

THE CITY OF
GREATER GEELONG

SALEYARDS PRECINCT PLAN

JUNE 2021



The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of this land.

It also acknowledges all other Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

| | | |
|-----|-------------------------|----|
| 01. | Background and Purpose | 04 |
| 02. | Planning Policy Context | 07 |
| 03. | Site Analysis | 11 |
| 04. | Community Consultation | 17 |
| 05. | Design Principles | 22 |
| 06. | Framework Plan | 27 |
| 07. | Implementation Plan | 40 |
| 08. | Appendices | 44 |

BACKGROUND

The study area consists of the Geelong Saleyards, Gateways Support Services, Sphinx Hotel and associated landholdings and the industrial zoned land abutting these sites to the north between Victoria Street, Weddell and Thompson Roads.

The precinct plan relates to the future use and development of the Geelong Saleyards (125 & 135 Weddell Road) and Gateways Support Services site (8-14 & 6A Thompson Road). Consideration has been given to the adjoining uses in the development of the plan.

The precinct is well located in relation to the Pakington Street activity centre, central Geelong and the North Geelong Railway Station.

The closure of the Saleyards and the departure of Target retail business headquarters (now Gateways Support Services) from Geelong presented an opportunity for the City to consider what the best use of this land should be.

In August 2017 Council resolved to close the Geelong Saleyards and, amongst other things, to:

- engage with the community to develop a strategy to recognise the history of the Geelong Saleyards;
- identify Heritage elements to be retained at the Geelong Saleyards, and to make safe the site by demolishing unsafe infrastructure; (partial demolition of yards approved under planning permit PP 742-2018)
- develop a Precinct Plan incorporating the provision of public open space.

In August 2018 a report to Council noted while the site is zoned for industrial use this type of development is not supported given the proximity of the site to the aged care facility and the residential development on the Geelong Golf Club site.

At this meeting Council supported:

- a mixed use development incorporating residential development in the Saleyards Precinct Plan
- consultation with the community and affected landowners to inform the directions of the Geelong Saleyards Precinct Plan

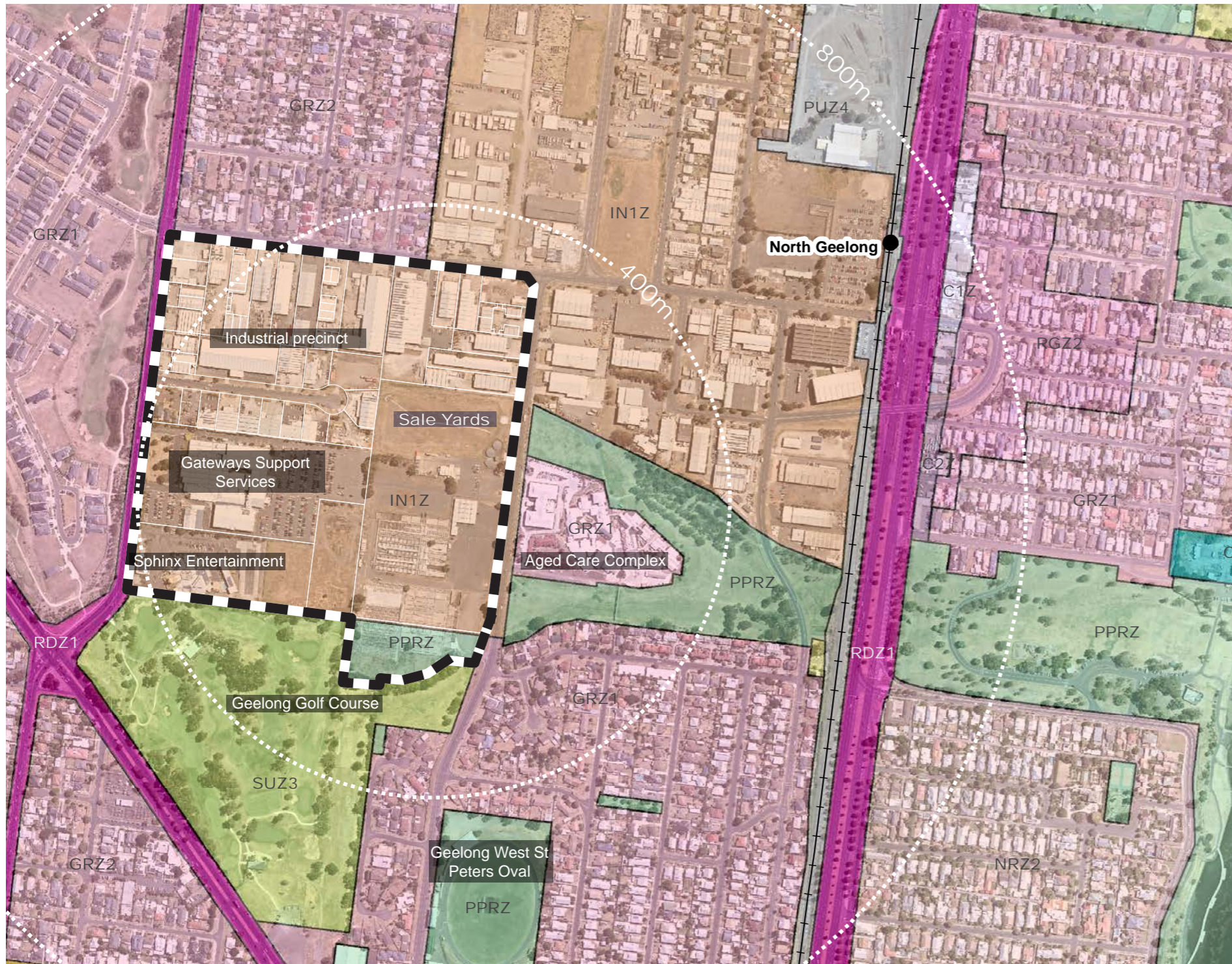
Large scale development of retail would be contrary to the City's planning policies which seeks to protect the existing retail centre of Geelong and avoid the creation of new "out of centre" developments. Similarly, large scale office development is not supported as the City's efforts are focused on increasing the number of jobs in Central Geelong.

Therefore, a mixed development with a focus on housing is the preferred land use. This is consistent with the City's housing policies that seek to support more infill housing development in established urban areas, particularly near train stations.

PURPOSE









The purpose of the Precinct Plan is:

- to develop a vision for the future use of the precinct;
- to prepare a framework plan that addresses land-use, built form, access and movement, drainage and preferred public open space network;
- to identify a suite of planning controls to implement the vision for the precinct.



PRECINCT LAND USE CONTEXT PLAN

KEY

-  Study area
-  Industrial Zone 1
-  General Residential Zone 1 and 2
-  Residential Growth Zone 2
-  Special Use Zone 3
-  Public Park and Recreation Zone
-  Public Use Zone 4
-  Road Zone 1





PRECINCT CONTEXT PLAN

KEY

- Study area
- Existing public open space network
- Geelong Golf Course
- Key pedestrian routes
- Major roads
- Railway line and Station
- 22 Bus routes
- Drainage
- Retail centre (Pakington)

The following strategic work is relevant to the development of the Precinct Plan:

SETTLEMENT AND HOUSING

11.01-1S SETTLEMENT

- Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.
- Limit urban sprawl and direct growth into existing settlements.
- Promote and capitalise on opportunities for urban renewal and infill redevelopment.

16.01-3S HOUSING DIVERSITY

- To provide for a range of housing types to meet diverse needs.
- Ensure housing stock matches changing demand by widening housing choice.
- Facilitate diverse housing that offers choice and meets changing household needs through: A mix of housing types.
- Encourage the development of well-designed medium-density housing that respects the neighbourhood character, improves housing choice and makes better use of existing infrastructure.
- Support opportunities for a range of income groups to choose housing in well-serviced locations.

21.06-3 URBAN CONSOLIDATION

- To provide for the consolidation of existing urban areas in a managed way.
- To encourage an appropriate range of development densities.

NEIGHBOURHOOD CHARACTER

15.01-5S NEIGHBOURHOOD CHARACTER

- To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

21.06-4 NEIGHBOURHOOD CHARACTER

- To manage the impact of urban change on existing neighbourhoods.
- To ensure that new development responds to the existing neighbourhood character.
- To protect areas with a significant garden character.

HERITAGE

15.03-1S HERITAGE CONSERVATION

- To ensure the conservation of places of heritage significance.
- Encourage appropriate development that respects places with identified heritage values. Retain those elements that contribute to the importance of the heritage place.
- Encourage the conservation and restoration of contributory elements of a heritage place.
- Ensure an appropriate setting and context for heritage places is maintained or enhanced.
- Support adaptive reuse of heritage buildings where their use has become redundant.

22.09 CULTURAL HERITAGE

- To encourage the retention of culturally significant and contributory heritage places within Heritage Overlay areas.
- To encourage development to be undertaken in accordance with the accepted conservation standards of the ICOMOS Burra Charter.
- To conserve and enhance the natural or cultural features of an area or site and to ensure that any alterations or development complement their form and appearance.

INDUSTRY

17.03-1S INDUSTRIAL LAND SUPPLY

- To ensure availability of land for industry.

13.04-1 CONTAMINATED AND POTENTIALLY CONTAMINATED LAND

- To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

13.07-1S LAND USE COMPATIBILITY

- To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

STRATEGIES

PLAN MELBOURNE 2017–2050

Plan Melbourne is a metropolitan planning strategy that defines the future shape of the city and state over the next 35 years. It seeks to integrate long-term land use, infrastructure and transport planning, and support jobs and growth, while building on Melbourne’s legacy of distinctiveness, liveability and sustainability.

G21 REGIONAL GROWTH PLAN

The G21 Regional Growth Plan is a plan to manage growth and land use pressures to 2050 in the G21 region. It sets a target of 40% of new dwellings provided through urban infill at average densities of 20 dwellings per hectare in urban Geelong.

GREATER GEELONG: CLEVER AND CREATIVE FUTURE

Greater Geelong: A Clever and Creative Future is a 30-year vision that guides all levels of government, community organisations, businesses and anyone wanting to make a genuine contribution to the Geelong city-region. In relation to development the following values are identified:

- sustainable development that responds to climate change
- design that makes best use of technology for better and more sustainable living
- development that enhances the identity of diverse neighbourhoods
- design excellence and innovation in new buildings and public spaces
- creating high amenity neighbourhoods that are well connected and sustainable
- easy access to open space and parkland near homes

HOUSING DIVERSITY STRATEGY

This strategy seeks to:

- provide for the development of a range of housing types and densities and encouraging urban consolidation within existing urban areas
- provide certainty to the existing and future community with regard to where different housing types would be supported or discouraged
- provide for a sustainable overall urban structure for the City

It does this by dividing the established urban area into three categories:

- Key Development Areas – Higher density and mixed use housing
- Increased Housing Diversity Areas – a mix of conventional housing with some medium density housing around activity centres and train stations.
- Incremental Change Areas – primarily conventional residential housing

The housing categories are described as:

| Housing definition | Description | Density |
|------------------------|--|---|
| Conventional housing | Single detached dwellings on lots generally ranging between 500 and 1,000 square metres (sqm). The development of an area for conventional housing | Generally results in a gross residential density 1 of 10 – 15 dwellings per hectare |
| Medium density housing | The provision of two or more detached or attached dwellings, townhouses or apartments on a site below four stories. | The development of an area for medium density housing generally results in a gross residential density of 20 – 40 dwellings per hectare |
| Higher Density housing | Attached townhouses or apartments, usually more than 3 storeys in height | The development of an area for high density housing generally results in a gross residential density of more than 40 dwellings per hectare. |

The Saleyards site will be defined as a ‘Key Development Area’ given it has the potential to accommodate high-density housing (including housing, as part of mixed-use developments) in excess of 40 dwellings per hectare (around 80 dwellings/ha based on the concept plan). It is within 800m from the North Geelong train station.

SOCIAL HOUSING PLAN 2018 – 2041

This strategy seeks to:

- Increase the supply of social housing across the City area to 13,500 by 2041.
- Advocate for increased state and federal investment in new social housing.
- Increase supply of social housing by contributing City-owned land to new developments.

- Amend the City’s Planning Scheme to require the inclusion of social and affordable housing in new developments, based on need.
- Continue to revitalise our neighbourhoods of high social housing to increase liveability and wellbeing.

It is council policy to seek a social and affordable housing assessment as part of the rezoning of major sites such as this one.

A social housing assessment is currently being undertaken and the outcome will form part of the site specific planning controls for this site.

SETTLEMENT STRATEGY

This strategy sets out how Greater Geelong will meet its housing needs out to 2036.

Relevant strategies include:

- Direct the majority of future housing needs to urban Geelong
- Facilitate infill development to increase its housing supply contribution to 50 per cent, by 2047.
- Investigate a ‘rail corridor precinct’ approach to infill opportunities from North Geelong Station through to Breakwater
- Prepare design guidelines for areas of housing change to reduce uncertainty about the scale, form and design of neighbourhood developments.
- Investigate the infrastructure needs and funding mechanisms available to deliver upgrades as part of planning for increased housing densities.
- Ensure new major developments are designed and located to maximise public and active transport options.
- Advocate for improved public transport services in established areas to key destinations.
- Continue to invest in ‘place making’ activities – that is amenity and local facility improvements – in urban renewal areas, key development and increased housing diversity areas and activity centres.
- Ensure housing diversity is achieved in existing communities.
- Increase the level of affordable and social housing
- Apply ‘One Planet Living’ principles to growth area planning and development.

URBAN FOREST STRATEGY

The strategy sets out the vision that Geelong will be a cool green city for the future through the following steps:

- Increase tree planting and associated vegetation in appropriate and prioritized locations.
- Increase canopy cover, increase use of smart water sensitive urban design and an increase in landscape permeability.
- More community activities such as tree planting, arts and culture activities, use of social media, working with partners to improve and enhance tree planting projects.
- Demonstrate best practice urban tree management.

SOCIAL INFRASTRUCTURE PLAN 2020-2023

The Social Infrastructure Plan outlines the needs of the community, investment priorities relating to social infrastructure, and the way forward to ensure that people know what is planned in the place that they live. Relevant considerations for this project include the guidelines on:

- Arts and Culture
- Open Space
- Play Spaces
- Cycling and Trails
- Public Toilets

ENVIRONMENT STRATEGY 2020-2030

This strategy sets out how the City of Greater Geelong will protect and improve our region's environment and reduce our environmental footprint. Relevant strategies include:

- Prioritise the development of sustainable transport infrastructure and services.
- Build climate resilient community infrastructure and services.
- Support measures to mitigate urban heat in new developments and retrofit existing streetscapes.
- Encourage passive irrigation techniques for urban landscapes.
- Integrate green-blue infrastructure into active travel links to provide shaded and biodiverse transport connections.
- Adopt Water Sensitive Cities practices to increase stormwater infiltration, promote evapotranspiration, mitigate flooding and remove pollutants from stormwater runoff.
- Increase the biodiversity levels and ecological health of our urban public spaces.
- Partner with Wadawurrung Traditional Owners to incorporate cultural heritage elements into community spaces.
- Utilise climate resilient flora species that support biodiversity outcomes in community spaces.
- Integrate requirements for greening of community spaces into infrastructure development projects.
- Promote increased use of recycled materials in road, building and other infrastructure constructions, including environmental applications.
- Support urban greening by applying integrated water management practices.
- Integrate stormwater reuse into natural and built environments to create multifunctional community spaces.

A series of background studies were undertaken to inform the development of the Precinct Plan, including;

- Drainage (draft Rippleside Catchment Drainage and Flood Study and Saleyards Storm Water Strategy)
- Environmental Site Assessment and Buffer Study
- Movement and Access
- Heritage
- Vegetation (including trees)
- Acoustics

The site analysis is summarised on the following pages.

NEIGHBOURHOOD CONTEXT

The site is surrounded by the suburbs of North Geelong and Geelong West.

The suburbs generally comprise small scale commercial and light industrial development as well as modest single storey residential development.

The surrounding public open space is largely undeveloped and based around the drainage network.

DRAINAGE

Flooding from storm events is identified as an issue in this area. We know that at times, Weddell Road experiences flooding as water flows from west to east towards Rippleside and Corio Bay. In recent years there has been some large developments occur in the wider catchment which has increased the amount of stormwater runoff, for example the residential development at the Geelong Golf Club.

The city is preparing the Rippleside Catchment Drainage and Flood Study. The study will help The City and relevant authorities to better understand the flood risks and stormwater management opportunities in the 770Ha Rippleside catchment area. Flood studies such as these improve land use planning, emergency response, climate change adaptation and community flood preparedness.

The City commissioned the Saleyards Storm Water Management Plan to understand the impacts of mixed use and residential development identified in the concept plan (see appendix) on the site as it relates to the findings in the draft Rippleside Catchment Drainage and Flood Study.

These findings are based on the concept plan that formed part of the phase 2 consultation (see appendix) however the high-level principles and considerations should inform any alternate design solutions or development concepts.

The Management Strategy includes hydrologic and hydraulic modelling of site stormwater runoff for the purposes of developing and assessing drainage to manage minor to major flows. It recommends at source (such as bioretention) and end of pipe treatments (such as gross pollutant traps and constructed wetlands) to meet water quality objectives. A northern and southern constructed wetland will be required to respond to the existing flow paths and drainage channels.

The bioretention systems and wetlands should be constructed and established in accordance with:

- Biofiltration systems in Development Services Schemes Guideline' (Melbourne Water, September 2020)
- Wetland design manual (Melbourne Water 2017)
- Construction and establishment guidelines: swales, bioretention systems and wetlands guideline (Water by Design 2010b).

The wetlands should be maximised to protect waterway health with minimal operational difficulties and maintenance requirements such as requiring traffic control. Opportunities for connectivity include integrated pathways/boardwalks that could create passive recreation opportunities within the wetland reserves.

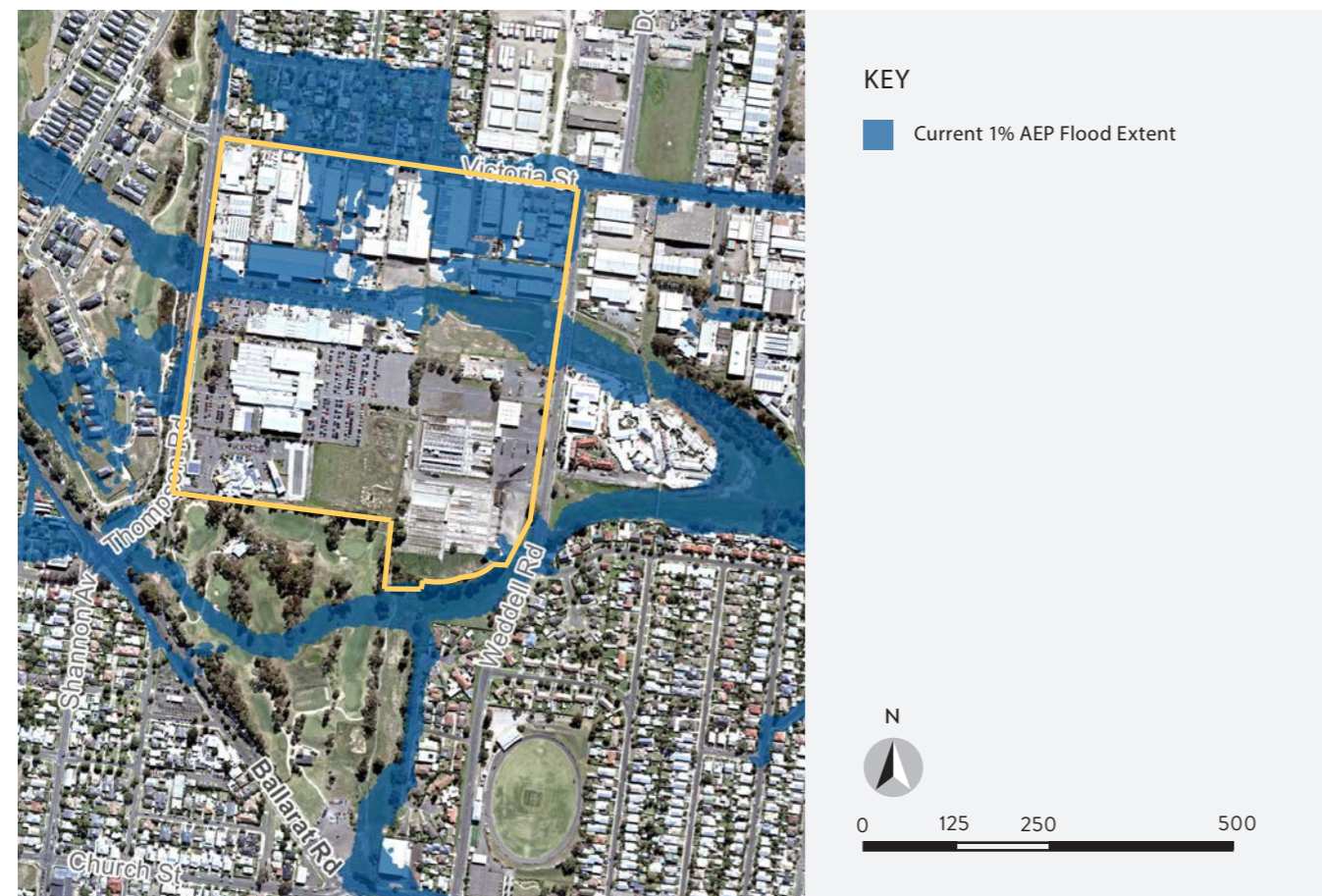
Modelling shows the combination of at source and end of pipe treatments can achieve the operational phase pollutant load removal targets for total suspended solids (TSS), total phosphorus (TP), total nitrogen (TN) and gross pollutants.

Future storm water management should consider the following:

- A detailed Erosion and Sediment Control Plan to manage impacts during the construction phase.
- Surface collection inlets, to be designed and located along major roadways to collect stormwater during rainfall events that exceed the capacity of streetscape bioretention swales.
- Sub-surface piped drainage that aligns with the precinct concept layout, is sympathetic to the natural/existing site elevations, caters for the minor storm event (20% to 10% AEP) and minimises surface inundation.

- Provision for the conveyance of major flows via roadways and easements, in alignment with the precinct concept layout, that meet floodway safety criteria.
- Site filling that sees ground levels above the 1% AEP flood level plus 300 millimetres freeboard for minimum development levels in accordance with drainage planning guidelines (Melbourne Water, 2017)

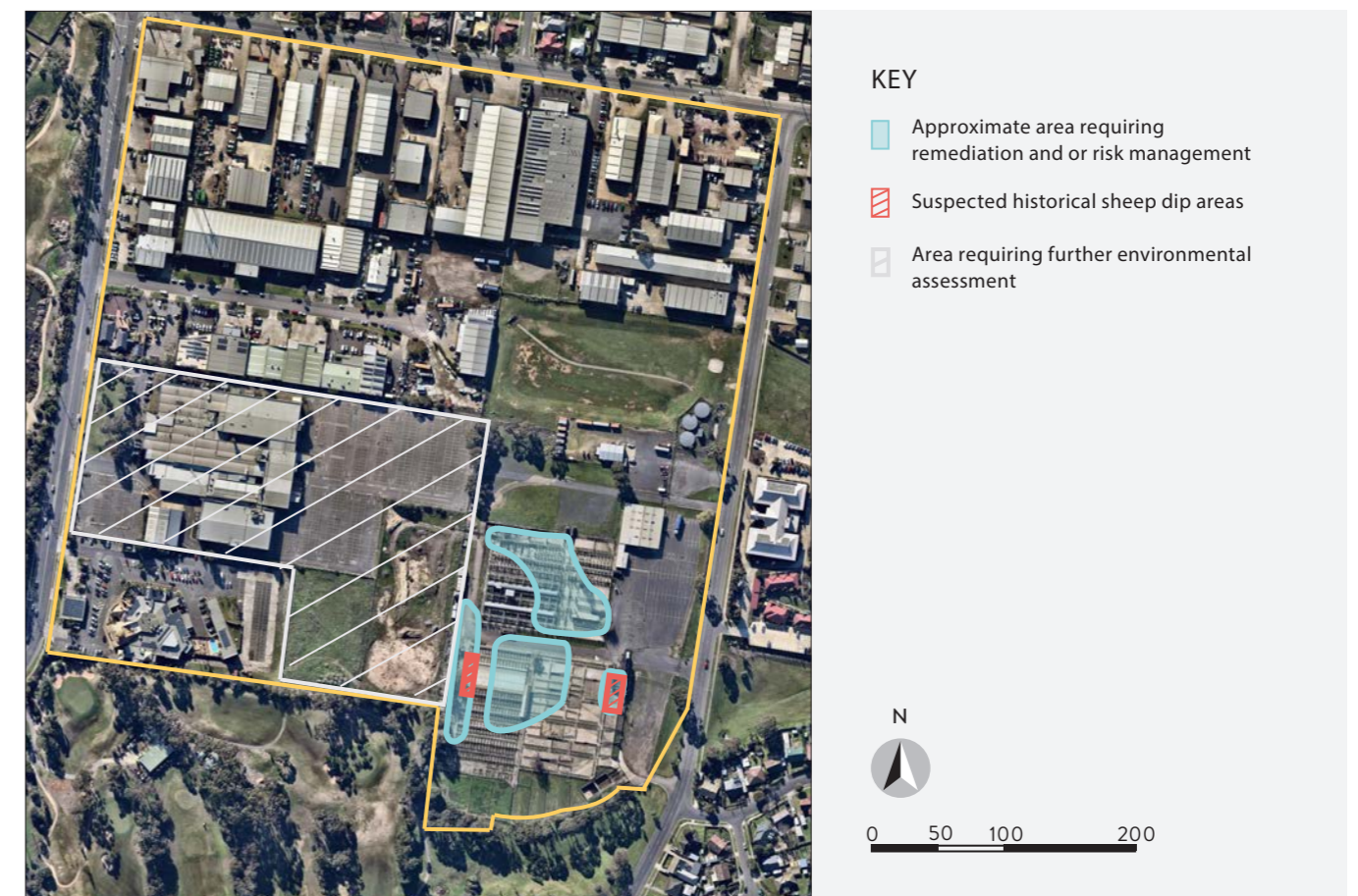
The plan notes the width of the streetscape bioretention swales could potentially be further reduced while still achieving storm water management and tree planting objectives. Swales are not the only design solution available. Other treatment systems such as raingardens may also be able to meet the stormwater treatment, maintenance and landscape objectives. Solutions can be further explored at the development approvals phase.



ENVIRONMENTAL SITE ASSESSMENT

An environmental site assessment was commissioned to investigate the level of soil and ground water contamination on the Saleyards site. The report concluded that with appropriate works, the site can be remediated to accommodate residential or open space uses.

The contaminants were predominantly identified in shallow soil within the cattle yards and sheep yards and the western boundary of the site where the market office building was located. The former sheep dip location, just south of the truck wash included contamination at a greater depth. Site remediation will be required before any development occurs on site. The remediation response should be informed by a future development layout and could vary from complete removal of all contaminated material to leaving soils in situ and capping them. Further environmental assessments will be carried out on the Gateways site and the vacant Sphinx land at a later date.



LAND USE BUFFER STUDY

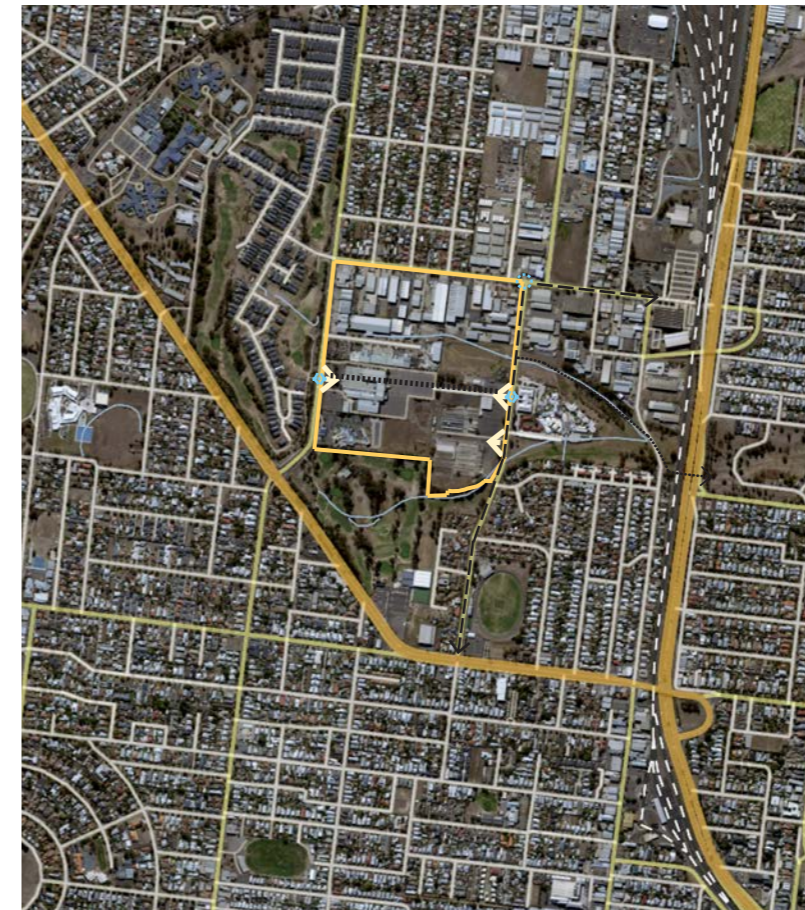
A buffer study was commissioned to investigate whether the existing surrounding industrial uses would have an impact or would be impacted by the development of a mixed-use residential precinct on the Saleyards site. A land use audit and assessment revealed the type and scale of industrial uses found in the area did not pose an unacceptable risk. It also noted the proximity of existing sensitive land uses (residential and open space) meant industrial uses that require buffers are already restricted in this area. The report concluded subject to design treatments such as acoustic considerations any potential impacts could be managed via the normal regulation and enforcement processes.

MOVEMENT AND ACCESS






A movement and access study was commissioned which recommended that vehicle access to the study area be provided from both Thompson Road and Weddell Road. Thompson Road is a Regional Roads Victoria arterial and any changes to this road will require Regional Roads Victoria approval. The Thompson Road intersection will require upgrading to enhance movement and safety for pedestrians, cyclists and motorists.

The existing road network around the site can accommodate the traffic generated from development in the precinct plan area. An east west connection through the area from Weddell Road to Thompson Road is required. It is recommended that the alignment be staggered to avoid it being used as though road.

The need for better pedestrian connections from the precinct to the broader transport network is also identified, including a pedestrian refuge on Thompson Road (or signals if Regional Roads Victoria requires) and the potential need to consider the intersections of Victoria Street and Weddell Road as traffic volumes increase and pedestrians seek to access the train station from within the precinct. Making connections from the precinct to the train station safe, convenient and attractive is a high priority and should be delivered alongside the residential and mixed-use development of the site via a Section 173 agreement. Key infrastructure to be delivered/upgraded to deliver the precinct will be required at the Planning Scheme Amendment stage.



KEY

-  Improved road crossing infrastructure
-  Intersection upgrades to improve pedestrian crossing infrastructure
-  Roadway access
-  On road cycle path
-  Shared path



0 200 400 600 800

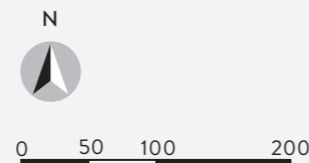
HERITAGE

To demonstrate the historical use and assist in interpreting the history of the site the following structures will be retained in accordance with the Conservation Management Plan prepared for the site:

01. Two rows of cattle yards (immediately north of the central thoroughfare). Twenty pens in total.
Exclusion: the elevated timber and steel walkways within this part of the cattle yards will be removed.
02. One timber cattle ramp.
03. The central thoroughfare, which does not have any historic fabric as such, but the east-west axis must be retained and incorporated into the Precinct Plan.
04. Bluestone paved drain in the sheep yards, south from the central thoroughfare, beneath the gabled open shed for a total distance of approximately 100 metres.
05. The Latrines Shed.



Heritage items to be retained as per planning permit



Incorporating the retained heritage fabric on the site is a key challenge for this project as much of the material is in a deteriorated state and there is no obvious new use that can be accommodated in the cattle pens. The ongoing maintenance and safety of these features and trying to find a balance between having the community access and appreciate these assets but ensuring the fabric is not further degraded by community use are key considerations.

The City commissioned heritage interpretation advice to develop ideas and concepts for interpretation of the site including urban design requirements and opportunities for retaining, salvaging and interpreting significant heritage fabric. The resulting report identified the following principles for interpretation:

- Sustainable development is at the core of all interpretation.
- Interpretation for the site is structured to create a conversation about its rehabilitation by linking the history of the Geelong Saleyards to contemporary environmental issues.
- Historical material will be retained wherever possible and adaptively reused or interpreted.



EXISTING TREES

An arborist assessment was prepared to look at all vegetation on the site and make assessment of its health, condition and useful life expectancy.

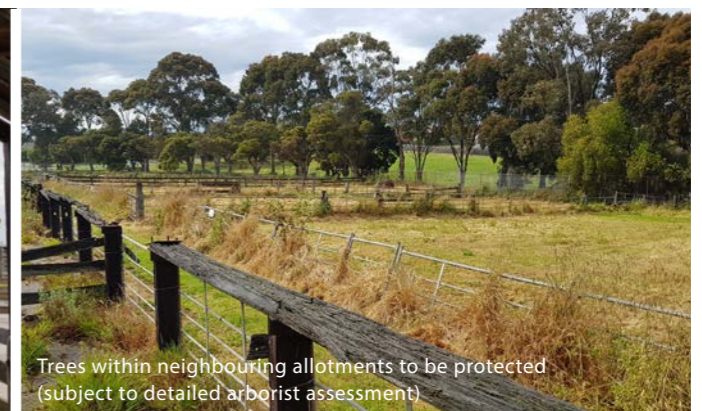
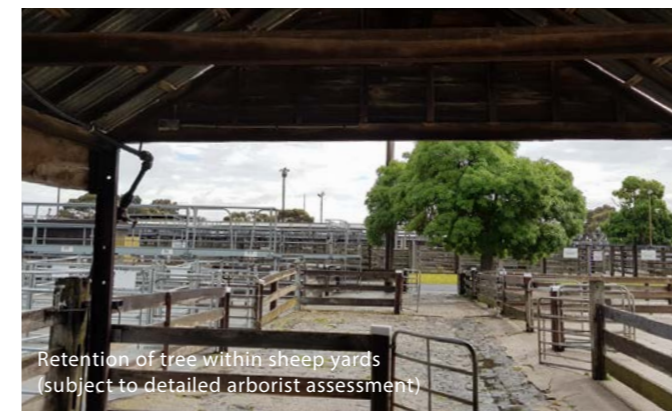
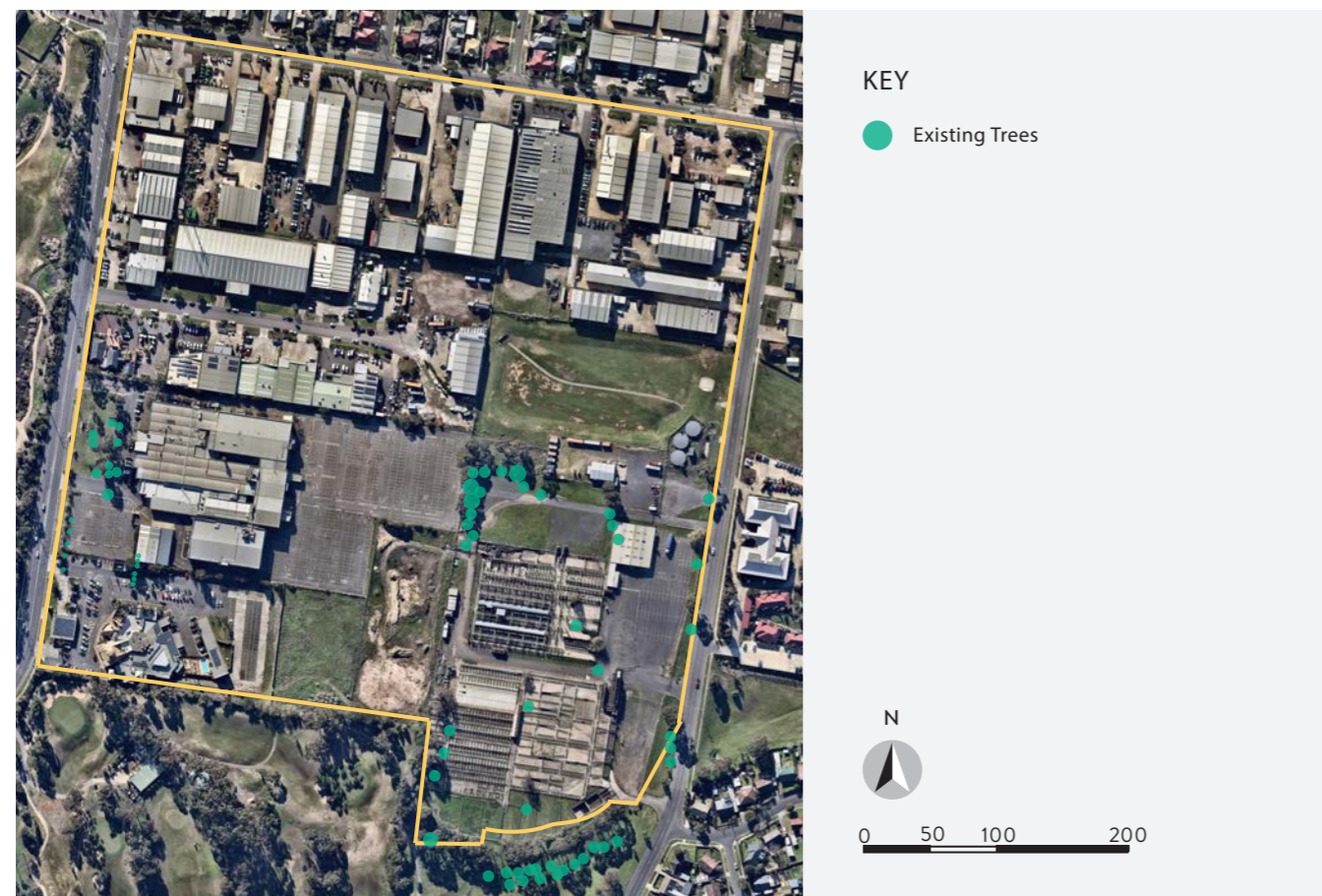
Gateways site: The trees in the large lawn area fronting the Gateways office are all *Corymbia* or *Eucalyptus* trees in good condition. The trees within the Gateways carpark are mostly *Pyrus calleryana* (Chanticleer and Capital), approximately 5 years old.

Saleyards site: The single planted specimen trees on the site were planted many years ago and have been managed for the purpose of giving shade to stock housed in pens. These trees have developed poor structures and offer limited use moving forward. Other trees have been planted as boundary plantations and have developed as plantation trees. Trees in boundary plantations offer amenity use, however their structures have formed with a heavy reliance on other trees in their plantation.

Their tall often upright form means they have developed in a manner susceptible to storm cell impacts.

Therefore the focus will be on greening the site through appropriate new plantings combined with careful retention of a select few healthy trees.

Consideration will also be given to protection of trees on the neighbouring allotments and the municipal nature strip, so as not to impact them. This is achieved by using Tree Protection Zones.



ACOUSTICS

An acoustic report was prepared to identify existing noise sources in the area and to identify how development should be designed to avoid noise impacts for future residents. Noise loggers were placed throughout the precinct at 1.5m and 4.5m above the ground and reported that the greatest noise sources were the industrial uses in the north, traffic noises from Thompson Road and music and car parking noise from the Sphinx entertainment complex. 'Category A' noise was only detected at 4.5m height testing (figure 2). The report recommends acoustic fencing be included on site boundaries (figures 1 & 2 below). It also recommends that new buildings located in some sections of study area be designed to reduce noise by using double glazing, minor upgrades at higher stories and 2m high attenuation barriers in identified locations.

The land use audit and buffer study concurred with these recommendations.



1. ACOUSTIC TREATMENT CATEGORIES 1.5M HEIGHT

KEY

- CATEGORY A $\geq 29\text{dB(A)}$ overall noise reduction to dwelling interior required
- CATEGORY B Approximately 25dB(A) overall noise reduction to dwelling interior required
- Noise Barrier. Minimum height 2m



2.0 ACOUSTIC TREATMENT CATEGORIES 4.5M HEIGHT

KEY

- CATEGORY A $\geq 29\text{dB(A)}$ overall noise reduction to dwelling interior required
- CATEGORY B Approximately 25dB(A) overall noise reduction to dwelling interior required
- Noise Barrier. Minimum height 2m



STAGE 1 CONSULTATION – WORKSHOP

The City hosted a Precinct Planning workshop on the 3rd of September, 2019. The purpose of the workshop was to give landowners in the precinct, community members and key agencies an opportunity to inform the precinct plan.

The topics of the consultation were;

- Preferred outcomes for the future site
- Future opportunities and challenges
- Three themes to guide the future planning
 - Movement, access and connection to the site
 - The look and feel of the place
 - What people are doing

The outcomes of the consultation is summarised on the following pages.

PREFERRED OUTCOMES FOR THE FUTURE SITE

‘Flagship’ community of North Geelong

We will move beyond boundaries in re-imagining the potential of a large site close to the city centre and bay, creating a legacy for the city and future generations.

Where heritage and environment inspire

Our past is respected and part of community life; we live lightly, respecting the environment which nurtures us.

A welcoming, progressive, attractive place

All people are welcome here to create their home or visit. As in the past, common spaces and places facilitate and encourage community socialisation, healthy and active living. Our roads and pathways connect us to each other and beyond. We are safe.

Clever and creative ecological neighbourhood, continually evolving for generations now and into the future

Our apartment and township living and interactions with the world around us are ecological exemplars; sustainable living for today and tomorrow.

THE FUTURE OPPORTUNITIES AND CHALLENGES

When the community considered the future development of the Geelong Saleyards site the following opportunities and challenges influenced their thinking.

- The potential for a natural environment that provides ecological corridors for walking, trees for shade, natural vegetation that attracts bird life and a drainage reserve that forms a natural creek bed. An integrated ecosystem.
- The ability to be safely connected through walkways and cycle paths to the bay, station, city centre, shops, school and community spaces. Pedestrians and cyclists to be given priority over cars with improved wide footpaths and street lighting.
- A need for social infrastructure like public spaces and playgrounds where the community can come together
- The chance to design differently to create a place that connects to the past and provides a sense of community belonging and a destination. The opportunity to become a neighbourhood where all needs can be met by a 20-minute walk or drive.
- A clever and creative mix of housing that blends old and new, is affordable and caters for all life stages.

THOUGHTS AND IDEAS AROUND THE THREE THEMES

MOVEMENT, ACCESS AND CONNECTION

Shared pathways

- Shared pathways for walking, cycling and mobility scooters
- No footpath gaps on both sides of Weddell Road
- Improved footpaths around the periphery
- Footpaths connect to schools, aged care facilities, station and bay
- Improved bicycle and walking access to Pakington Street
- Facilities for bicycles, racks, bike hire
- Consider a cycle lane along the north side of Victoria Street by possibly removing a parking lane
- Pathways through the site: vehicles to the periphery
- Shared pathways through flood prone land
- Walk and cycle to the places you use

Safety

- Safe to move around with priority given to pedestrians not vehicles
- Upgraded Victoria and Weddell Road intersections
- Improved lighting on Weddell Road
- Improved traffic light sequencing, Church Street and Weddell Road.
- Close to Shannon Avenue which has a record of car accidents
- Safety and speed issues resolved on Victoria Street and Weddell and Church Street intersections
- Safe access on and off Thompsons Road
- Kids can play on the streets

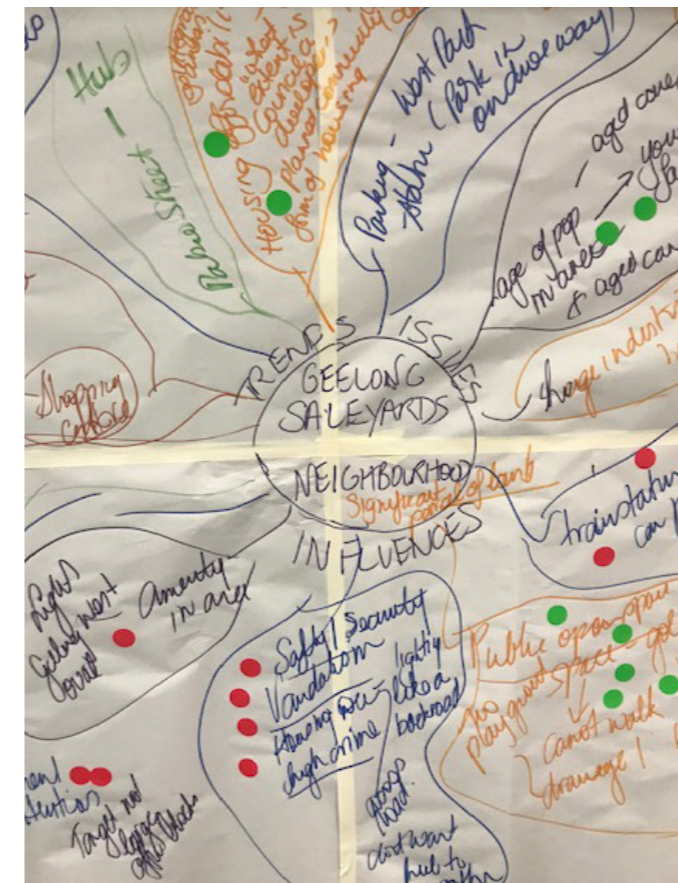
Public Transport

- Improved bus routes and stops
- Public transport utilises technology

- Maybe not through the site core
- Pathways connect to the railway station
- Bus routes connect to railway station

Transport facilities

- Electric vehicle charge points
- Car sharing



Precinct planning workshop

LOOK AND FEEL

Green, natural and environmentally friendly

- Trees provide shade to footpaths
- Green and spacious, leafy tree-lined streets
- Use of recycled materials
- Green buildings
- Plantings that encourage bird life
- Reinstated creeks
- Energy self sufficiency
- Food production gardens
- Retain and expand habitat
- Drainage reserves are natural waterways

Creative design

- Heritage is woven through
- Integrated housing
- Medium density housing allow space for amenity
- Pedestrian friendly
- Mixed housing, affordable
- Town houses, apartments and family homes
- Alternative parking, underground. Maybe not all houses have a garage

Full of life

- Cafes, restaurants
- Integrated public spaces
- Café life integrated with public spaces
- Small retail shops
- A place for all age groups
- Public spaces
- Playgrounds for all ages

WHAT PEOPLE ARE DOING

- Walking dogs
- Walking for exercise
- Walking and cycling rather than driving
- Walking safely at night
- Visiting and enjoying the destination
- Using public transport
- Walking to the station
- Having family BBQ's at the playground
- Mothers are pushing prams
- Raising families
- Children playing
- Getting together for coffee
- Talking with neighbours
- Shopping locally for bread and milk
- Ageing in place
- Attending community events
- Learning about heritage
- Living and working in the area
- Growing vegetables
- Going to the farmers market

STAGE 2 CONSULTATION – FEEDBACK ON DRAFT PRECINCT PLAN

Stage 2 consultation was held throughout June and July of 2020.

During this stage, feedback was sought from stakeholders and community members on the draft precinct plan which included concept plans (see appendix) which were prepared following the stage 1 consultation.

The concept plans show how the design principles can be applied to deliver the use and built form objectives identified for the precinct. These are not the only design solutions that could achieve the preferred outcomes but they offer an illustration of how development could occur on the site based on the framework plan.

Due to COVID-19 restrictions all consultation was done online or via phone. Overall 39 individuals and groups participated and contributed their thoughts and ideas on the draft Precinct Plan.

The City engaged expert facilitators to assist with the consultation which included group and individual interviews, online contributions and written submissions. A report 'Geelong Saleyards Draft Precinct Plan Engagement Report, October 2020' was prepared which provides a summary and analysis of the feedback received. The key findings were:

General

- General overall support for the overall concept and layout but concerns with some of the details.
- Concern the plan is too detailed for this stage of the project.
- Doesn't 'look like Geelong' does not contribute to our identity, apartment living 'plonked' into single storey area.
- Concerns an additional 1300 people in the area will have a negative impact on traffic, parking, facilities and services.
- Have not addressed the impact on surrounding residential areas that are predominately single, detached housing.
- Environmental concerns on the contamination in the area from arsenic, chemicals and trucks being washed out each day.
- How the mix of industrial and residential zones sitting side by side would be managed.
- The need to use a building a community approach not just a residential development approach.
- How the site will develop – will council sell a single site, break it up into multiple sites?

- Need to ensure development invests in accessibility and facilities, services and community amenities to provide an inclusive space for all and respects the lower socio-economic groups in the northern suburbs;
- Builds on linkages to existing aged care services, rural and Aboriginal connections to the site;

Housing Density and Height

- 6 storeys seen as being too high and 'packed into a small space'.
- There are no housing lots, just 2/3 and 6 storey buildings which is inconsistent with the surrounding area.
- Preferred taller buildings located towards the centre of the development and stepping in from the edges to better integrate with surrounds.
- Concerns over whether this is realistic in Geelong market. Who will this development attract, will it provide for a mix of people including families?
- The need to manage over-shadowing, creating wind tunnels, acoustic impacts and privacy impacts.
- Southern boundary opportunity for taller housing as there would be 'no overshadowing of other dwellings.'

Access and Parking

- Existing network can not to current demand.
- 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 highlighted as a bottleneck intersection.
- Issues of traffic and parking near the sports ground which is already an issue on game days.
- Support for rear-loaded laneways to achieve the desirable outcome of both cars and garbage bins being out of sight.
- Current concept is 'road heavy' resulting in poor urban design outcomes.
- General support for measures designed to calm traffic both internally and externally to the development: crossings, lights, roundabouts, intersection treatments and the signalisation of Thompsons Road intersection.
- One submitter favoured a give-way priority T-intersection at Thompsons Road.
- Encouraging pedestrian activity and safety for open space links, the station, aged care and the waterfront key.
- Public transport services are too infrequent and take too long, bus services are not an attractive alternative to car travel.

Social Housing

- Concerns over level and dispersion of social housing across the site and questions over how it will be successfully delivered.

Open Space

- Support for high quality green spaces and communal facilities like community gardens, orchards and food growing generally, support for roof top greening and gardens.
- Important to connect to surrounding areas including aged care.
- Main park should be more centrally located within the precinct.
- Consider extent of green spaces so as not to impact dwelling yield.
- Concerns over who would pay for and maintain the open spaces and green areas, how will they be secured if left to developers? Queries over what is proposed for the Crown Land reserve to the south.
- Potential to recreate a natural creek that can also deal with flooding.
- Potential for an off-leash dog (potentially enclosed) area.
- Need to provide improved pedestrian links along the reserve to the east as part of the development.

Heritage

- Support for retention of the heritage details and connection to the past saleyards.
- There is a need to conserve the essential elements of the Saleyards and give greater context to the heritage areas to be retained.
- Greater details required on site interpretation including all aspects of the use and remaining fabric.

Storm water and flooding

- Support for water sensitive urban design and incorporating more natural systems to manage water.
- Drainage basins take up a lot of space that could be better utilized for development.
- Flooding in the area is a huge issue and needs consideration including who this development will impact infrastructure.
- General support for greater use of on-site stormwater capture.

Sustainability

- Concerns the plan requires ESD features beyond what is set out in policy.
- Questions over whether the tree canopy targets and zero emissions are realistic.
- Support for alternative energy sources.
- Questions over how sustainability features might be delivered and maintained.

RESPONSE TO FEEDBACK

The phase 2 consultation indicated there was still general support for the overarching vision and principles for the site. A number of the issues raised in the phase 2 consultation will be considered as the project moves into the rezoning and development approvals phases where more detailed designs will be considered. At this time the proposed intensity and height of development will need to be considered in relation to traffic and parking, social housing provision, open space, drainage solutions, heritage interpretation etc.

As a result of submissions, a number of changes were made, some of the key changes included:

- Removing some of the detailed design elements or nominating them as potential options.
- Providing more detail on the implementation process.
- Providing additional clarity on some of the design principles.
- Acknowledging there will be multiple design solutions that can meet the design principles.
- Including the concept plan as an appendix that informed the precinct plan as part of the phase 2 consultation rather than the concept being considered the 'final design' for the precinct.

The design principles for the precinct were developed from the site analysis and community and stakeholder consultation.

The principles will be used to guide the planning, design and assessment of future rezoning and development proposals. It also supports the case for public infrastructure investment and upgrades.

1. PROVIDE SPACIOUS PUBLIC OPEN SPACE AND IMPROVED HABITAT

Provide a multi-purpose open space that links to the surrounding open space network.

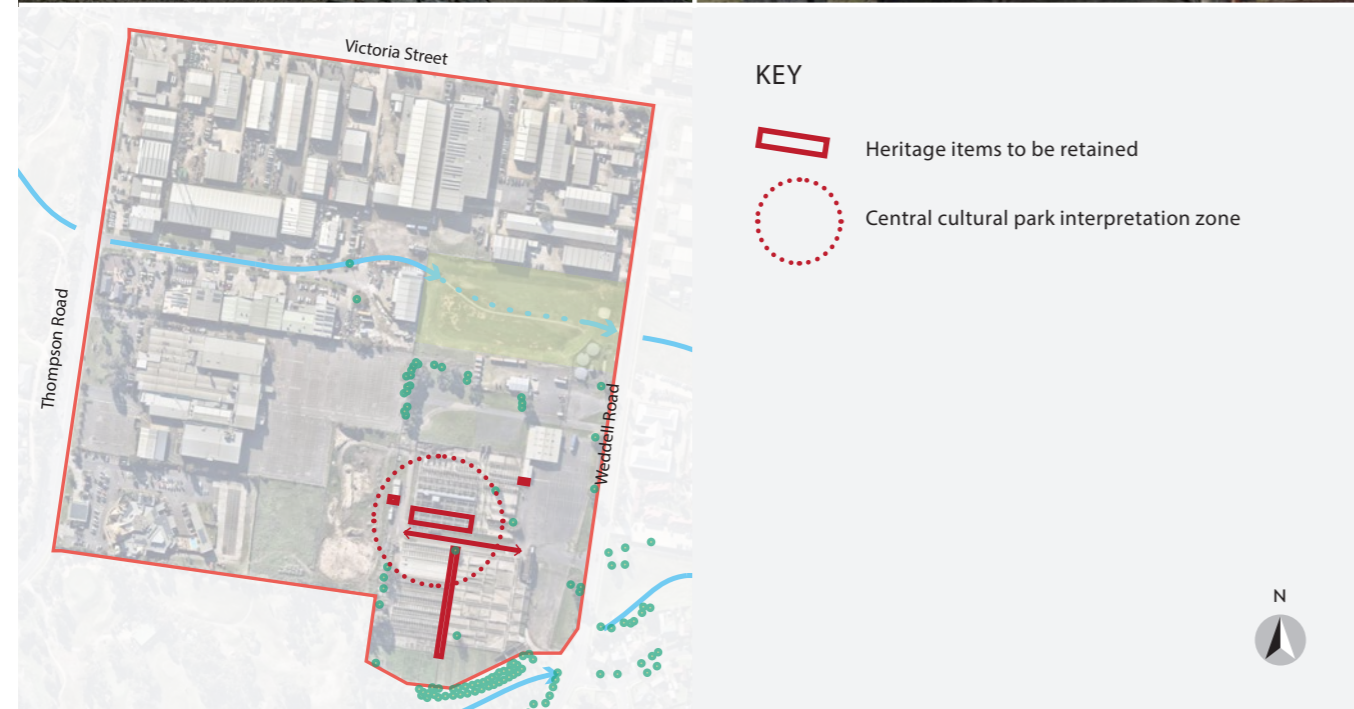
- Create a new central park which provides opportunities for cultural interpretation, play and recreation.
- Manage stormwater overland flows.
- Create green links that provide habitat for local species.
- Ensure safe and convenient connections to the surrounding network.



2. RESPECT THE HERITAGE OF THE SITE

Maintain and enhance the heritage values of the Saleyards in particular:

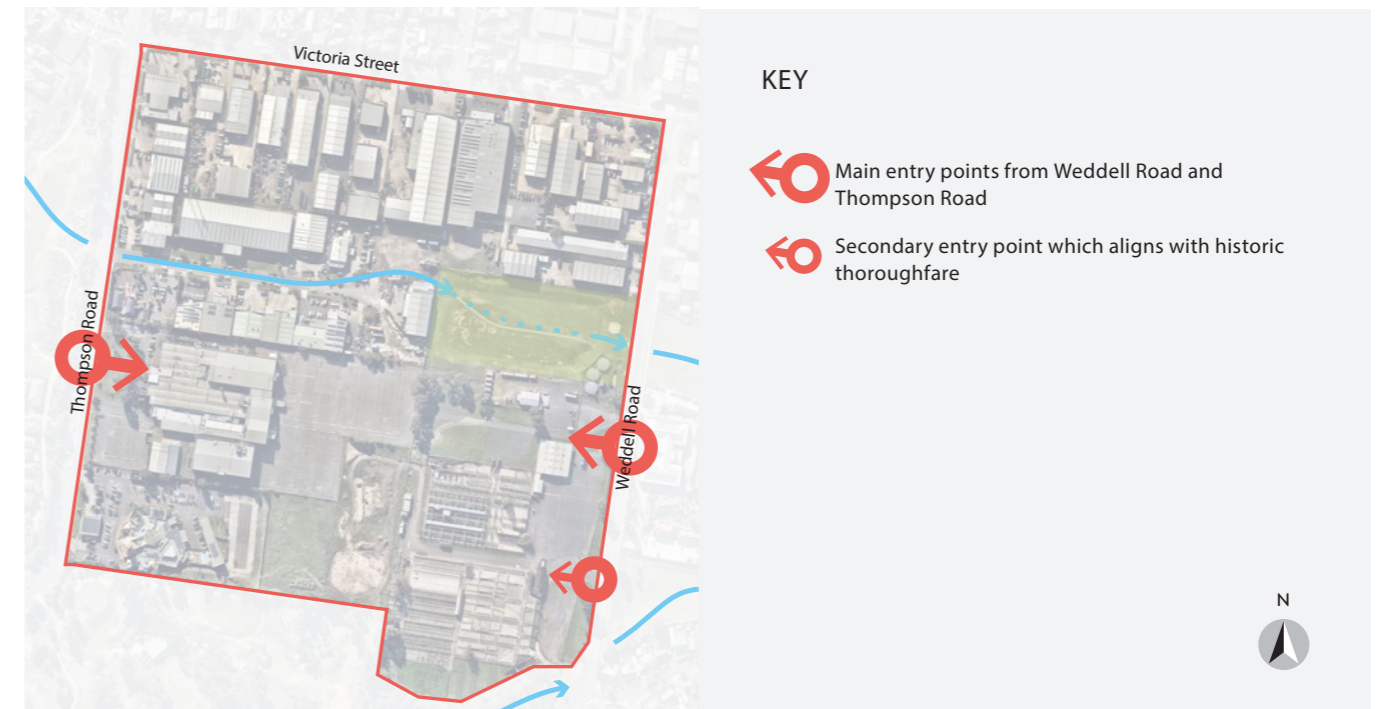
- Interpret the elements of significance, the cattle and sheep pens, ramp, bluestone drain and central thoroughfare in a central public open space.
- Interpret the historical function of the site as a livestock saleyard.
- Retain historical material wherever possible and adaptively reuse or interpret.



3. CONNECT TO SURROUNDING STREETS

Maximise site permeability and vehicular connections to the site

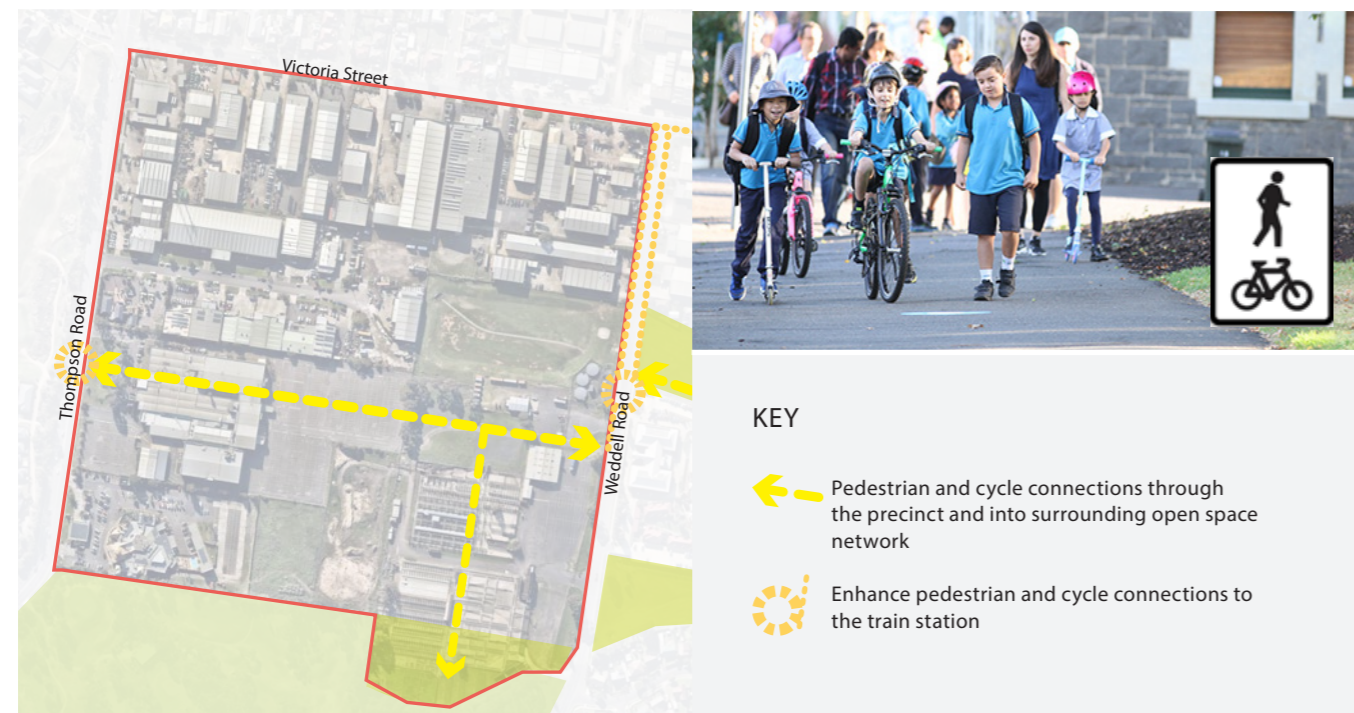
- Prioritise vehicular access from Weddell and Thompson Street as the main entry points to the site.
- Provide a secondary entry point to the site on Weddell Street which aligns with the historic thoroughfare.
- Provide an intersection treatment at Thompson Road to safely manage anticipated vehicular traffic and improve pedestrian and cyclist safety and amenity.
- Provide a safe pedestrian crossing point at the Weddell Road entry and Victoria Street to allow safe access to the train station.



4. ENHANCE PEDESTRIAN AND BICYCLE NETWORKS THROUGH THE PRECINCT

Enhance pedestrian and bicycle networks through the precinct by:

- Prioritise a direct east west connection through the development.
- Enhance pedestrian and cycle connections to the train station.
- Create a north/ south connection to connect to the reserves to north and south.
- Provide connections to and improve the amenity of existing networks waterfront.



5. PROVIDE A COMMUNITY NODE

Create a community node off Weddell Street to support a range of uses for the new neighbourhood. The node may include services, small scale retail, gathering spaces.

- Focus mixed-use development as part of the community node adjacent to the plaza along the east west parking street.
- Create an attractive plaza space with shade, weather protection, seating, bicycle parking and landscaping.
- Provide for active uses at ground floor level including space for alfresco dining.
- Ensure universally accessible design in public spaces.
- Utilise design and materials that reflect/interpret the historic use of the Saleyards.



6. PROVIDE A CRITICAL MASS FOR HOUSING

Provide a critical mass of housing and other activities to support transport and services.

The residential precinct will provide a mixture of building types that are not provided by existing building stock in the surrounding neighbourhoods, including different typologies, tenures and adaptable and affordable housing. Buildings will demonstrate diversity in architectural expression with different architectural 'hands' within each street and development block.



7. ENCOURAGE BEST PRACTICE ENVIRONMENTALLY SENSITIVE DESIGN

Ensure that the future urban design framework supports:

- Minimising waste during construction and operation.
- Minimise greenhouse gas generation through the development's life cycle.
- Energy efficient building design.
- Sustainable energy generation.
- Water sensitive urban design in streets and public parks.
- Minimising water use and maximise water reuse.
- Allowing for schemes such as car sharing.



The following table is a comparison of the community/ stakeholder preferred outcomes for the precinct against the City's design principles for development.

The principles directly respond to community/stakeholder aspirations.

| | PROVIDE SPACIOUS PUBLIC OPEN SPACE AND IMPROVED HABITAT | RESPECT THE HERITAGE OF THE SITE | CONNECT TO SURROUNDING STREETS | ENHANCE PEDESTRIAN AND BICYCLE NETWORKS THROUGH THE PRECINCT | PROVIDE A COMMUNITY NODE | PROVIDE A CRITICAL MASS FOR HOUSING | CREATE A FRAMEWORK THAT SUPPORTS BEST PRACTICE ENVIRONMENTALLY SENSITIVE DESIGN |
|--|---|----------------------------------|--------------------------------|--|--------------------------|-------------------------------------|---|
| 'FLAGSHIP' COMMUNITY OF NORTH GEELONG | ● | ● | | | ● | ● | ● |
| WHERE HERITAGE AND ENVIRONMENT INSPIRE | ● | ● | | ● | | | ● |
| A WELCOMING, PROGRESSIVE, ATTRACTIVE PLACE | ● | | ● | ● | ● | | |
| CLEVER AND CREATIVE ECOLOGICAL NEIGHBOURHOOD, CONTINUALLY EVOLVING FOR GENERATIONS NOW AND INTO THE FUTURE | | ● | | | | ● | ● |

The framework plan spatially represents the design principles. There may be a number of design solutions that can deliver the design principles. Future proposals will be subject to approval by the responsible authority and must demonstrate that the design principles have been achieved.

The Precinct will be a high quality and sustainable addition to the local urban fabric. When the precinct is fully complete it will provide more than 4ha hectares of publicly accessible open space and will accommodate approximately 1000 - 1300 residents.

The high density residential precinct will provide diverse housing that will help meet existing and future local housing demand. It will include a component of social and affordable housing.

The interface with industrial land will be managed through noise attenuation fence design and requirements for specific building materials, such as double glazing.

The movement network and building design will prioritise the pedestrian and cycling experience.

The site will provide a significant addition to the adjacent network of public open spaces providing places for relaxation and recreation.

The community node mixed-use area will provide approximately 1800sqm of retail on the ground floor and be adjacent to the public plaza space.

The plaza is located on the southern side of the street to utilise the northerly aspect for alfresco dining.

A smaller plaza space is located near the Thompson Rd entrance and some mixed use developed is also supported here.

Street trees and landscaping in public spaces will contribute to the leafy green feel of the precinct.

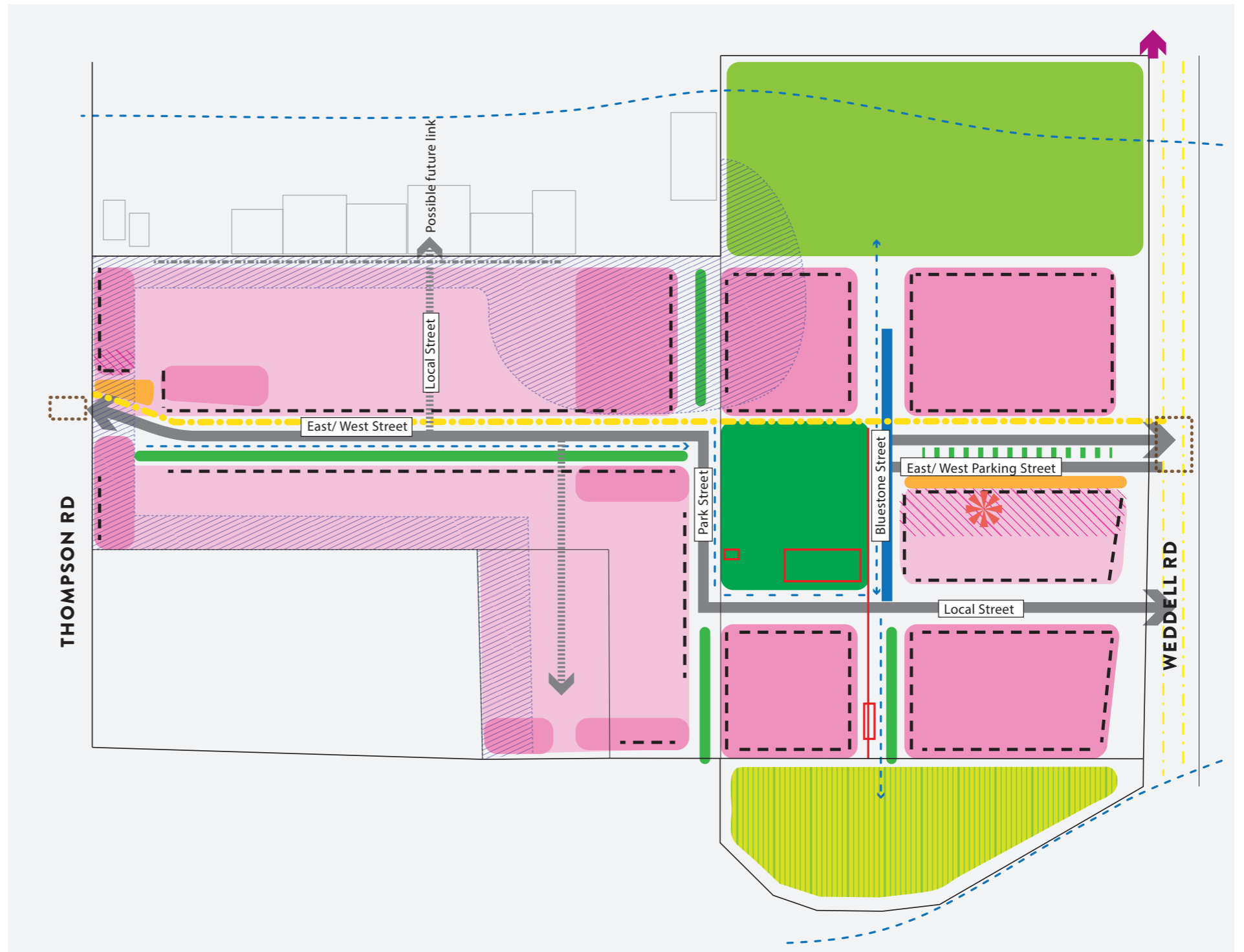
The precinct will showcase environmentally sustainable design features.

The heritage fabric will provide opportunities for interpretation and adaptive reuse of materials.

FRAMEWORK PLAN

KEY

-  Mixed use
-  High density residential development
-  Community node
-  Noise attenuation area
-  Public roads
-  Public roads (location flexible)
-  Laneway (future road, pending development of industrial sites)
-  Intersection upgrade - primary access from Thompson St and Weddell Rd
-  Public roads - blue stone treatment
-  Green links - street landscaping
-  Water sensitive urban design
-  Open space - central park
-  Plaza
-  Frontage to address public realm
-  Southern open space (drainage basin, wetlands, potential open space)
-  Northern open space (drainage basin, wetlands, potential open space)
-  Key pedestrian/ cycle link
-  Heritage fabric to be retained
-  Upgrade access to train station



PUBLIC DOMAIN - OPEN SPACE

The plan will contribute approximately 4ha of public open space to the neighbourhood.

Open space will be developed as a co-ordinated group of spaces that deliver high accessibility and diversity of facilities, recreation opportunities and experience. The open spaces range from urban plazas, wetlands, to a planted central parkland.

Not all of these spaces will be credited as contributing to the required 10 percent unencumbered open space contribution within the planning scheme. If the 10 percent requirement is not fully delivered 'on the ground' a cash in lieu contribution will be required.

The central parkland is a consolidated open space for both the Gateways and Saleyards sites which provides a number of benefits including:

- Integrated interpretation of the historical uses of the site provided in the public domain, in particular the site's association with Saleyards.
- Providing passive open space including a kick-about space, informal lawns, BBQ areas, a playground and community gardens.
- Providing important pedestrian and cycle connections.
- Provides high levels of amenity for the significant proportion of high density housing proposed in the precinct.
- Provide high quality habitat for indigenous species within the public open space.
- The design of apartments should maximise the locational advantages of parkland settings with living areas and private open space overlooking and interacting with the public domain.

The plaza space adjacent to the mixed use community node will function as a meeting place, with mixed use development, hospitality based retail addressing the public domain. Elements for successful plaza design such as shade, shelter and greenery will be incorporated into its detailed design.

A smaller plaza space is identified at the Thompson Road entry to provide an attractive landscaped meeting space and design feature.

Smaller, linear parks are more relaxed and intimate spaces which link into the surrounding open space network and provide local outlook for development. There is opportunity to incorporate heritage elements and existing vegetation in some of these parks. It is anticipated that smaller linear parks could be provided under a body corporate arrangement.

The northern drainage basin will be reshaped with landscape enhancements to improve its appearance and water treatment outcomes. Possible wetland development with native planting

and establishment of walking loops. A proposed southern drainage basin on crown land should also incorporate these elements.

Most public open space is proposed on the former Saleyards site (with the exception of the green link), it is anticipated that development of the former Gateways site will contribute funds for the development of open space on the former Saleyards site.

BLOCK AND DEVELOPMENT PARCEL PLAN

The street layout and development parcels should be carefully devised and form the basis for the delivery of an integrated and high quality walkable urban neighbourhood.

The block and development parcel plan should allow for flexible higher density development of the precinct that meets the needs of a broad cross-section of the community and is able to respond well to future needs.

Opportunities for various building typologies include:

- A proportion of dwellings as 2 and 3 storey row housing and maisonettes.
- Apartments, 4-6 stories, with basement or semi-basement carparking.
- Mixed use buildings with active frontages.

In general

- Dwellings adjacent to public open space should have an 'address' to the parkland.
- Dwellings adjacent to the primary East West Street must address the street.
- The use of private vehicles for transport could be minimised through reduced parking provisions where design excellence and sustainability is achieved.
- There should be no crossovers onto main roads Weddell and Thompson Street.
- Reduce impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes.

DENSITY

This site offers an opportunity to be ambitious and deliver a different approach to housing in Geelong. The final numbers of dwellings and typologies will be considered at the development approval phase.

Based on the indicative concept (see appendix) the precinct could deliver approximately 660 dwellings sited in a mix of apartment buildings, maisonettes, row housing and mixed use development. This equates to appropriately 80 dwellings per hectare per net developable area for the precinct.

LINKAGES

Improvements are planned for both Weddell Road and Thompson Road. This includes pedestrian and cyclist safety improvements and an upgraded intersection on Thompson Road.

Connections to the train station, Pakington Street activity centre, waterfront and the city centre are available via Victoria Street and Church Street. Improved amenity and wayfinding to and along these routes would promote walking and cycling to these key destinations.

BUILDING TYPOLOGIES AND ARCHITECTURE

The development of the Saleyards Precinct should result in a model example of ecologically sustainable urban renewal with a diverse and high quality mixed use precinct.

The development should create an appropriate mix of adaptable and affordable housing types to meet local housing demand. Dwellings will be suitable for one and two person households, with adaptable dwellings to support aging in place and compact garden units appropriate for moderate income families with children.

Architectural expression within each development block and on each street or public domain frontage of a development block should be varied and present as a group of buildings rather than one building designed by a single designer or company. At least two architectural firms should be used within each street block, and buildings designed by the same architectural or design company should not be adjacent to, or opposite each other.

The style of the architecture on the site shall be visually recessive and of high quality construction. It is proposed that timber is the predominant construction material to reduce the carbon impact of the development, set an example for sustainable contemporary architecture and provide a distinct character for the precinct. The history of the site as a Saleyards should be used to inspire the design concepts.

The development will not create buildings that are visually prominent or act as local landmarks. A variety of building heights and forms should be achieved within a maximum height of 6 storeys. Buildings above 4 storeys in height should be designed to minimise the visual impact of the upper levels.

Apartment development could be surrounded by high quality landscaped gardens. Perimeter block designs should include central open spaces within each block providing a mixture of private gardens and green communal spaces. The provision of green roofs will be encouraged to provide additional communal open space. Car parking should be provided in basement or semi basement configuration under buildings to provide opportunities for deep soil planting within central courtyard spaces.

Row house, mixed use and maisonette development should 'address' the street and public realm frontage with garage access from a lane-way system at the rear. The design of garages should be adaptable for a future where the need for private vehicle use and storage may no longer be required and they could be converted to studio apartments.

The success of the east west street is key to the look and feel of the entire precinct. Development must address or front the east-west street. Blank or side walls or boundary fencing is not an appropriate interface to this street. Where sites are located on a corner both street frontages should be addressed. The development should make a positive contribution to the public realm and life on the street. High quality landscape treatments should be prioritised on the key movement networks where the majority of people, whether residents or visitors, will be able to enjoy them.

EXAMPLE BUILDING TYPOLOGIES



4-6 STOREY APARTMENT

Perimeter block apartments are the highest density residential type proposed in the precinct. Developments will include central green communal open spaces. Provision of green roofs will be encouraged to provide additional communal space. Upper stories should not dominate.

Maximum site coverage: 80%

Vehicular access/ parking: basement or semi basement



3 STOREY ROW HOUSE WITH NO REAR COURTYARD

The 3 storey rowhouse is own its own title, found within a larger comprehensive development focused around a shared central amenity area. It is defined by 100% site coverage within its own lot, deriving private amenity from decks and rooftop gardens.

Minimum lot size: 85m²

Maximum Site Coverage: 100%

Vehicular access/ parking: at grade garage access from rear lane



3-4 STOREY MIXED USE

Mixed use units have no frontage setback, a higher ground floor ceiling height and a ground-floor at the same level as the street.

Minimum lot size: 85m²

Maximum Site Coverage: 100%

Vehicular access/ parking: at grade garage access from rear lane



3 STOREY MAISONETTE

A Maisonette is four or more separate apartments within a single 3 storey structure that share a common service core - effectively a small scale apartment building that reads like a single larger house on a large lot.

Minimum lot size: 600m²

Maximum Site Coverage: 70%

Vehicular access: at grade garage access from rear lane



2-3 STOREY ROW HOUSES WITH REAR COURTYARD

The row house (terrace or attached unit) has one or two attached sides. This type of development includes duplexes at the end of the block.

Minimum lot size: 190m

Maximum site coverage: 70%

ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

Opportunities exist to deliver ‘above standard’ ESD features on council owned land. The City will work constructively with proponents of all land holdings to deliver best practice sustainability outcomes, including the one planet living principles.

Some examples of ESD features include:

GREEN BUILDING CERTIFICATION

Developments with 10 or more dwellings or 5000 square metres or more of floor space should submit evidence as part of the permit application that the project has been registered to seek a minimum 5 Star Green Star Design and As Built certification (or equivalent) with the Green Building Council of Australia. The applicant shall provide confirmation of the design certification prior to commencement of construction and provide confirmation of the Design and as Built certification within 12 months of occupation of the building.

EMISSIONS

To meet our zero emission strategic target, development proposals will require certified (Victorian or Australian) carbon offsets for all pre operation works, this will allow, at least from an accounting perspective a carbon neutral development prior to occupation.

ENERGY

- A decentralised peer to peer energy generation (probably solar), storage (probably battery) and sharing scheme should be investigated.
- Achieve a 20 per cent improvement on current National Construction Code energy efficiency standards.
- The orientation of buildings should consider natural light access, energy production, ventilation and wind breaks.
- External shading (at minimum Northern and Western façade shading strategies) should be included as part of façade design.
- Demonstrate how natural cross ventilation is incorporated into the design of buildings.
- Residential developments should achieve an average 7 star NatHERS rating for each building.
- Incorporate renewable energy generation, on-site energy storage, and opportunities to connect to a future precinct-wide or locally distributed low carbon energy supply.

URBAN HEAT ISLAND EFFECT MITIGATION (UHI)

The objective of providing street trees and landscaped areas that achieve a minimum 25% canopy coverage in streets and 40% in parking areas or demonstrate the maximum tree canopy coverage achievable as a % of canopy coverage will be critical to the overall look and feel of the precinct. Any variation to this objective must be suitably justified.

At least 70 per cent of the total site area should comprise building or landscape elements that reduce the impact of the urban heat island effect.

TRANSPORT

At least 5% of all parking spaces in apartments and mixed-developments should be reserved for electric vehicle charging only and equipped with at least level 2 charging facilities and 5% of parking reserved for small or shared vehicles. Every private garage should be wired to allow for an EV charging point.

The provision of communal car share spaces associated with a car share scheme will be considered as part of any request to reduce private car parking provisions.

WASTE

- Reduce Portland cement content in all concrete used through replacement of a supplementary material by at minimum 30%.
- Increase recycled content in all roads
- All timber used in the building is responsibly sourced through a certified scheme or from a reused source.
- Where practicable, developments should create opportunities to optimise waste storage and efficient collection methods.

STREET NETWORK

The plan proposes new high quality public streets. The street network should be designed to maximise accessibility to both the residential precinct and the public parkland. Streets should be designed to provide views to the parkland within the site. The quality of the streets will be assisted by appropriate development design that contribute to the attractiveness and safety of the public realm.

The street network design should prioritise pedestrians and cyclists through the provision of continuous footpaths at accessible grades and shared pedestrian/cycle ways. Vehicular traffic speeds will be minimised through inclusion of narrow traffic lanes and large canopy tree planting.

All streets should maximise the greening of the precinct by through significant street tree planting.

Streets will provide a significant stormwater management role by inclusion of water sensitive urban design elements such as swales, raingardens, bio-retention and filters on the major east west street and adjacent to parkland.

All streets must be designed to comply with Crime Prevention Through Environmental Design principles and will be appropriately lit and passively surveyed from the adjacent residential dwellings.

The landscape design of the precinct will integrate the design of the front gardens with the design of the streets.

VEHICULAR ACCESS

Vehicular access to and from the site is distributed around the site's perimeter, with one entry from Thompson Street and two entries from Weddell Street.

It is imperative that vehicle crossings to basement/semi basement carparking does not impact on the visual character of the precinct.

PEDESTRIAN AND BICYCLE ACCESS

A new east west pedestrian and cycle connection is proposed from Thompson Street to Weddell Street.

A north south pedestrian connection is provided to the southern drainage reserve.

Upgrades of footpaths are proposed at the site boundaries.

Upgrades of footpaths, and road crossings to the North Geelong Station are required.

Connections to the Pakington Street activity centre, waterfront and the city centre are available via Victoria Street and Church Street. Improved amenity and wayfinding to and along these routes would promote walking and cycling to these key destinations.

STREET DESIGN

There are a number of design solutions to deliver these objectives. The following examples represent the various street types identified within the precinct. These illustrate how the street design can integrate with the other design principles such as sustainability and built form. Detailed designs will still be required as part of the planning approvals process and must be to the satisfaction of the Responsible Authority.

MAIN EAST WEST STREET

The main East West street will be developed as a slow speed street which will provide a generous green link through the precinct.

DESIGN EXAMPLE 1 - SWALE

The sunny southern side includes provision for a widened pedestrian path and swale for water treatment with large canopy trees.

The northern side includes a shared path which connects through the precinct from Thompson Road and Weddell Road.

Parallel parking is provided on the southern side of the street.

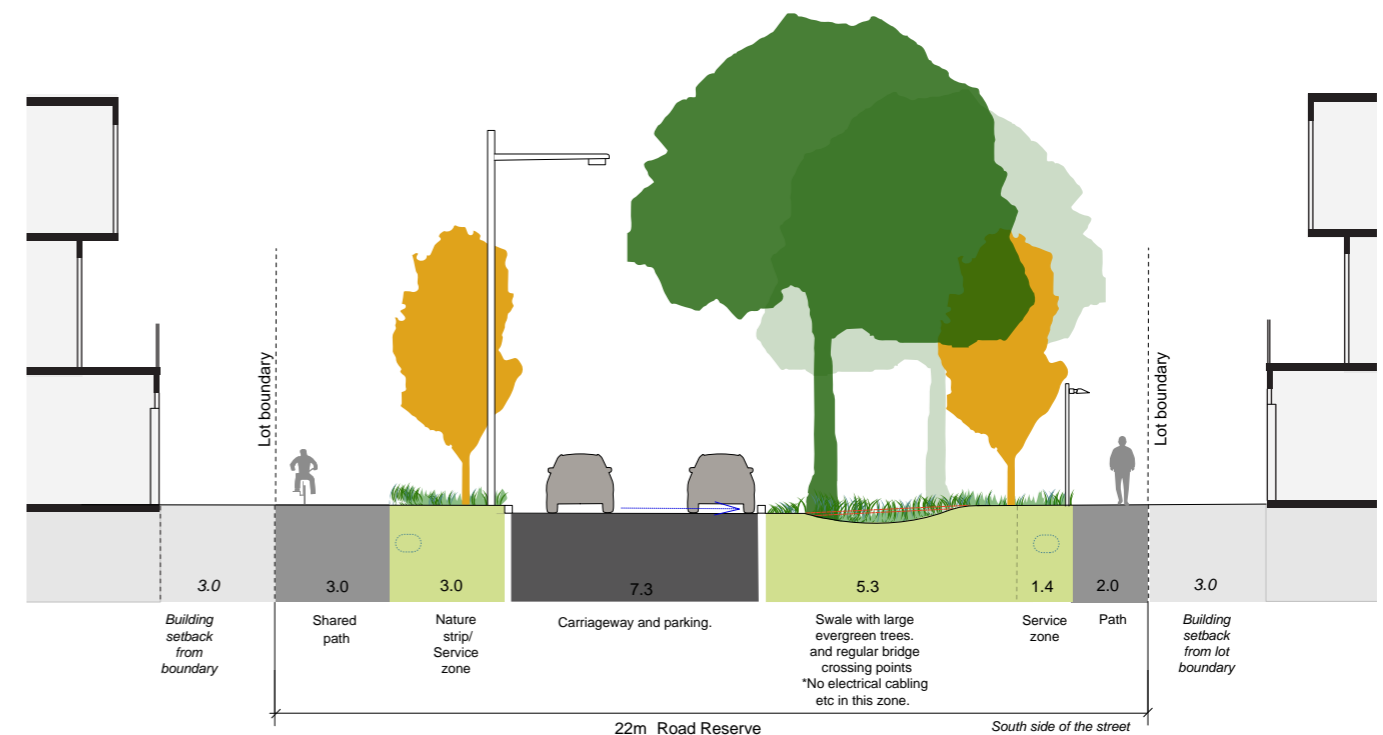
Development must address/front the street.

Materials:

- Concrete footpath pavements.
- Trees within linear planting/ swale zone.
- Planted swale with 'broken' kerbs to southern road edge. Regular pedestrian crossings over swale.

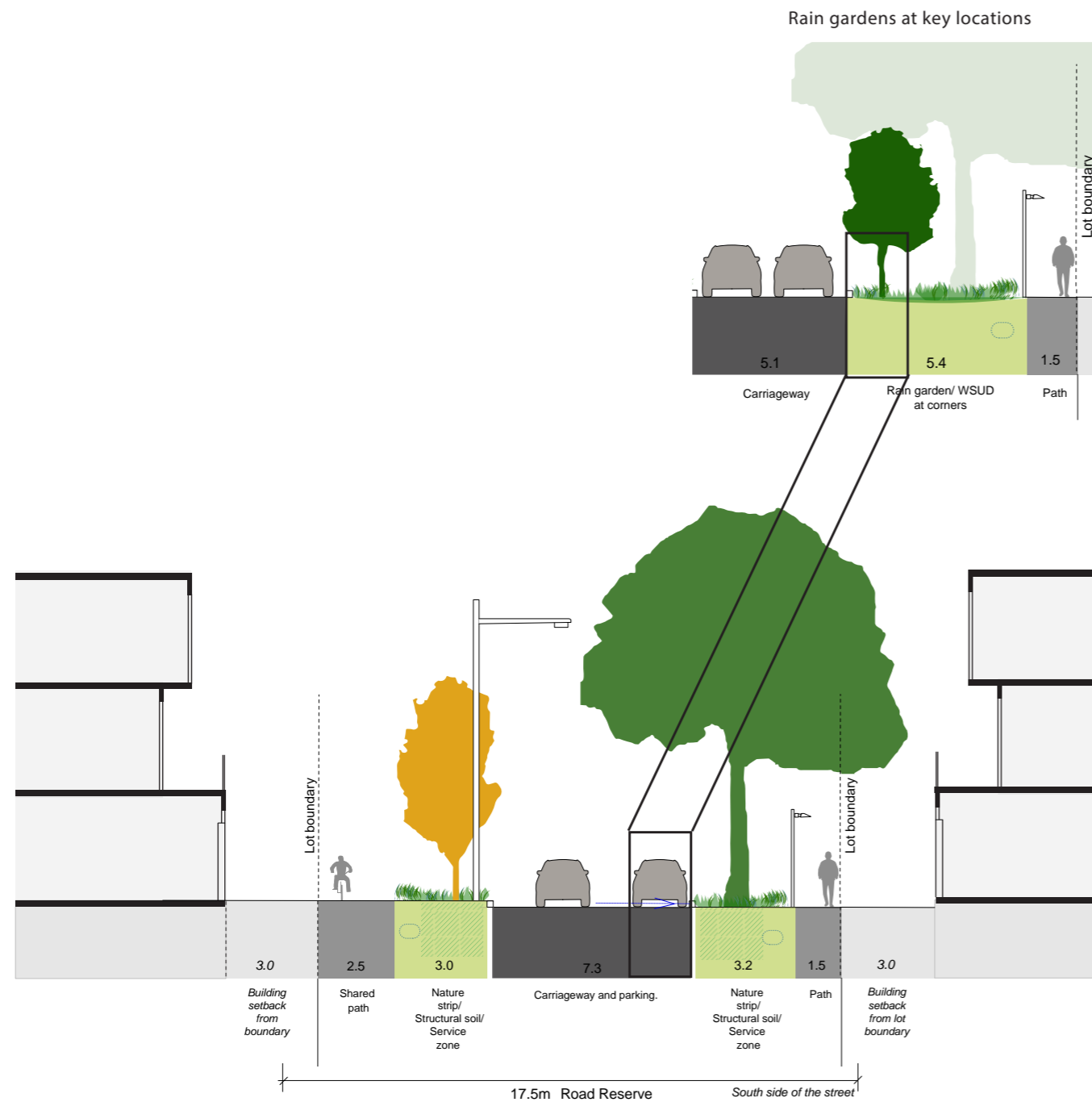
Tree species:

- Angophora costata - evergreen tree in swale zone.
- Pyrus betulaefolia x Pyrus calleryana 'Edgewood' - deciduous tree on road edges.
- Ulmus parvifolia 'Todd' - semi deciduous tree on road edges.



DESIGN EXAMPLE 2 - RAINGARDEN

- Cross section 17m with raingardens dispersed at each street corner and centre of block.
- Parallel parking located between raingardens on the south side.



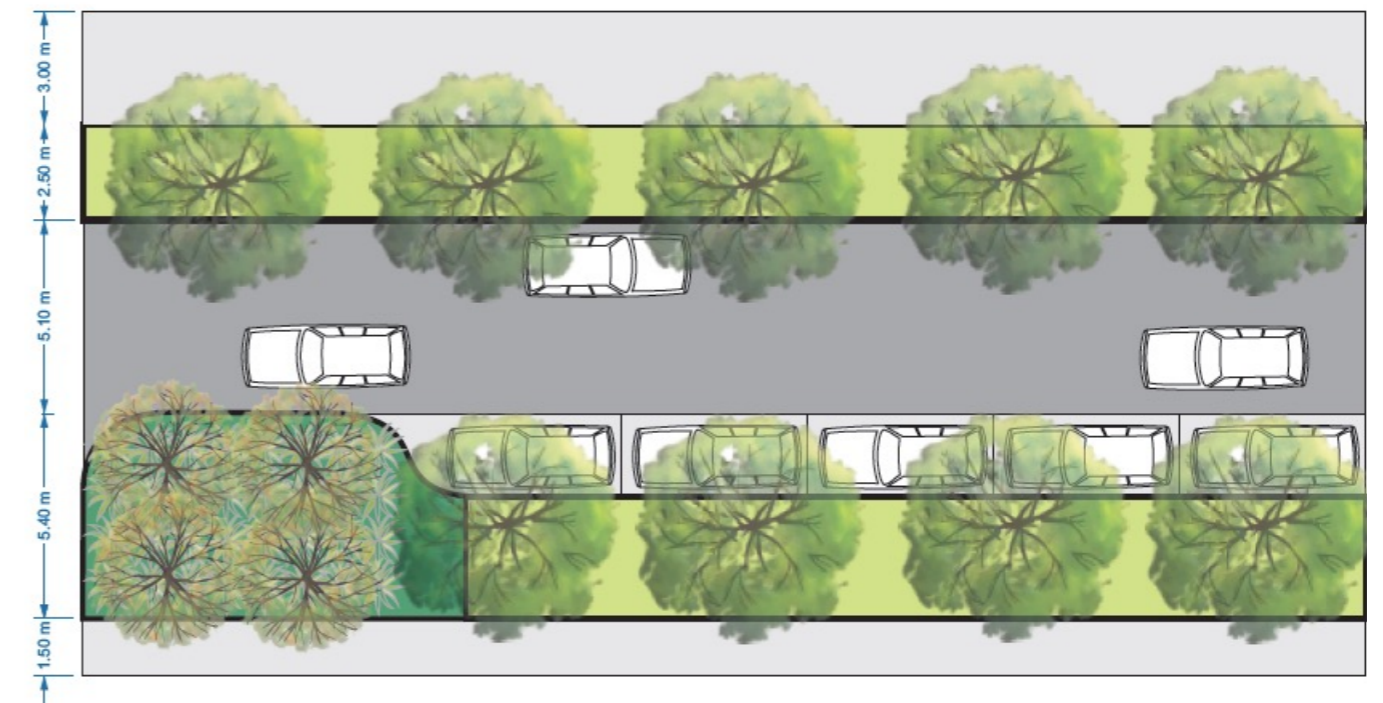
Materials:

- Concrete footpath pavements.
- Trees within linear planting/ raingraden zone.
- Planted raingardens with 'broken' kerbs to southern road edge. Regular pedestrian crossings over at raingarden sites.

Tree species:

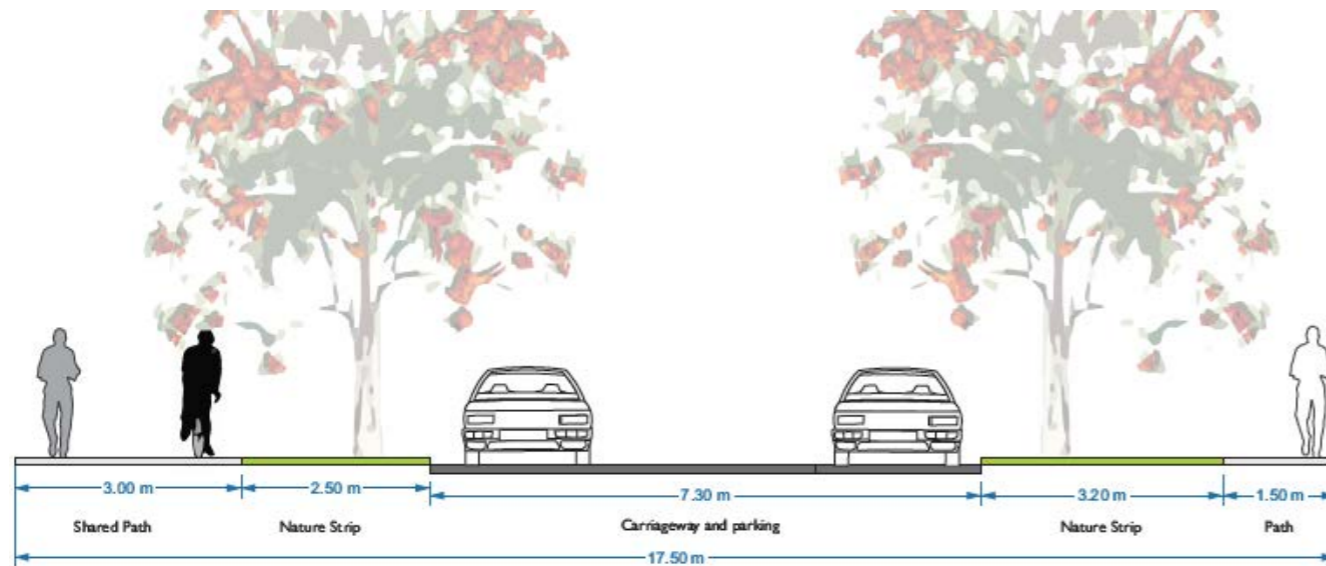
- *Pyrus ssp* and *Angophora costata* – street plantings and canopy cover
- *Waterhousia floribunda* and *Lagerstroemia indica* – raingardens for native habitat, evergreen and seasonal colour.

East West Road Reserve Proposed

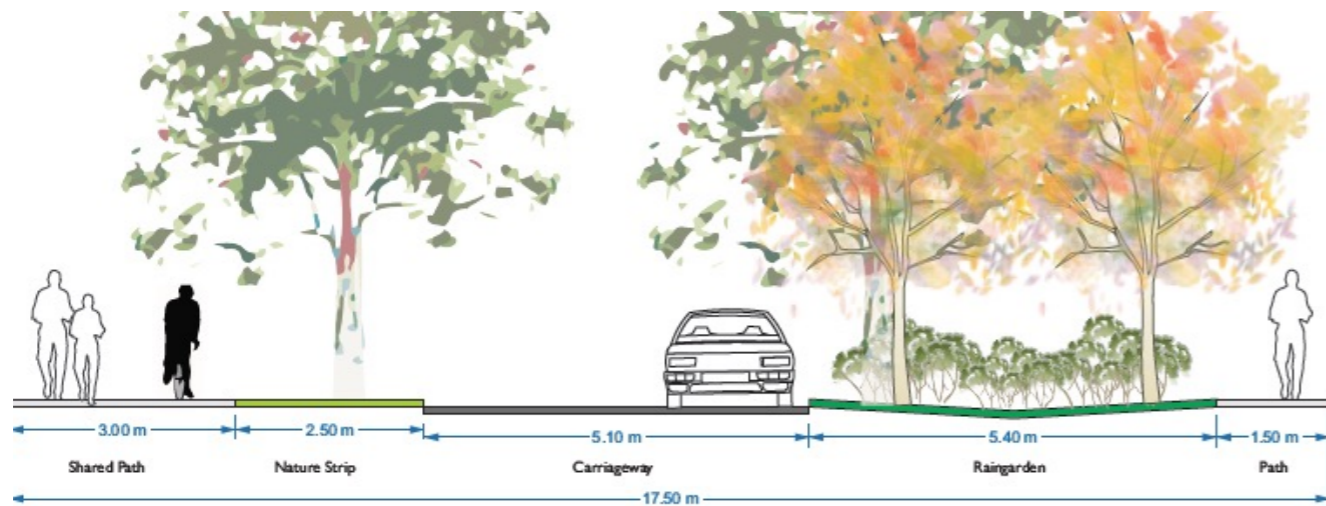


East West Road Reserve: Proposed 17.5m with raingarden. PLAN 1:100@A3

East West Road Reserve Proposed



East West Road Reserve: Proposed 17.5m cross-section.1:50@A3



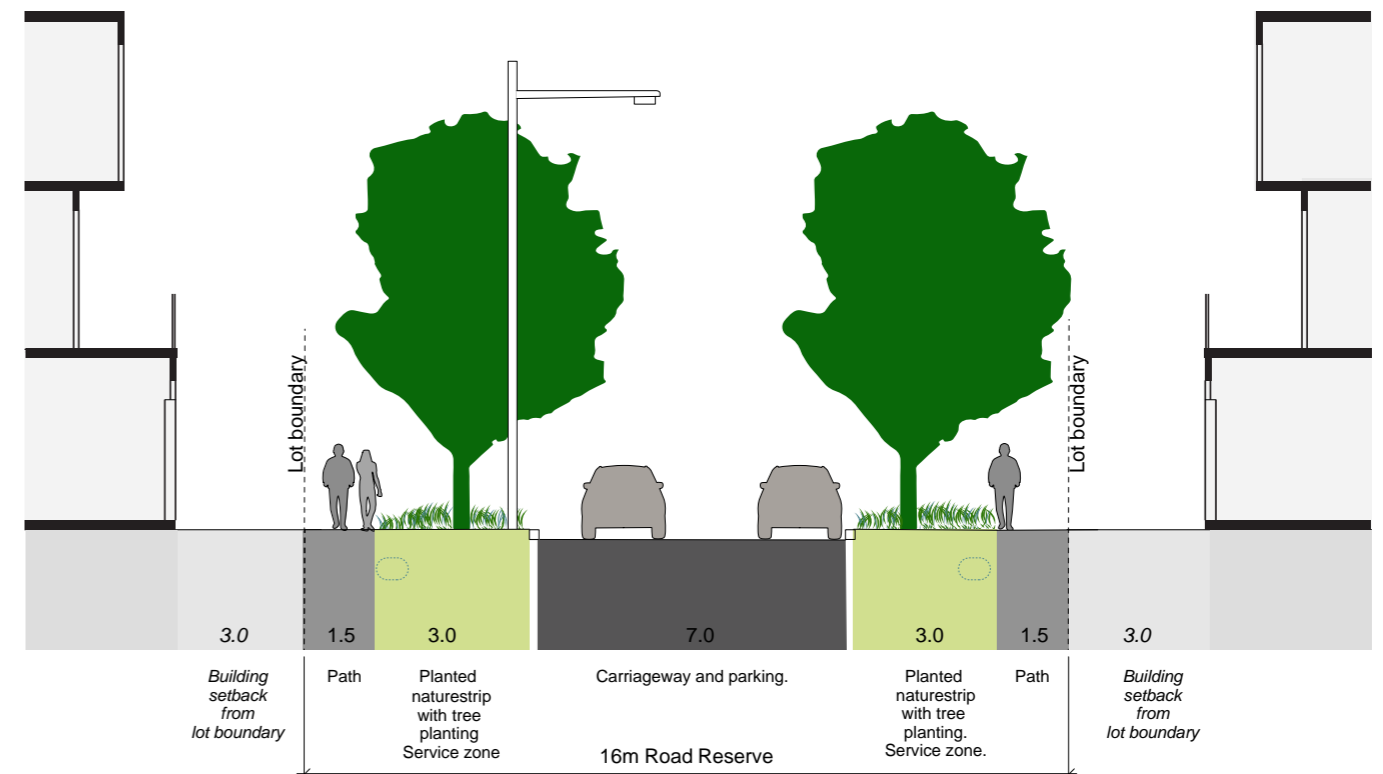
East West Road Reserve: Proposed 17.5m cross-section with raingardens.1:50@A3

LOCAL STREETS

Local streets will be developed as slow speed streets.

Street trees and planting within nature strips will provide shade and greenery and visually narrow the carriageways.

Development must address/front local streets.



BLUE STONE STREET

The blue stone street will be a low speed street which is raised along the entire length.

Street trees will be planted within planted nature strips to provide shade for footpaths and visually narrow the carriageways.

The water sensitive urban design features and tree planting will edge the park and include safe crossings for pedestrians.

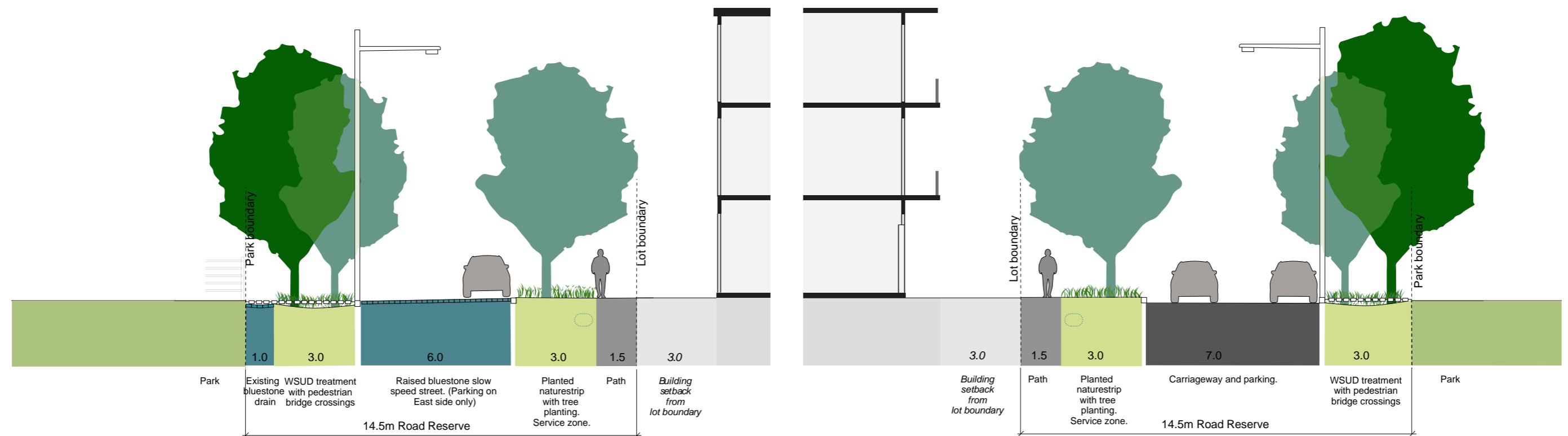
The heritage blue stone drainage channel should be retained and incorporated into the the drainage system.

PARK STREET

Park Street is a modification of the local street design.

It will be developed as slow speed street with street trees planted within planted nature strips to provide shade for footpaths and visually narrow the carriageways.

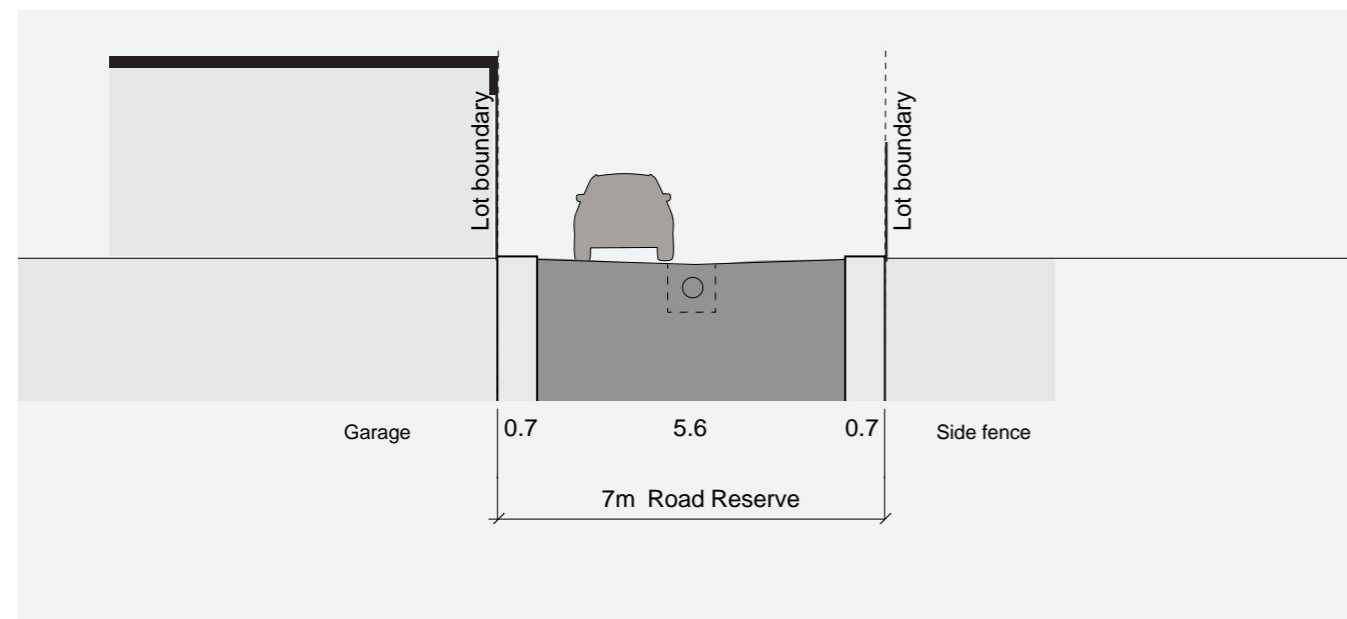
The water sensitive urban design treatments and tree planting will edge the park with crossings for pedestrians at intersections.



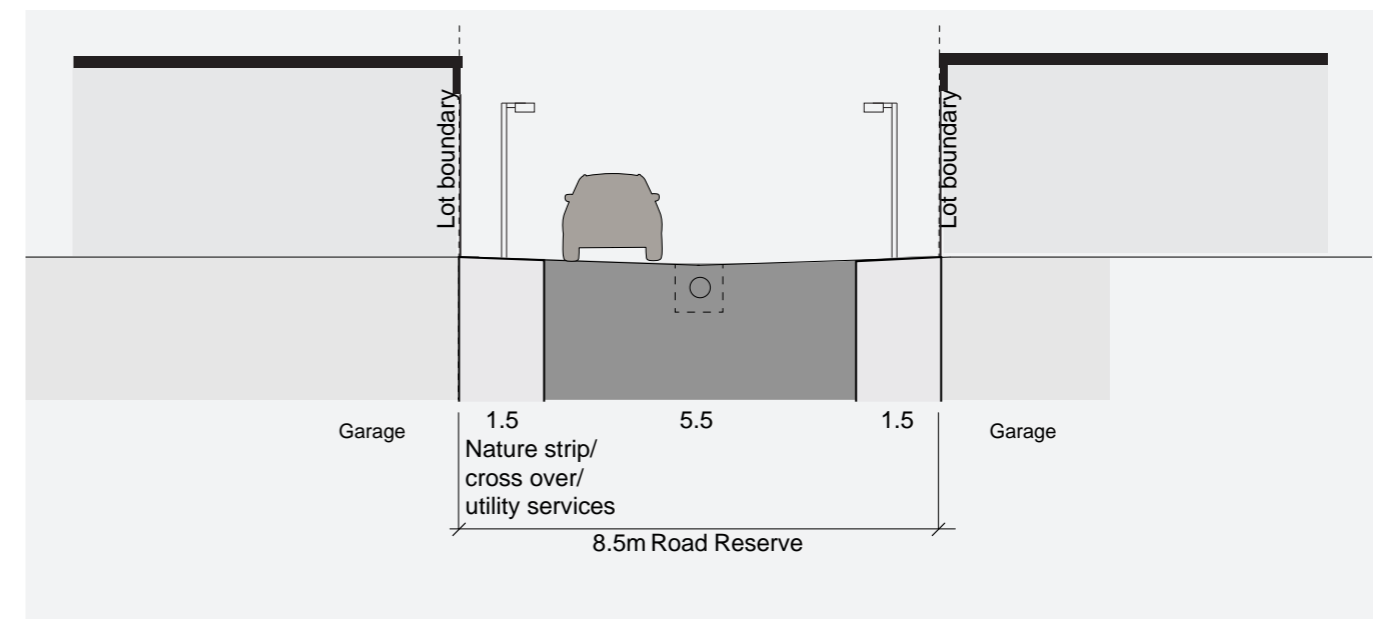
LANEWAYS

Laneways will provide access to garages, waste collection services and provide landscaping where possible

Development does not have to front the laneway however visual interest and opportunities for casual surveillance should be provided.



Type 1: With garaging on one side only



Type 2: With garaging on both sides

Note: Laneway cross sections to be confirmed at detailed design stage.

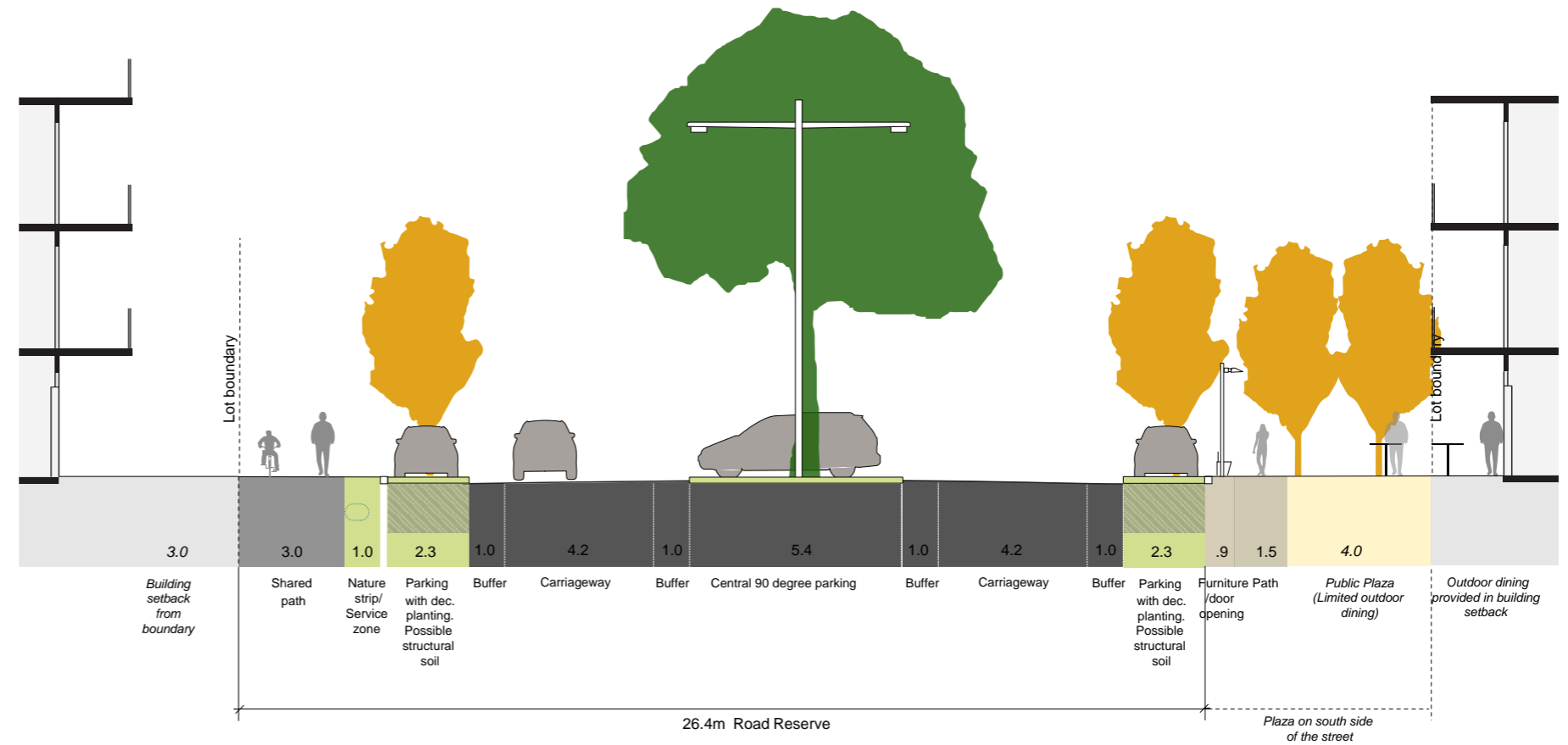
EAST WEST PARKING STREET

The east section of the main East West Street should be developed as a slow speed entry to the precinct, providing both car parking to support adjacent mixed use and a green link into the precinct.

The sunny side should include provision for a public plaza for outdoor dining and the like.

Parallel parking is recommended on both sides, with tree planting at intervals of 2 parking spaces.

90 degree parking is recommended in the centre of the road with tree planting spaced between the road side planting.



PLANNING SCHEME PROVISIONS

There are a number of zones or mix of zones available including the use of the Mixed Use, Residential Growth and/or Comprehensive Development zones. The final zone selection will need to balance an appropriate level of residential amenity while providing for a mix of complementary uses that will help support a vibrant neighbourhood with employment, retail, leisure and entertainment opportunities.

LOCAL POLICY

A local policy that incorporates the outcomes of this plan into the planning scheme will ensure an integrated and coordinated approach to developing the site in accordance with the overall vision. The policy will include the key design objectives and strategies and framework plan.

ZONE

The preferred zone is the Comprehensive Development Zone. This zone ensures development can occur on a strategic site in a coordinated way and address land use, built form, landscaping, transport and access, drainage and other infrastructure requirements.

PURPOSE

- To provide for the comprehensively planned development of the land in a way that integrates residential, recreational and limited commercial land uses and development.
- To facilitate the orderly and integrated residential development of the precinct.
- To encourage development that creates a high level of amenity to residents and visitors.
- To ensure a mix of architectural and housing diversity.
- To create a safe and integrated street network that establishes the East-West street as a local connector road between Thompsons Road and Weddell Road.
- To prioritise a safe and accessible pedestrian and cycling environment over vehicular use.
- To ensure best practice stormwater management and water quality treatment to prevent any adverse impact on downstream areas.
- To encourage development to incorporate best practice environmentally sustainable design
- To provide an appropriate interface to adjoining land uses, particularly to industrial and residential interfaces.
- To ensure that the subdivision design maximises the development potential of land.

BUILDINGS AND WORKS

All buildings and works should satisfy the following design principles:

Built form and scale

- Provide a mix of building types that demonstrate a diversity of architectural expression within each street and development block.
- Ensure that built form/development addresses and responds to key pedestrian routes particularly along the main east-west street.
- Encourage built form that maximises safety and utilises Crime Prevention Through Environmental Design (CPTED) principles.
- Encourage buildings over four stories in height to recess any additional stories and to locate adjacent to open space areas.
- Development should be configured to limit overshadowing of the public realm.
- Provide articulation to break up continuous built form and visual bulk through building separation, landscaping, fenestration, balconies, materials etc. Ensure buildings address both street frontages where a building is located on a corner.
- Encourage a variety of materials and textures for all prominent facades visible from streets and open space.
- Provide active frontages at ground floor level in mixed-use development and adjacent to public plaza spaces.
- Consider overshadowing on public gathering spaces (plazas and park).

Open and public spaces

- Provide a high quality centrally located local park that incorporates and interprets the identified heritage fabric to be retained.
- Provide urban plaza spaces adjacent to mixed use areas which provide shade, shelter, greenery, seating, alfresco dining etc
- Provide linear green links/spaces to connect key destinations.

Pedestrian and cycle access and movement

- Ensure road reserves are scaled and detailed to promote pedestrian and cyclist safety and movement.
- Provide a shared path along the main east-west street.
- Provide landscaping that supports shade and visual interest along key pedestrian and cycling routes.

Vehicle Access, Car Parking and Movement

- Provide one access off Thompsons Road and two access points on Weddell Road (including the main east-west street)
- Ensure the main east-west street is staggered to avoid it being used as a through road.
- Design vehicle access to semi-basement and basement carparking to minimize visual impacts.
- Provide EV charging points to private garages.
- Ensure 5% of car parking spaces in apartments or mixed-use developments is reserved for electric vehicles.
- Ensure 5% of car parking spaces in apartments or mixed-use developments are reserved for small and/or shared vehicles.
- Utilise rear laneways, semi-basement and basement options for car parking to reduce the visual impact of garages, carports, driveways and vehicle crossovers on the main east-west and local streetscapes.
- Ensure key junctions are designed to prioritise pedestrian and cycle movements.

Landscaping

- Provide high quality landscaping to public realm areas including key pedestrian routes and key entry points using a variety of hard and soft landscaping materials.
- Provide a mix of indigenous, native and exotic species that are suitable to the site and climate conditions now and into the future.
- Provide 25% canopy coverage in streets and 40% in parking areas or demonstrate the maximum tree canopy coverage has been achieved.
- Ensure public and private landscaped areas create a theme within the precinct.
- Incorporate WSUD features into the landscape design.

Sustainability and Water Sensitive Urban Design (WSUD)

- Encourage new development to incorporate environmentally sustainable design measures in the areas of water and energy efficiency.
- Provide a range of WSUD initiatives to limit runoff from roofs, structures and impermeable surfaces.
- Optimise northern orientation for as many buildings/dwellings as practicable utilising appropriate street and building orientation.
- At least 70 per cent of the total site area should comprise building or landscape elements that reduce the impact of the urban heat island effect.

Subdivision

The subdivision of land should satisfy the following principles:

- Subdivision of land within the precinct should maximise opportunities to deliver the principles set out in the Saleyards Precinct Plan.

Signs

The design and siting of sign(s) should satisfy the following design principles:

- Signs should be incorporated into the built form where possible.
- Signs should be of a size and height that is appropriate in the context of the built form of the buildings and surrounding landscape.
- Signs should be limited in number and incorporate limited detail other than is necessary to identify the building name and key tenants; and
- Signs should be consolidated to avoid the visual clutter of signage and displays.

SOCIAL HOUSING REQUIREMENTS

There is strong state and local policy support to deliver social housing within the Saleyards precinct. The City is working with specialist consultants to determine an appropriate level of social housing contribution for the precinct. The consultants have identified a provisional minimum social housing contribution rate of 3.6% (of total residential and non-residential marketed floorspace) across the precinct. The 3.6% contribution rate translates to an equivalent quantum of 25 social housing dwellings out of the estimated 660 total dwellings (based on the concept plan, see appendix). Further refinement and finalisation will occur as part of the planning scheme amendment process where site-specific planning controls will be included.

ENVIRONMENTAL AUDIT & SPECIAL BUILDING OVERLAY

The Environmental Audit Overlay could be applied to manage potentially contaminated land if these issues are not resolved prior to the land being rezoned.

INFRASTRUCTURE DELIVERY PLAN

An Infrastructure Delivery Plan will be prepared to provide certainty around the costs and responsibility for infrastructure delivery. Contributions will be sought via Section 173 agreements with the relevant parties. Key items to be considered include:

- intersection upgrade Thompsons Rd/new east-west street intersection
- pedestrian crossing – new east-west street/Weddell Rd intersection and Victoria St/Weddell Rd
- footpath/bike path to train station (~400m along Victoria St)
- northern and southern drainage basin/wetlands and open spaces/parkland.

OPEN SPACE

There is a requirement for a 10 percent open space contribution. This must consist of unencumbered land. Based on the framework plan this requirement will be met through the provision of the central park and a cash in lieu contribution.

PLANNING SCHEME AMENDMENT

Once a final suite of planning controls is developed a planning scheme amendment will be required to introduce them into the planning scheme. This will be carried out in accordance with the Planning and Environment Act and includes a public notice period and another opportunity for interested parties to provide feedback and make submissions. Ultimately, the final Precinct Plan and associated planning controls will need to be adopted by Council and approved by the Minister for Planning.

OTHER DELIVERY REQUIREMENTS

Along with planning scheme changes several other actions are required to deliver the precinct plan including:

- A land disposal strategy for the Saleyards site to best meet the objectives of the Precinct Plan and the requirements of the Local Government Act.
- Apply to Department of Environment, Land, Water & Planning to change of crown land reservation from 'saleyards' to 'public purposes' to allow stormwater management/open space to occur on the site.
- Apply to and demolish non-significant heritage assets from the saleyards site.
- Investigate options to clear the site of contamination.
- Investigate options into the future of the truck wash currently located on the saleyards site.

FUTURE COMMUNITY INVOLVEMENT

The Precinct Plan project generated community interest and involvement. Direct community participation in the implementation is encouraged. Tasks for the community could include:

- Local initiatives for grant applications (i.e.. community gardens).
- In addition, a community group could actively share skills and information with other community based sustainable communities to develop more broadly based responses to sustainable living.



KEY MOVES

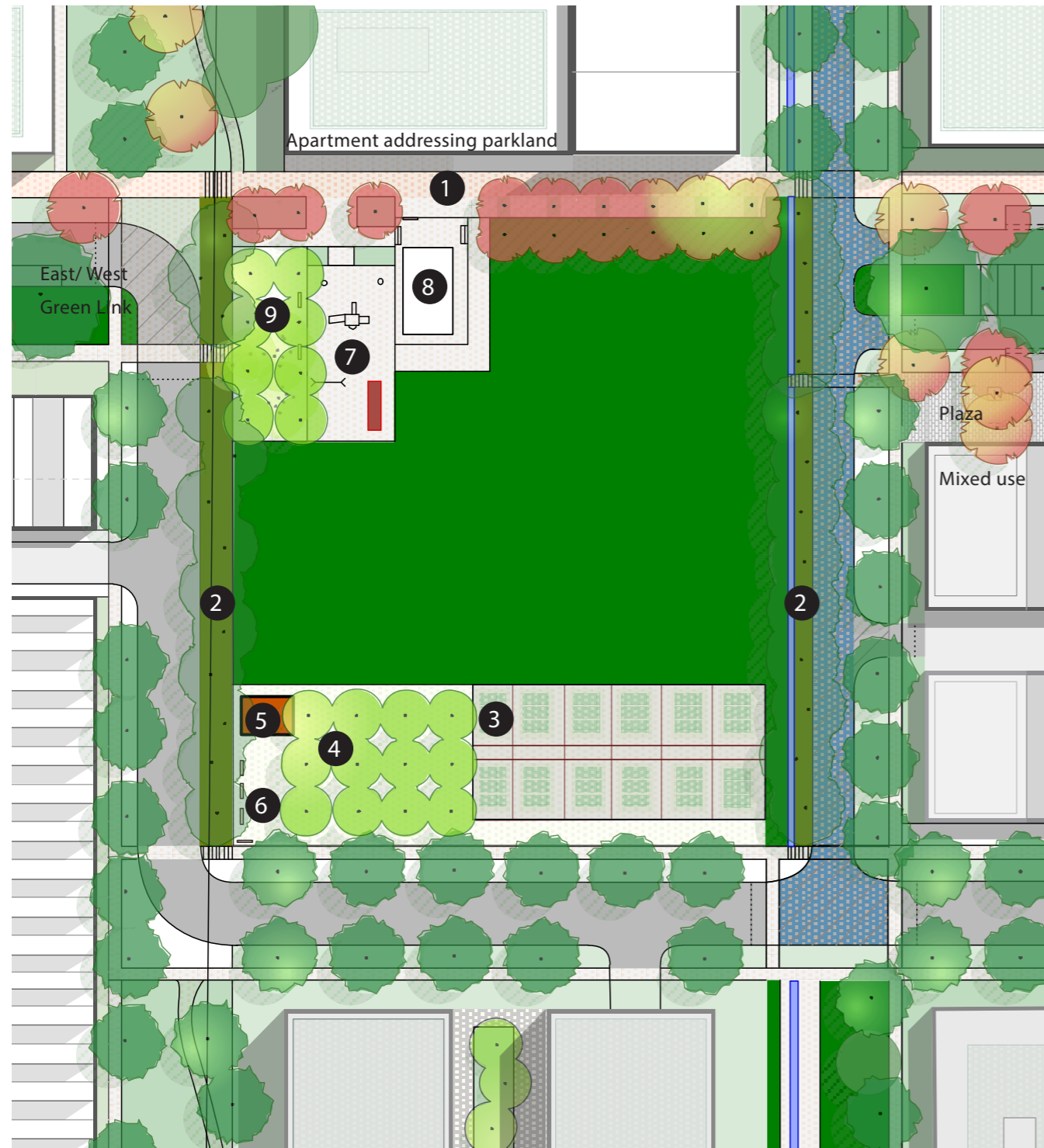
- 1 CULTURAL PARK**
A central meeting place for passive recreation as well as reflection of the sites historic use, through interpretation and reuse of the cattle, sheep pens, animal ramp and latrines shed.
- 2 PLAZA ONE**
A plaza space adjacent to mixed use development which utilises the sunny side of the street for outdoor dining.
- 3 PLAZA TWO**
A smaller plaza space at the western entry to the site, adjacent to the apartment buildings.
- 4 BLUE STONE LINEAR PARK**
A linear park which incorporates the historic blue stone drain and shelter.
- 5 LINEAR POCKET PARKS**
Linear pocket parks which provide visual links to the adjacent public open space as well as providing amenity and address for the developments.
- 6 SHARED PATH**
A 3.0m shared path will connect from Thompson Street to Weddell Road. On road cycle paths will be provided on Weddell Road.
- 7 EAST WEST GREEN LINK**
The main East West Street will be developed as a slow speed street which provides a generous green link through the precinct.
- 8 BLUESTONE PEDESTRIAN PRIORITY STREET**
This street will feature a raised narrow blue stone pavement and retention of the existing blue stone drainage channel that runs north - south through the site.
- 9 DRAINAGE RESERVE**
The drainage reserve could be reshaped with landscape enhancements to improve its appearance and water treatment outcomes. Possible wetlands development with native planting and walking loops.
- 10 CROWN LAND**
This parcel of crown land could be developed to add to the public open space offering of the precinct and surrounding neighbourhood. It could include walking tracks, tree planting and re-vegetation/ water detention space.

There may be potential for some residential development.

APPENDIX 1 CONCEPT PLAN - PHASE 2 PUBLIC CONSULTATION



Indicative concept aerial view



CONCEPT PLAN FOR THE CENTRAL CULTURAL PARK

KEY

- 1 Shared path which connects from Thompson to Weddell Road

WATER SENSITIVE URBAN DESIGN

- 2 Swale system with pedestrian bridge crossings at intersections

COMMUNITY GARDEN

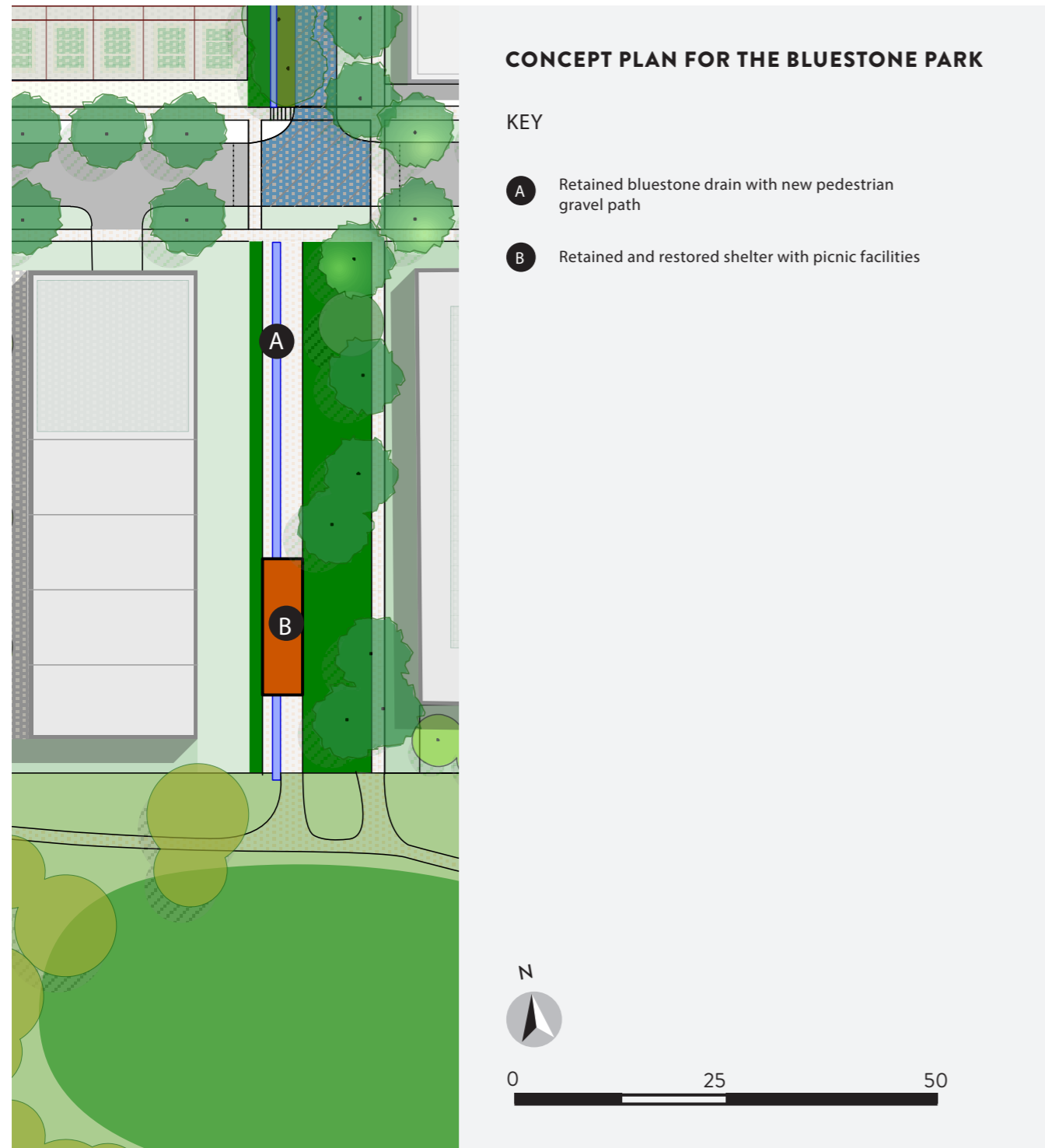
- 3 Retained yards could incorporate raised planters for food gardens using recycled timber edging from site
- 4 Orchard planting within a gravel plaza
- 5 Latrine Shed could be restored and re-purposed to accommodate a potting bench, compost pens and sink to be used by the Community Garden co-operative
- 6 Seating and interpretive signage within the orchard

PICNIC AND PLAY AREA

- 7 Playground incorporating the relocated cattle ramp as a slide or sculptural element
- 8 New picnic shelter and interpretive signage
- 9 Tree planting and seating

0 25 50





3 First rows for cattle yards to be retained as shown on the plan.



3 Opportunity to reuse water troughs for planter boxes.



A Bluestone channel to be retained and incorporated in park design.



B Structure to be retained and restored for use as a picnic shelter.

APPENDIX 1 CONCEPT PLAN - PHASE 2 PUBLIC CONSULTATION



Indicative concept central cultural park

CITY OF GREATER GEELONG

PO Box 104
Geelong VIC 3220
P: 5272 5272
E: contactus@geelongcity.vic.gov.au
www.geelongaustralia.com.au

CUSTOMER SERVICE CENTRE

100 Brougham Street
Geelong VIC 3220
8.00am – 5.00pm

© City of Greater Geelong 2019

LATEST NEWS:

-  [@CityofGreaterGeelong](#)
-  [@GreaterGeelong](#)
-  [@CityofGreaterGeelong](#)
-  [CityofGreaterGeelong](#)



CITY OF GREATER GEELONG


PO Box 104
Geelong VIC 3220
P: 5272 5272
E: contactus@geelongcity.vic.gov.au
www.geelongaustralia.com.au

CUSTOMER SERVICE CENTRE

100 Brougham Street
Geelong VIC 3220
8.00am – 5.00pm

© City of Greater Geelong 2019

LATEST NEWS:

-  @CityofGreaterGeelong
-  @GreaterGeelong
-  @CityofGreaterGeelong
-  CityofGreaterGeelong