleyard users could re-unite) • Much of wooden rails, sliprails and wooden gates are unique and should be retained. • Two covered ways running parallel to each other and wooden railing yards situated either side – 5 rows of approx. 10 pens. The map on page 6 of presentation document, indicates the divide between cattle yards and sheep yards. One sheltered covered way is to be preserved – the other, 50 yards away should be preserved as well. • Also preserve: Poultry building (North-east corner); façade of yards

Like	Not Sure	Don't Like
		<p>facing east load bays – outer fence has character.</p> <ul style="list-style-type: none"> • South of red line arrow – row of yards should be retained; wooden railing fences on either side of the bluestone pavement to the open-ended shed; Sheep yards under the trees near entrance to the yards; • National Trust recommendation that the following be conserved: <ul style="list-style-type: none"> ○ Cattle yards - rectangular layout timber post and rail pen fences, bluestone paving and relevant narrow covered walkways ○ Sheep yards – rectangular layout, timber post and rail pen fences and bluestone paving, mature stand of ash trees near western boundary ○ Central thoroughfare dividing the cattle and sheep yards ○ Bluestone spoon drains - especially drain that traverses the sheep yards in the southern portion of the site ○ Timber cattle ramp at eastern boundary of cattle yards ○ Former latrines shed • The precinct plan devotes paragraphs to consideration of the Saleyards heritage but only a small part of the original fabric is planned to be conserved • What's missing from the Precinct Plan <ul style="list-style-type: none"> ○ Retention of some sheep pens either side of the bluestone drain shelter ○ An example of an overhead auctioneers' platform ○ Stands of mature Ash trees shading the western sheep pens • Not enough retention of primary significant aspects and preserving

Like	Not Sure	Don't Like
		<p>the heritage context of the area; the original layout in a connected ay not scattered and unrelated</p> <ul style="list-style-type: none"> • No planned explanation or interpretation of how the saleyards functions • Inclusion of sheep pens, transport approach and unloading and loading aspects • Proposal to relocate the cattle stock yards heritage item to the corner of the Cultural Park and use as part of a community gardens and planting • No plan or commitment to conserving the saleyards as a former industrial working site • No commitment to the retention of the mature Ash trees shading the western sheep pens • No consideration to re-building a structure on the footprint of the original Market Building
STORMWATER AND FLOODING		
<ul style="list-style-type: none"> • I like the extent of the stormwater space. It creates opportunity for 'wilding' – messy nature place space as antidote to higher (necessary) density urban form elsewhere. • Agree with water sensitive urban design; Will be a lot of run-off – important aspect is the sensitive urban design to be part of capture and use in a sustainable manner. (2) 	<ul style="list-style-type: none"> • How will stormwater and flooding issues be dealt with? • Stormwater would need to be treated before it is used. • Need to capture and use rainwater; fill tanks that can then contribute to household water supply and water gardens. 	<ul style="list-style-type: none"> • There is a large area for stormwater conveyance, could this be reduced in favour of more development and given this is closest in proximity to North Geelong Station. • The Stormwater could be managed through a defined corridor say 40-60m wide (flow dependent) managed around existing 1% QEP flood overlay. • Flooding is a huge issue. • Creating intense urban environments means more infrastructure – stormwater, sewerage etc.
ENERGY		
<ul style="list-style-type: none"> • Alternative energies are now embedded in the Indicators of Sustainable Development (ISD) which is used when considering large developments like this. 	<ul style="list-style-type: none"> • Use of solar and wind? 	

Principles

Participants were asked to list their priority principles from 1 to 4 with 1 being the most important. Not every participant did this and the table below indicates the priorities of 10 participants. Provide spacious open space and improved habitat was the most important and the least important was Create a framework that supports best practice, environmentally sensitive design.

Principle	1: Most important	2	3	4: Least important	
Provide spacious open space and improved habitat	5				
Respect the heritage of the site		2			I did not prioritise heritage as I think what is being suggested in the plan is just right
Enhance pedestrian and bicycle networks through the precinct		4	1	1	Need to consider public transport: Will people be able to live here without using a car?
Create a framework that supports best practice, environmentally sensitive design	1			6	
Provide critical housing to support public transport, mixed use and open space			4		The focus on walking and cycling is good. Needs to be safe though. At moment there is some 'hoon' behaviour where they pick up speed.
Community node			2		
Connection to the surrounding streets		1			

Additional comments from the on-line survey

Q3. Do you have any other comments on look and feel?

This should include a dog park as part of the green space and community connection space. Otherwise great.

Building scale and streetscape should be on human scale (interesting to be experienced at walking pace, granular, novel/stimulating, and connected/safe for women).

This is a very ugly plan. It reminds me of an overdeveloped holiday park except there is no coast, hill or bush views and people would be looking into each other's rooms all the time.
Your plan resembles those of 1990s old-fashioned plan of jammed up cheap housing and is an opportunity missed.
Have you seen the Kensington Saleyards site? It is far superior to this plan. That is a liveable community you could learn from (from personal experience).

Q5. Do you have any other comments on getting around?

This should include a pedestrian cycling connection to Rippleside and waterfront

Cycle paths should be for bicycles only- cars/ buses should not be parked in them nor should cars cross a cycle path to park.

Your plans do not look safe for elderly and vision impaired people. The paths are all too narrow for walking frames, pushes, joggers, dog walking, toddlers etc.

Q7. Do you have any other comments on uses?

No need for a plaza. Some small-scale retail i.e. coffee. Dog park and exercise park are good.

Opportunity to relocate/build new Geelong Arena in this area and open up high value land immediately next to North Geelong station for higher density residential development?

Entire site could otherwise be mixed use. There is no need for restrictions on commercial/retail/hospitality use within otherwise residential neighbourhoods. This allows for more local jobs (walk to work, shop, eat) and a more interesting urban environment.

No car parking required due to this being a space for residents who can walk. A unique opportunity to create a safe and resident friendly precinct without cars

Q 14 contains 2 points being confused. Yes, heritage elements must be maintained, but not necessarily in the central park.

There are not enough green spaces at all! There are far too many buildings with not enough space between.
Where is the playground?

Q9. Do you have any other comments on housing?

Housing heights should be limited to two storeys to create a friendly amenity, less dense population- consistent with North G and West G. Heights in Weddell St. should not be higher than two storey- artists impression make it look forbidding. Artist impression also shows us an ugly crowded suburb.

There are far, far too many apartments! This is a massive over development of this site. There is not enough space between apartments and residents will be cheek-by-jowl to each other as well as pancake- stacked on top of each other. The potential for noise intrusion is very high. The idea of 4-6 storey apartments is just a modern remake of poor design towers of previous generations. Who would want to buy in this development unless you had no other possible alternative? Your idealized drawings are unbelievable. Your designs are incredibly ugly. There appears to be no ecological considerations for Australian conditions. I do not see any solar panels or suggestions for non-traditional energy supplies except a few trees and plants. Where are the eaves? There is a huge lack of personal private garden space, even small yards.

Q11. Do you have any other comments on parking?

Cars should not be better housed than some people.

Allow smaller bike garage in place of car garage.

Auto door garages connected directly to the dwelling is a sure way to minimise residents' seeing or speaking to their neighbours/community.

Opportunity to for market leadership. Replace private garages with common ground level car parks (10-20 spaces) and let residents walk to their front door. The whole combined car park space can be renewed/sold/developed by owning residents in the future as private car ownership becomes undesirable (probably in not too distant future). If this occurred on townhouse blocks, more efficient land use could be achieved with garages/laneways repurposed.

People living here need not park in the streets- they live close to services and need not get the car out often,
Can make good use of cycling and pedestrian links

Do not assume people will cycle or use scooters like your sketch! This is not reality. Where is your plan for increased traffic and potential congestion to the surrounding streets with this over development of residential buildings?

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