

THE CITY OF GREATER GEELONG

INTERIM FINAL SOUTH GEELONG URBAN DESIGN FRAMEWORK

RESPONSE TO Q&A WEBINAR QUESTIONS

16 MARCH 2022

This document contains the combined questions submitted prior to the Q&A webinar and questions posed during the webinar which occurred on Wednesday 16th March 2022 for the Interim Final Urban Design Framework for South Geelong

Question	Response
<p>1. Was South Geelong listed as a key development area before this plan. Or was it just IHDA?</p>	<p>From Jacinta on the night</p> <p>No, the area of South Geelong wasn't a key development area prior to the UDF. The work undertaken as part of this project suggests the type of development proposed for the Station, Barwon Water site and Moorabool Street meet the criteria for these locations to become key development areas.</p>
<p>2. The updated UDF states "The assessment concluded that the town house developments in both scenarios are feasible with mixed results in relation to the medium density options (2-3 storeys), and higher density (5-10 storeys) having limited feasibility. The apartment developments presented in both options are not feasible in the current market, and it is difficult to determine a timeframe for when the market in Geelong will have greater demand for apartment living." Why will you not listen to the community and the council's own assessment, and just propose townhouses and building to 3 storeys on the key development sites?</p>	<p>Council engaged a consultant to investigate the viability of the development scenarios proposed in the draft UDF for the Barwon Water Site. Council officers sought to understand if, and when, the proposed development might be viable. The quote from the report does suggest that apartment style development may not be viable for some time under current market conditions, the report also states that a more patient view which would allow more dwellings to be built near the station benefiting a greater number of people could be considered by Council.</p> <p>The UDF is a long-term plan (20+ years) for the South Geelong area. Development will happen over time and will in part be dictated by the market viability of a project. Developers may choose to wait to build on their land. Council policy supports a diversity of housing across the municipality to cater for different household types and stages of life. Supporting only townhouse development does not achieve these broader objectives.</p> <p>Council officers have sought to balance the comments raised by residents through the stage 1 and 2 engagements. A Change and Capacity Review was undertaken to identify areas within the study area capable of accommodating change. Through this study, the Interim Final UDF has sought to identify additional heritage areas and acknowledge areas with similar attributes/character. As a result,</p>

Question	Response
	<p>the Interim Final UDF has been redrafted to reflect this work and acknowledges that significant change will no longer occur in these locations. This study and earlier work undertaken on the UDF identified that there were areas within South Geelong that are capable of accommodating change. These areas have been identified as the substantial change and key development areas. These areas are needed to ensure that the City can meet not only future housing needs but also that we start to provide different types and styles of housing as well.</p>
<p>3. Why did you not include expected dwelling numbers for option 1 and option 2 in the first UDF? I asked how many dwellings were going to be built in option 1 and 2 (across the Barwon Water site and the South Geelong car park) and was told a total of approx. 220 across both sites.</p>	<p>During the stage 2 consultation on the draft UDF, we were asked by the community to provide housing numbers for the scenarios proposed on the Barwon Water Site. We provided an estimate of what those numbers might be.</p> <p>This initial work was, in part, informed by information we received from Barwon Water regarding their plans for the site, during the early phase of the project.</p> <p>As part of the Barwon Water Feasibility work that the City undertook, we had more information available about what could happen on the site. We were able to provide more realistic figures on dwelling yield for the site. This information has now been shared with the community as part of the Stage 3 engagement.</p> <p>The images and sketches shown in the UDF are unlikely to be what is built on the Barwon Water site. They are there to illustrate what could occur. To arrive at the images and sketches that we have shown you we have undertaken a significant body of work which has examined matters such as overall height, overshadowing, building separation, open space, transition in heights, connections to the station and surrounding streets. These design requirements would form future planning scheme controls for this site and any future developers would need to meet those controls.</p> <p>As part of the Barwon Water Feasibility work that the City undertook, we had more information</p>

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	<p>available about what could happen on the site. We were able to provide more realistic figures on dwelling yield for the site. This information has now been shared with the community as part of the Stage 3 engagement.</p>
<p>4. Can postal votes please be mailed out to ratepayers in the relevant South Geelong catchment area to have a democratic approach to making changes in the area in which we live? The reason I ask for this is because developments of 6 storeys is too high and most residents are not happy with this, as per the previous feedback, which has been largely ignored in the latest version of the UDF. Thankyou.</p>	<p>Projects such as the South Geelong UDF come about because of State and Local Government Policy directions.</p> <p>The area surrounding the South Geelong train station has been identified as an Increased Housing Diversity Area (IHDA) in Council's Housing Diversity Strategy 2007 for over 15 years, primarily because of its proximity to the train station but also because of its proximity to Kardinia Park, central Geelong and Belmont shopping areas. We have identified this area as a location where we should encourage more housing growth.</p> <p>The City of Greater Geelong Settlement Strategy 2020 recommended that further work be done to investigate how more housing could be delivered around the South Geelong train station to support an increase share of housing being delivered in infill locations.</p> <p>These policies have both undertaken extensive community consultation to inform their recommendations.</p> <p>The stage 1 and 2 community engagement resulted in approximately 200 people participating in interviews and making submissions. So far during this stage 3 engagement we have had over 30 people participate through submitting questions to be addressed by the panellists on the webinar,</p> <p>Individual postal votes are not considered necessary at this time.</p>
<p>5. The Fairfield site (Nightingale Development) was developed by the HIP architectural firm 6 Degrees. There's no guarantee the design will be as outstanding for South Geelong - how</p>	<p>That is true, Council cannot guarantee that the development of the Barwon Water site will be identical to the Nightingale Development or who the builder for the project may be. The Nightingale</p>

Question	Response
can we input into who the designer / builders will be?	<p>development was shown as an example of what we would like to achieve on this site.</p> <p>The UDF recommends objectives and strategies for the Barwon Water site which seeks to achieve a high quality, environmentally sustainable design. In the future, developers will need to satisfy Council that they can meet the planning controls for this site.</p>
6. Are they artists impressions or actual photos? (Refers to the Nightingale Development)	<p>The Nightingale development at Fairfield is completed and the images shown during the Q&A were primarily from the following website https://nightingalehousing.org/</p>
7. What are the specific plans for South Geelong Station Hub in terms of building height (number of storeys), building layout and design (as was done for Moorabool St in the UDF), as well as commencement and completion dates for development?	<p>The Station Hub site which includes the Barwon Water site will have building heights of between 3 and 6 stories.</p> <p>There is no timeframe for when the station hub may develop. The UDF helps to identify the type of development that we want to see happen on the station hub. It is a concept/idea only. It will be up to the State Government to determine if, and when, this area is developed.</p> <p>Refer to the answer to the Rail Duplication question 41 for more information on the works proposed by the State Government for the station.</p>
8. What does it mean for properties that are in the increased housing diversity area - for example, can someone's next-door neighbour be allowed to build a 4-storey building next to a single storey home?	<p>It is recommended that properties in the IHDA/substantial change areas be rezoned to Residential Growth Zone. This allows development to have a maximum height of 13.5m not exceeding 4 storeys.</p> <p>It may be possible for a 4 storey building to be located next to a single storey home. However, height is only one consideration when seeking a permit for a housing development. Each development will need to be assessed against the Clause 55 'Rescode' requirements. Rescode prescribes design criteria for housing developments including side and front setbacks, open space, neighbourhood character, overlooking, overshadowing etc. Each application would need to</p>

Question	Response
	<p>be assessed against the Rescode requirements and considered to comply before a planning permit could be granted.</p> <p>The UDF recommends that an objective be included within the planning controls for South Geelong which will require development to have regard for an appropriate transition in height between zones and buildings with different heights. This typically means that a development next to a single storey dwelling would have a 1 level difference in height. The building could get taller as it moves away from the lower-level building.</p>
<p>9.</p> <ul style="list-style-type: none"> a) When will we know who the developer for the Barwon water site will be - and will residents be consulted before contract is finalised? b) Will we have further information on the construction record of the proposed developer and be given examples of other projects? c) What will Council do if finance runs out for the project? Will we be left with a semi complete project boarded up for years? d) Who will be responsible for project completion to deadline dates? What insurance or guarantee will they provide residents? e) If remedial work is required for the site before completion how will Council manage that for minimum impact on residents? 	<ul style="list-style-type: none"> a) We do not currently know who will develop the Barwon Water Site. At the Planning Permit stage more information may come to light about who will be developing the site. But it is not a requirement to disclose the developer of a site under the Victorian Planning and Environment Act b) Council does not control who the developer of a site might be. The building permit process typically ensures the developer of a site uses appropriately qualified and registered building practitioners who are required to have appropriate insurances prior to construction commencing on a site. This process does not go through community consultation. <p>When a Planning Permit is issued for the site, Council officers will consider the materials and finishes of the building and decide on whether the project meets the planning scheme controls. In most instances the surrounding community are notified of the planning application and can make a submission to Council.</p> <ul style="list-style-type: none"> c) It is the responsibility of the landowner to secure finance for their development. Council and State Government have an obligation to ensure building sites are safe and secure. d) The building surveyor who issues the building permit for a project is responsible for establishing a completion date for a project. The building surveyor must ensure the developer has the correct qualifications and insurances. The building

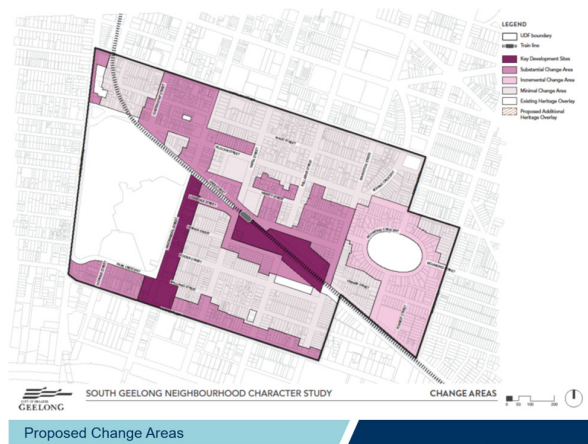
Question	Response
	<p>regulations set time frames for the building permit once it is issued.</p> <p>e) Large projects like the one on the Barwon Water site often have construction management plans approved prior to any works commencing on the site. The construction management plan will detail how the site will be managed during construction to minimise amenity impacts on nearby properties.</p>
<p>10. What impact will reclassifying properties to "substantial change areas" have on existing residents/landowners?</p>	<p>Please refer to the answer to Question 8 and 11.</p> <p>It would be expected that development in the IHDA/substantial change areas would mostly consist of town houses and some low-level apartment buildings of up to 4 storeys. It is not expected that every site in the IHDA/Substantial change will be developed.</p>
<p>11. But what are you doing to protect the other houses?</p>	<p>We have identified 4 different types of change areas across the study area.</p> <p>We expect these areas to develop differently to each other over several years, and not every site will be developed:</p> <ul style="list-style-type: none"> • Minimal change (shown in the white on this map) - in Heritage Areas – expect a small number of town houses and, extensions • Incremental change in areas (shown in lightest pink) with some character, but not necessarily heritage character – expect town houses and extensions • The substantial change areas (shown in the darker pink). This is where there was no heritage significance identified and limited common character attributes. We expect town houses and low-level apartments up to 4 storeys. • In the key development areas (shown in the magenta) we would expect to see apartments between 6 and 7 storeys and ground floor commercial uses. <p>Overall</p> <ul style="list-style-type: none"> • Much of South Geelong will continue to see 1-2 storey development as it does now • Fewer properties will be able to be demolished because of additional heritage overlays.

Question	Response
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- The more intensive development will occur in substantial change and key development areas.
- New planning policy will be written which will guide how we want to see development occur in the future
- Zoning will be changed to reflect the scale of development

As is the case now, new developments will be regulated by Rescode to ensure that overshadowing and overlooking are managed.

A larger copy of this image is available on the South Geelong Have Your Say page
<https://yoursay.geelongaustralia.com.au/SouthGeelongUDF>



<p>12. I have a lot of concerns about your proposal of high-rise buildings on Moorabool Street. I believe our property will be in shadow denying sun into the back living areas of our property from these buildings and concerns of privacy in our backyard from structures 7 stories high. How to do you propose to overcome these issues for us?</p> <p>We already have difficulties with parking on Lonsdale Street from businesses on Moorabool Street and increased density will only further impact on us.</p>	<p>The UDF recommends a transition in height between the properties to the rear of Moorabool Street and future development on Moorabool Street. The UDF recommends design guidelines for Moorabool Street which will require new development to consider overshadowing and overlooking impacts on neighbouring properties.</p> <p>Planning controls will require new development to demonstrate no loss of solar access to neighbouring properties between 10am and 2pm on the September equinox.</p> <p>There will also be a requirement to limit overlooking into neighbouring properties from balconies and windows.</p>
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Question	Response
<p>13. We also have concerns about increased traffic on the laneways behind these proposed high storey structures and therefore increased difficulty in accessing our property. Will these buildings be accessed from Moorabool Street? The laneways have limited width as is.</p>	<p>The UDF recommends widening the laneway that runs parallel to Moorabool Street, so vehicles can travel in either direction along it and encourage vehicles to utilise the laneway. This would reduce the number of vehicle crossings on Moorabool Street, making Moorabool Street safer for pedestrians.</p> <p>This laneway is already operational and could be utilised by properties facing Moorabool Street currently.</p>
<p>14. It is good that the council is intending to increase the heritage overlay but you want to ruin the area with multi storey apartments and increased population density which is in direct contrast of a heritage suburb and the reasons that residents have purchased in this region, depriving residents of low-level landscape. This is not in keeping with the neighbour character values of the suburb.</p>	<p>The UDF recommends retaining as much of the heritage character as possible in South Geelong but also acknowledges that there are parts of South Geelong that do not have a heritage character. These are the locations where development is likely to occur.</p>
<p>15. Lonsdale Street is going to be like Bourke Street with people walking past our property on the way to the train station. Are these tenants all going to be working in Melbourne requiring close access to a railway station? If Torquay is going to have rail access there is plenty of land out there for residential property development, instead of on top of the residents of South Geelong.</p>	<p>Lonsdale Street connects Kardinia Park and the South Geelong Train Station. It provides the most direct connection between these two locations. The UDF cannot alter this fact. The UDF does however make recommendations to improve the overall appearance and safety of the street for both cars and pedestrians.</p>
<p>16. What impact and possible protection do current residents have against unreasonable annual rate increases due to the rezoning and higher density housing occurring in the area.</p>	<p>A zoning change may not immediately affect the valuation (and rates) of a property. It is only when the zoning change is reflected in the sales prices for property sales in the area that the valuation will be affected.</p> <p>Except for Moorabool Street, which is currently in a commercial zone and the Station Precinct, the UDF proposes to retain all other properties within a Residential zone.</p>

Question	Response
	<p>The rates and charges for your property may increase or decrease by a different percentage amount for the following reasons:</p> <ol style="list-style-type: none"> 1. the valuation of your property relative to the valuation of other properties in the municipal district 2. the application of any differential rate by Council 3. the inclusion of other rates and charges not covered by the Victorian Government's rates cap.
<p>17. The demand for apartments in Geelong is most likely more focused on waterfront, and the views that go with it.</p>	<p>Noted</p>
<p>18. The apartments that are at the St Marys/Barwon Health site on Little Myers Street are looming over the houses in Little Myers Street and the retail has never been filled.</p>	<p>Noted</p>
<p>19. My concern is not the inhabitants of these developments but how is the area going to manage the increased population growth. I was told that Moorabool Street wouldn't be impacted as increased traffic would be directed down laneways but these people will have visitors and need to travel for work, appointments etc</p> <p>Parking is already poorly managed on Lonsdale Street for residents so how are you going to protect the residents of Lonsdale Street from increased noise, traffic and high density living beside us?</p>	<p>Refer to the answer to question 13.</p> <p>In the long-term the UDF proposes to retain parking on the residential/commercial side of Moorabool Street. This parking could be utilised by visitors. It is anticipated that the occupiers/operators of the development on Moorabool Street would utilise the laneway to access to their properties.</p> <p>On street parking will be retained on Lonsdale Street.</p> <p>The South Geelong Area, like all areas in Geelong will continue to change as more people choose to live in Greater Geelong. Residential noise and traffic changes would be expected as more people move into an area.</p> <p>Noise from the Train Station and events at GMHBA stadium cannot be managed through the UDF.</p>

Question	Response
	<p>The City will continue to monitor parking in the area and make changes to parking restrictions as they become necessary.</p>
<p>20. How can the heritage values of places already within the heritage overlay in Moorabool Street, such as the former Barrabool Shire Hall and Uniting Church, and the Church Hall behind the Church in Balliang Street be maintained within a “Key Development Area” proposed for Moorabool Street?</p>	<p>The UDF recommends design guidelines that will require development to have regard to adjacent individual heritage listed places. The UDF seeks to significantly improve the quality of development in South Geelong. There are very few design controls in this area that seek to do this currently.</p>
<p>21. Why is the Big Shed former wool store, still shown as a H O when it’s been demolished?</p>	<p>The property/lot that includes the Big Shed will legally remain on a HO until the City undertakes a planning scheme amendment to change it. Prior to such a decision, a formal heritage assessment of the whole property, which still includes the significant Glass Factory, will need to be undertaken.</p>
<p>22. A very bad development in Yarra Street did not abide by its permit. Is Council prepared to monitor new developments to make sure that they do abide by their permits?</p>	<p>Council’s Statutory Planning Department have a planning enforcement team that can investigate a breach of a planning permit condition.</p>
<p>23. My understanding of the proposed heritage changes as part of the SG UDF is to preserve significant colonial assets, which are predominantly inefficient, high energy consuming single dwellings and limit the potential of diverse high density inner urban community living. The later in my opinion, is critical and central to the experience of any global city precinct. Can you please explain why, retaining a heritage of colonial invasion, oppression, and general disrespect for the first nation peoples and associated land, is so important to the City of Greater Geelong? Why is this objective being proposed rather than encouraging new ways of thinking about our urban environment, which could promote diversity and the potential for a more inclusive and equal central urban environment?</p>	<p>Previous community engagement undertaken when developing the UDF indicated a strong community expectation that the heritage values of South Geelong be protected.</p> <p>The UDF recommendations seek to balance the views of the South Geelong Community with the need to provide contemporary, well-designed housing for future residents.</p>

Question	Response
<p>24. How does 1 Lonsdale Street proposed development of two, three storey houses on a 202 sq metre block across the road from a heritage listed streetscape having no open space other than a small balcony each, fit in with greening Geelong & heritage.</p>	<p>Heritage Overlays do not prevent development from occurring. A Heritage Overlay seeks to ensure that any development within a Heritage Overlay area is generally in keeping with the heritage character of that area.</p> <p>Development of properties outside a Heritage Overlay are not bound by the same development controls as development occurring within a Heritage Overlay.</p> <p>It is assumed that the development occurring at 1 Lonsdale Street meets the planning controls, particularly Rescode, in place for that property.</p>
<p>25. The ground floor retail sites are at risk of being vacant for a very long time - per the Barwon Health / St Mary's building - that retail premise has been vacant for years. What guarantee do we have from CoGG that a similar outcome won't occur for South Geelong / Barwon water site?</p>	<p>Noted. The UDF encourages retail uses on corner sites along Moorabool Street and within the Station Precinct. It is not expected that all ground floor development will have commercial uses.</p>
<p>26. Can you define the timeframe for what "in the "future" means - is this within 5 years or beyond?</p>	<p>Timeframes for a UDF are typically 20-30 years</p>
<p>27. I support the proposed increased density and housing choice, particularly to provide additional social and affordable housing to assist in addressing the fact that the fastest growing demographic of people becoming homeless is women over the age of 55. Can you please expand on how the increased density will add to social and affordable housing supply and how it will be integrated?</p> <p>Seeking further information on what 'social housing' means and if this will be a fixed percentage in the final accommodation options for the Barwon Water redevelopment site?</p>	<p>Our Social Housing Plan was adopted by Council in 2020. We are seeking to increase the provision of social housing across all of Greater Geelong. This is because the need for social housing is significant right across the city. We need an additional 10,000 social housing dwellings by 2041. We currently have about 3,000.</p> <p>The UDF asks developers to provide a 4.6% contribution from their developments to social housing. This is one third of what is needed by the future South Geelong community. This figure could be delivered as houses by the developer in their building or as a cash contribution to the Geelong Affordable Housing Trust to construct the homes across the city. This is known as an inclusionary requirement.</p>

Question	Response
<p>28. Whilst 6 storeys remain an issue in my mind, adequate parking is more the problem notwithstanding the proximity to the train. I've lived in a suburb where density increased substantially along a train line with many parking exemptions granted to the developer creating a car parking sprawl on the city streets. What protections can we expect to avoid repeat of such?</p>	<p>New development which seeks to reduce the amount of car parking spaces required by the planning scheme, need to submit a traffic report which assesses the parking situation in the local area. This report is then reviewed, and appropriate car parking numbers are then determined.</p> <p>Car parking is always an issue as more development occurs. Until we as a community make a shift to more sustainable forms of transport, car parking will continue to be an issue.</p> <p>Council will continue to advocate to the Victorian Government, for improved public transport services within Greater Geelong.</p>
<p>29. The community are overwhelmingly saying 6 stories is too high. The council don't seem to be taking community voice into it.</p>	<p>Noted</p>
<p>30. Discussing 3 storeys - will there be lifts incorporated for the aged / disabled in each of these new buildings or will this demographic be ignored.</p>	<p>Building regulations set the requirements for when lifts must be provided. These requirements vary and can be based on the type of land use proposed, building height, occupancy rates etc.</p>
<p>31. Social housing in multi storey towers were disadvantaged during COVID. Why are we discriminating by identifying this as suitable housing?</p>	<p>The recommendation to support apartment style development within South Geelong is about creating a diversity in the type of housing Geelong has on offer. Currently over 85% of dwellings in Geelong are detached dwellings. The UDF advocates for only a portion of these apartments to be used for social and affordable housing. Social housing may also be included in new town houses developments.</p> <p>We are seeking to increase the provision of social housing across all of Greater Geelong not just in South Geelong.</p>
<p>32. The need for social housing locations to have access to public transport lines is accepted, however why does social housing need to be in prime real estate locations? Residents pay a high premium to live in these locations and the connection between social housing and</p>	<p>Refer to response to questions 31</p>

Question	Response
an increase in community crime rates are clear.	
33. It is only a matter of time the straightforward nature of rezoning/developing Park Crescent as 'light tower height' residences occurs, given there are no neighbours to worry about the towering affect, i.e., pool and Kardinia Park to the North and businesses to the south, with a laneway as well, when is this likely to occur now that you've categorised it as 'substantial change area'?	The UDF is a 20+ year plan to develop South Geelong. The changes recommended in the UDF intend to help guide development outcomes in the area. It will be up to individual landowners to develop their land. It is also not anticipated that every site in South Geelong will be redeveloped.
34. Social housing, to me, is not really the issue. As long as the construction is well built and well designed (architect designed, not developer designed) and not looming over the suburb. The building on Little Myers Street is an eyesore and overshadows the houses on Little Myers.	Noted
35. The social housing issue is obviously a driver of the UDF however, how much is driven by the further development of GMHBA stadium and Kardinia Park?	<p>The need to help guide housing development outcomes for South Geelong is the key driver for the City to undertake the creation of the South Geelong UDF.</p> <p>It is the location of South Geelong in the context of the station, GMHBA stadium, central Geelong and Belmont that make this area an attractive place to live. Providing a variety of housing types including social housing in this well serviced location would provide benefits to the whole Geelong community.</p>
36. Can you please discuss the price differential between single-dwellings (high) and apartments (relatively affordable) driving the demand for apartments?	<p>The median house price as of June 2021 for Greater Geelong was \$702,000.</p> <p>The median unit price as of June 2021 for Greater Geelong was \$510,000</p> <p>The number of rental properties affordable to low-income households was 483 rentals or 7.4% of all rentals as of June 2021</p> <p>For <i>very Low</i> incomes household the purchase price of a dwelling would need to be below \$183,527</p> <p>For <i>Low Incomes</i> household, the purchase price of a dwelling would need to be below \$193,524.</p>

Question	Response
	<p>There is limited data on the median purchase price for an apartment/high density housing in Greater Geelong as high-density housing makes up less than 1% of total dwelling supply in Geelong.</p> <p>More information on this issue is available from the website listed below.</p> <p>https://housing.id.com.au/geelong</p>
<p>37. Were other areas/suburbs of Geelong considered for the UDF?</p>	<p>The city is currently preparing a UDF in Pakington Street/Gordon Ave in Geelong West and in Highton.</p> <p>UDF's have also been developed previously for all town centres on the Bellarine Peninsula and in Lara. Council will continue to develop UDF's across the city in locations experiencing growth.</p>
<p>38. How is the council going to address public service issues surrounding population growth in the area - e.g., in relation to the South Geelong Primary school?</p>	<p>Advice received by the City from the Department of Education indicate that there are currently no plans to build additional schools in the South Geelong area.</p> <p>In the past there has typically only been a small increase in the overall population of South Geelong and surrounding suburbs and this is forecast to continue.</p> <p>For all of South Geelong, Drumcondra and Central Geelong combined we are forecasting an increase in children aged 5 –9 years old of 174 children over the next 20 years.</p> <p>Council will continue to monitor housing and population growth occurring in South Geelong and the adjacent suburbs.</p> <p>Council regularly meets with the department to discuss the growth occurring across the municipality and we will continue to advocate for investment in schools as population growth occurs.</p>
<p>39. South Geelong Primary school is already at capacity. The building of these apartments are not over 20 years, they will be built, and the schools will be needed immediately.</p>	<p>See the response to question 38</p>

Question	Response
<p>40. The South Geelong train station / service produces a significant amount of noise - from the trains themselves, the boom gates, and the loudspeaker announcements - how will noise reduction from these issues be addressed / minimised thru the planning of the Barwon Water redevelopment site?</p>	<p>The UDF recommends that noise attenuation be included in the design of new buildings to address noise impacts from the station and GMHBA stadium.</p>
<p>41. What are the height limits on the proposed car park site? And have level crossings being addressed? Please refer to my submission from Sept 2020</p> <p>MULTI DECK CAR PARK DESIGN</p> <p>The multi-deck car park proposed in the community consultation for commuter convenience and to relieve local streets of cars and traffic has been included in the draft Urban Design Framework. While this structure will be necessary for the development of the precinct, the building and design should have minimal impact on the local community aesthetic and traffic congestion, and all should be flagged in the framework. The following aspects could be included:</p> <p>To be designed in line with the current Design Principles for Multi-Deck Commuter Car Parks from the Office of Victorian Government Architect.</p> <p>https://www.ovga.vic.gov.au/sites/default/files/2019-12/Design-principles-for-multi-deck-commuter-carparking.pdf</p> <p>To reduce impact on residents, ensure the neighbourhood character is respected, and protection or enhancements to the local landscape and ecology occur. As outlined, a good design of multi-deck car parks cannot be considered an 'optional extra' and should be embedded as a core requirement in the brief, equal to delivering car parking spaces required. The function of multi-deck commuter car parks should not only to provide greater car access to public transport. Equally important is their effect on the quality of the public realm</p> <p>Some car parking should be below ground. This creates space for landscape and valuable</p>	<p>The UDF indicates that a multi storey car park of approximately 4 storeys would be required to accommodate the existing car parking numbers at the station.</p> <p>Comments regarding the future design of the car parking are noted. Council officers will also review the recommendations within the OVGA guidelines.</p> <p>The State Government does not intend to remove the level crossings at Swanston and Yarra Streets as part of the South Geelong to Waurin Ponds Duplication Project. Council is unaware of what changes are proposed by the State Government at these rail intersections.</p> <p>Council has been advised that for any questions on the Rail Duplication you can call the hotline on 1800 105 105 or email regionalrailrevival@railprojects.vic.gov.au</p> <p>Or visit the website for the latest update on the project https://engage.vic.gov.au/project/south-geelong-waurin-ponds-duplication/timeline/30972</p>

Question	Response
<p>public space. Integration with natural topography should be explored to reduce above ground height and visual bulk.</p> <p>Recreational and landscape options built-in to the design for optional aesthetic to encourage outdoor areas for local business workers, residents, and community members, and to reduce sound transference of traffic accessing the location.</p> <p>Softened and green Landscaped ground plane and vertical greening should be considered to screen and soften the structure. Roof top Publicly accessible roof tops can create spaces for active and passive recreation.</p> <p>Transparency regarding access to car park, access should be from Swanston Street and not Bellarine Street.</p> <p>Transparency around airspace regarding short term and long-term development should be flagged in the Urban Development Framework and airspace should be capped to reduce community impact. Lack of transparency regarding airspace is a common occurrence in these types of projects and should be avoided.</p> <p>LEVEL CROSSINGS</p> <p>Currently there are level crossings at Swanson Street and Yarra Streets, but there is no confirmation of how these will be addressed in the Urban Development Framework. For future development of the area to proceed presumably these crossings need to be addressed in the initial stages to encourage traffic flow, avoid traffic congestion, and present easy access to the precinct including the proposed multi-deck carpark. What is the plan for these level crossings?</p>	
<p>42. To support active transport and to advocate for street safety upgrades within the UDF, why have you not included cycle infrastructure on all roads in the UDF? Cyclists, particularly children, need to be safe</p>	<p>A dedicated cycling path network based on the recommendations in the Principal Bike network plan is shown in the UDF.</p>

Question	Response
<p>on all roads, not just major roads or those identified for commuters. This UDF is a unique opportunity to support active transport for short journeys. The transport infrastructure needs to be consistent across all roads. The question needs to be is this safe for a child to travel on? If the answer is yes, you know that the design is right.</p> <p>Why are you mixing cyclists, pedestrians, and scooters within the UDF? Please explain why taking cyclists off the roads and mixing them with pedestrians creates a safe way to travel? e.g., Moorabool Street, Lonsdale Street.</p>	<p>The cycle network aims to connect key destinations of interest such as Central Geelong, the rail trail and the Barwon River.</p> <p>The City needs to deliver infrastructure for the whole municipality and balance how much investment goes into a single area and that investment has an overall community benefit. It would be too expensive and not provide a net community benefit to provide on road cycle lanes on every road. However, this UDF does not prevent us growing the network over the long term when the priority routes are delivered across the municipality.</p> <p>There are other safety initiatives we can do. The UDF proposes a reduction in speed limit to 40KM/HR in local streets, and includes narrowing of vehicle lanes, and introduction of tree planted central medians in some streets, which aims to reduce traffic speeds and make cycling on the road safer.</p> <p>If we have missed any key streets that are used to access key destinations, please tell us in a submission so we can consider it in the final UDF.</p>
<p>43. The Barwon Water site has become a dumping ground for rubbish (car parts and furniture). When will the interim uses of the western portion of the site occur as suggested in the UDF? How can the community be involved in supporting and implementing this at a grass roots level? e.g., the community garden suggestion?</p>	<p>We have passed this comment on to Barwon Water for their consideration.</p> <p>Currently, the City does not have a request from Barwon Water to use their site for interim uses.</p>

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CITY OF GREATER GEELONG

PO Box 104

Geelong VIC 3220

P: 03 5272 5272

E: contactus@geelongcity.vic.gov.au

www.geelongaustralia.com.au

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