



Designing our City

Final Report

21st Century Deliberation

and

Enquiry by Design

August 13, 14 and 15, 2011

Queen Elizabeth II Community Centre

Executive Summary

Greater Geraldton's "2029 and Beyond" process gives community members and stakeholders the opportunity to co-create the City Region's plans for the future. During 2010, the City invited community members to participate in a number of deliberative processes to imagine what future they wanted for the Greater Geraldton region.

The next stage of bringing community views and aspirations into reality was "Designing our City", a deliberative planning process held over three days from August 13-15, 2011. A Multi-Disciplinary Team worked collaboratively with over 200 residents of Greater Geraldton to develop potential plans and design options for how the broader region and City will look in the future. The process was supported by a team of Curtin University (CUSP) researchers and deliberation specialists. The Multi-Disciplinary Team consisted of urban planning experts from UWA, Curtin University and the Australian Urban Design Research Centre, as well as other cross disciplinary experts from the Greater Geraldton City, state and local government agencies and local community experts.

"Designing our City" included a combination of techniques, a large scale public deliberation, a '21st Century Dialogue' (on the 1st day), and a collaborative planning process, an 'Enquiry by Design' (on days 2 and 3). The 21st Century Dialogue enabled a large community/stakeholder group (around 250 participants) to deliberate about what they valued most about Greater Geraldton, the identity of a future Greater Geraldton, the principles to underlie future planning, as well as the desired built and natural form. This lay the basis for the work of the Enquiry by Design process and its Multi-Disciplinary Team. On Day 2, the Multi-Disciplinary Team worked all day preparing a suite of 6 planning scenarios that incorporated the values and ideas from the 21st Century Dialogue:

- A Linear City
- Contained Growth
- A City of Towns
- Managed Expansion
- Environment First
- Transport First

In the evening, these scenarios were presented for further deliberation to the broader community/stakeholder group. The purpose was to provide the opportunity for community deliberation to determine which scenarios or elements of scenarios were preferred.

On Day 3, the Multidisciplinary Team used the feedback from the prior evening with the broader community/stakeholder group to develop a preferred/consolidated planning scenario for Greater Geraldton, and to give their views on key planning issues that would arise. The broader community group considered this work, giving feedback on what they liked and the changes they wanted. Around 110 participants attended all three public deliberation sessions.

This Combined Report contains the themes and priorities that had emerged during day 1, the Preliminary Report, disseminated to each participant at the close of the 1st day, combined with the EBD Lead Facilitator's Summary Report of the Enquiry by Design.

The underlying principles and design preferences developed will be used to inform the City Of Greater Geraldton Town Planning Strategy and the precinct planning that will follow.



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Introduction

The City of Geraldton created the “2029 and Beyond” process to collaboratively work with the community to plan and co-create the City-Region’s future. During 2010, the process focused on understanding the big picture issues facing the City-Region and determining and acting on smaller proposals that had been developed by the community through dialogue and deliberation. This year, in 2011, the focus has been on developing plans for the regional and City built and natural form. After gaining a greater understanding of “The Gero Feel” (Geraldton’s identity), an issue that had arisen from earlier deliberations, the “Designing our City” process was instigated.

“Designing our City” began with a deliberative planning process held over three days from August 13-15, 2011. A Multi-Disciplinary Team worked in parallel and collaboratively with over 200 residents of Greater Geraldton to develop potential plans and design options for how the broader region and City will look in the future. The process was supported by a team of Curtin University (CUSP) researchers and deliberation specialists. The Multi-Disciplinary Team consisted of urban planning experts from UWA, Curtin University and the Australian Urban Design Research Centre, as well as other cross disciplinary experts from the Greater Geraldton City, state and local government agencies and local community experts (See Appendix 3).

“Designing our City” included a combination of techniques, a large-scale public deliberation on day 1 (called a 21st Century Dialogue) and a structured planning process involving the public and experts on days 2 and 3 (called an Enquiry by Design).

The 21st Century Dialogue enabled a large community/stakeholder group (around 250 participants) to deliberate about what they valued most about Greater Geraldton, the identity of a future Greater Geraldton, the principles to underlie future planning, as well as the desired built and natural form (see Appendix 2 for the agenda). The outcomes lay the basis for the work of the Enquiry by Design process and its Multi-Disciplinary Team. The scenarios developed by the Multi-Disciplinary Team during Day 2 were considered and preferences developed during the evening’s public deliberations. During day 3, considering this feedback, a preferred/consolidated scenario was developed by the Multi-Disciplinary Team, together with potential ways to resolve likely planning issues. This work was presented to the evening’s public deliberation for consideration and feedback. Around 110 participants attended all three public deliberation sessions.

This Combined Report contains the Preliminary Report - the themes and priorities that had emerged during day 1 and was disseminated to each participant on that day (see Appendix 1), combined with the EBD Lead Facilitator’s Summary Report of the Enquiry by Design.



The content of this preliminary report is based on participant input and feedback collected and analysed during the three day forum.

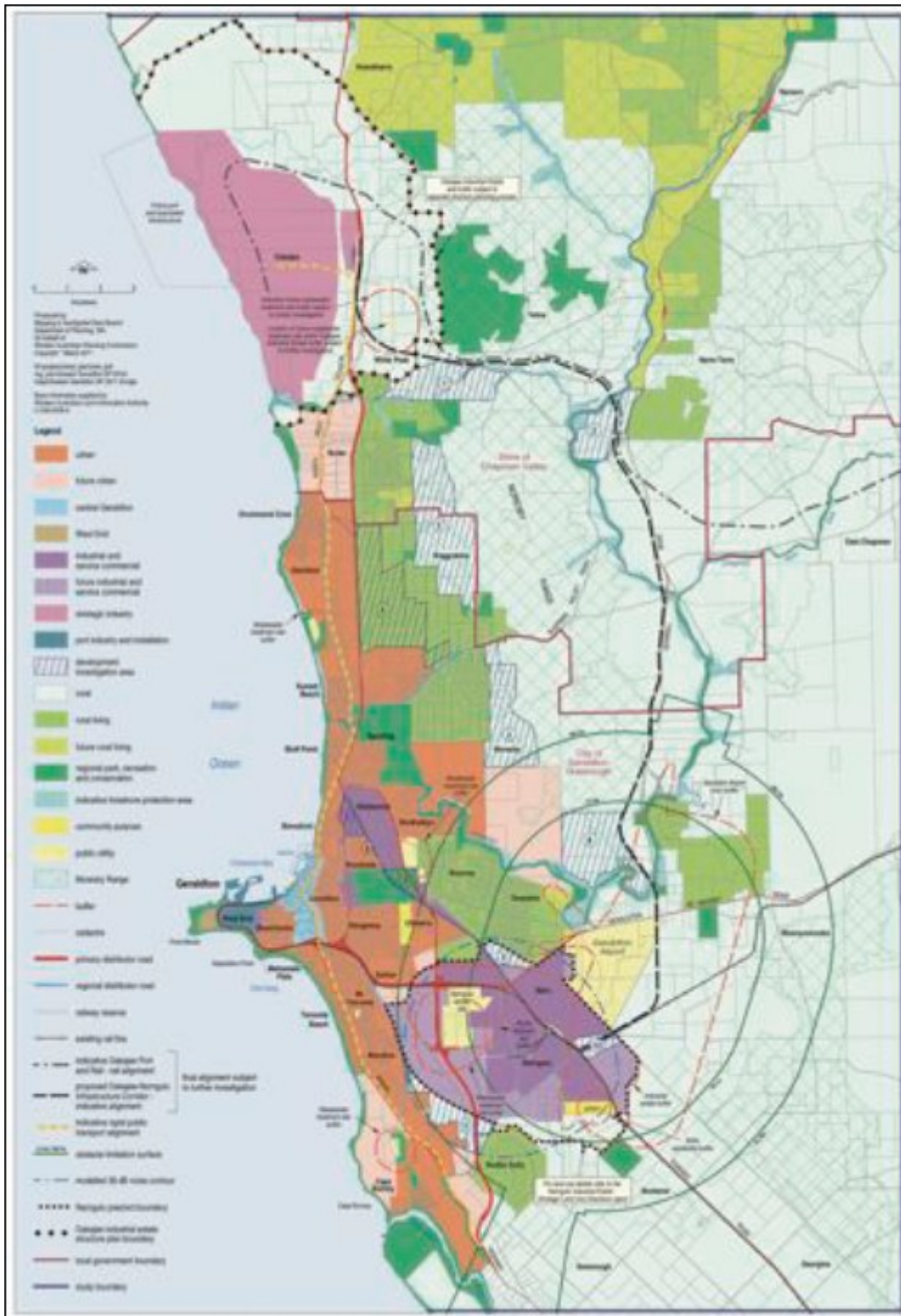
The '21st Century Dialogue' technique used at the forum was fundamental for deliberative process; it provided participants with the results of their input in real time for further deliberation and facilitated the production of a preliminary report provided to participants at the end of day one.

Further detailed analysis of participant input and feedback gathered during the forum was conducted after the event. The analysis highlighted additional issues supported by participants. These additional issues are listed in the text that follows under the sub headings of Post forum data analysis.

Study Area

The study area for the workshop was broadly defined as the area of the Greater Geraldton Structure Plan. However, participants at the workshop were able to explore the potential for development beyond the extent of the Structure Plan where it was relevant to the scenario being investigated. Additionally, participants were asked to give some consideration to the relationship of the Geraldton metropolitan area and outlying towns such as Mullewa, Dongara and Northampton.





Greater Geraldton Structure Plan

Day One: 21st Century Dialogue

On August 13, 2011 around 250 people from Greater Geraldton participated in a large scale public deliberation called a '21st Century Dialogue' at the Queen Elizabeth II Community Centre.

A **21st Century Dialogue** is a method of involving very large numbers of community, industry and government representatives (100 – 5,000) in a Forum (1 – 4 days). Participants engage in informed deliberation in small groups, connected through networked computers. Participant input is quickly summarised, with the goal of finding common ground and priorities on broad and complex issues. This process transforms the role the public normally plays in traditional community consultation from combative and divisive to cooperative and co-intelligent. Outcomes are used to influence policy development and decision making.

In this instance, the outcomes of the 21st Century Dialogue became the basis of the work developed by the **Enquiry by Design** process. This interactive process of around 3 days, seeks win-win solutions, using urban renewal best practice principles and design. It incorporates the values and feedback of the community stakeholders into evolving plans created by a Multi-Disciplinary Team (MDT) of technical experts. The outputs of the Enquiry by Design are usually not an end in themselves, but rather become the foundation building blocks of an ongoing planning process.

Around 250 participants at the Greater Geraldton 21st Century Dialogue included randomly selected members of the Greater Geraldton community, community members who responded to advertisements, and specifically invited representatives of diverse regional stakeholder groups. They were purposefully seated at small tables to maximise diversity. Each table was facilitated. Table facilitators included some members of the Multi-Disciplinary Team, Local Government and Curtin University volunteers as well as some of the Greater Geraldton Community Champions. The lead facilitator of the community deliberations was Professor Janette Hartz-Karp, known for her work in deliberative democracy, and the lead facilitator of the Enquiry by Design was Malcolm MacKay, a renowned urban designer.

During the 21st Century Dialogue, participants were given an overview of some of the major 'global' challenges that planners face – the type of inescapable challenges that are common to most places around the nation, and to which Geraldton is not immune. These include:

- Leaving a place that can be sustained for future generations
- Providing a reasonable degree of certainty in an uncertain world
- Creating a place where residents are not entirely car-dependent and at the mercy of high energy costs
- Creating appropriate locations for the types of businesses that are likely to operate in Geraldton and provide employment for residents in future
- Providing a greater diversity of housing for people with different needs and incomes
- Creating infrastructure that is efficient and can be supported by fewer taxpayers in the future as 'baby-boomers' retire
- Creating places that encourage a healthy and active lifestyle
- Reducing the carbon footprint of the city to help combat climate change
- Finding the best fit between the natural ecological system and the human ecological system

- Avoiding the wholesale decline of entire suburban areas and encouraging reinvestment in existing places
- Establishing an urban structure than 'stitches' the city together, rather than blowing it apart
- Identifying ways of doing things differently where it is clear that the current approach isn't working
- Understanding the relative advantages and disadvantages of urban consolidation and the implications of suburban sprawl
- Identifying examples from other places where similar issues have been successfully addressed.

Participants were asked to deliberate about what they value most about Greater Geraldton, the identity of a future Greater Geraldton, the principles that should underlie future planning, as well as the desired built and natural form. The Multidisciplinary Team (MDT) listened to the deliberations and then developed and presented design and planning options to the broader community/stakeholder group

Specifically, the questions and topics deliberated at each input session during the 21st Century Dialogue were:

1. What do you value most about living in Greater Geraldton? Or if you don't live here – what might you value if you did live here?
2. It's our task to leave a legacy for our children/future generations who want to live here. Describe the key features that would be important to GG's identity.
3. On a map, show the signature elements that will forever define, shape and capture the essence of this place. Name the most important signature elements and explain why they are important.
4. On the same map, show the changes that would need to occur for Greater Geraldton to be true to our prioritised values and legacy. Name the location for these changes and explain why you think each change needs to be made.
5. On the same map, show the hot spots that you think will cause the most community dissent. Name the location of the hot spots and explain why you think each hot spot could cause community dissent.
6. What are the most important principles we would like to underlie all future planning for Greater Geraldton?

Participant's ideas and suggestions were submitted to their table computer (participants took turns at the table scribe). Both team ideas and strongly held minority viewpoints were submitted and then relayed to the theme team via the networked computer system. A Theme Team (3 pairs of themers and a coordinator) looked for common themes as well as examples of minority views. These were displayed on the large screen, virtually in 'real time'. Where possible, the words of the participants were used, and/or examples of quotes from tables. Where needed, individuals prioritized the themes/issues that had emerged by ranking them, and charts of the results were displayed on the large screen. Participants received a Preliminary Report at the end of the 21st Century Dialogue containing the themes and priorities that emerged from each of the input sessions.

The themes were submitted to the Enquiry by Design Multidisciplinary Team to inform the creation of planning scenarios on days two and three. There was a clear community appreciation of:

Preliminary report themes:

- The family orientated outdoor lifestyle
- The coastal landscape environment
- The range and proximity of local and regional services
- The sense of community
- The ease of living in a small sized city
- The Moresby Ranges and the river environments
- The working port as a component of the city's history, identity and economy
- The diversity of the local community
- Living amongst Aboriginal people
- Heritage buildings and icons such as the Cathedral, railway station and the lighthouse.

Post forum data analysis:

- sports and recreation and access to sports and recreation facilities
- a clean environment free of pollution

The community's vision for Geraldton in the future included:

Preliminary report themes:

- A sustainable public transport network
- Sustainable services and utilities
- Linked walkways connecting the city with the rural areas
- A cultural change towards more sustainable consumption
- A place that supports family living
- Community hubs with schools and other facilities to reduce reliance on vehicles
- Smaller and more local retail areas, rather than huge malls
- Progressive development of the CBD
- More people living in the CBD
- Rehabilitation of natural areas along the coast
- Preservation of natural flora and fauna corridors, particularly along the rivers
- More public and urban street art
- Greater emphasis on infill in existing suburbs
- Promotion of Indigenous history and communities.

Post forum data analysis:

- sports and recreation and sporting facilities
- education opportunities
- clean beaches and no pollution
- the protection of heritage buildings
- the promotion of local history

Principles for the planning process identified by the community included:

Preliminary report themes:

- Good governance based on integrity, accountability, and open and transparent decision making
- Ongoing and consistent engagement with the community for planning to ensure that the views of the people are valued and incorporated.

Post forum data analysis:

- sustainable development which incorporates green energy, water collection, climate responsive design, solar orientation and building orientation.

The themes for each input session are listed in Appendix 1.

Days Two and Three - Enquiry by Design

On the 14th of August 2011 the Queen Elizabeth II Community Centre, the Multidisciplinary Design Team (MDT) of thirty professionals from government, non-government and university sectors worked with the outcomes of the 'Designing our City' 21st Century Dialogue.

The Multidisciplinary Team explored a wide range of planning scenarios and themes to build up a vision and plan for the future growth of the Geraldton metropolitan area over the next 40 years or so. The outcomes of these exploratory exercises included:

- A suite of six growth scenarios that tested how the Geraldton urban area could be structured or expanded to accommodate a quadrupling of the population to around 150,000 residents in the future. The scenarios ranged from accommodating growth within the cities currently planned footprint, to expanding the urban area into a network of self-contained towns.
- A preferred growth scenario that combined, with community input, the desirable attributes of the six original scenarios. The preferred scenario retained the integrity of the Moresby Range, the coast, the rivers and the Greenough flats; encouraged significant consolidation of development in the city centre; and incorporated a strong public transport spine that could catalyse additional investment in local centres along its route.
- Identification of how the coastal environment should be categorised as three distinct types based on high, moderate and low degrees of human interaction, and how it could be managed accordingly.
- Identification of a poor fit between current (and future) household formations and the size of the housing stock available, and suggestions of smaller, denser housing types that could be incorporated into future development.
- The initial 42 suggestions thus far of 101 local short-term initiatives that could be undertaken to help make Geraldton a better place to live. Initiatives include an 'Adopt a Tree Program'; use of social media and mobile phones to promote youth events

and programs; establish a 'Bicycle Awareness Day'; and regeneration of Post Office Lane as a public art corridor.

- Recognition of the need to think differently in order to achieve outcomes that differ from the status quo – in particular, thinking differently about encouraging a sense of community, and how business and Government interact with each other.
- A suite of principles to guide the provision and location of community infrastructure. The guiding principles include the concept of a 20-minute city, where community infrastructure is accessible in 20 minutes by car, bike or foot depending on its role, as well as creating hubs of activity rather than having isolated elements of community infrastructure scattered across the city.
- A video that explores the current character of the Geraldton CBD in order to stimulate discussion about what physical and cultural elements are worth retaining, and where the areas for improvement are within the city centre.

Six potential future planning scenarios for Greater Geraldton

On day two, six small teams worked on six potential future planning scenarios for Greater Geraldton. The six scenarios were:

- A Linear City – a city that stretches northwards and southwards along the coast
- Contained Growth – a compact city that diverts growth inwards rather than outwards
- A City of Towns – a multi-centric city made up of a region of smaller interconnected towns
- Managed Expansion – that seeks to create a better form of suburban development
- Environment First – a scenario that places the highest priority on environmental stewardship
- Transport First – a scenario that places the highest priority on the provision of effective public transport.

The design teams all took account of a set of common considerations so that the scenarios would be readily comparable. The common considerations were:

- The input received from the community during the 21st Century Dialogue on Day One
- A quadrupling of the current population from 38,000 to around 150,000 people (which may, notionally, be 2050 but could be sooner or later depending on factors such as economic expansion, immigration, etc.)
- The role of surrounding towns such as Mullewa, Dongara and Northampton in relation to the Geraldton metropolitan area
- Maintaining easy access to the 'goodies' such as the beach, the bush, etc.
- The economic drivers that would underpin employment provision associated with urban expansion or infill.

Between 5pm and 7pm in the evening, a number of participants returned to the Queen Elizabeth Community Centre to review the Design Team's scenarios. Participants moved between the six scenarios in small groups in a process called "Station Rounds". Participants

had an opportunity to deliberate in small groups about what they liked or did not like about each scenario. Participants also had an opportunity to say whether they could live with or could not live with comments that others in their group, and other groups, had made. The comments on the scenarios formed the basis for the work of the design team on the third day (See Appendix 4 for the full list of comments).

Scenario 1 – Linear City

Design Team Brief: The community wants to live close to the beach (but not too close so as to diminish the coast's amenity). As a result, Geraldton's outward growth is predominantly along the coastal strip so most people are no more than a 10 minute drive to the beach.

Whilst expansive, the linear city does throw up interesting opportunities for a public transport spine.

Questions include how far does it stretch, at what densities, and with pattern of centres? Is there an opportunity to strengthen the relationship to Dongara and all places south? Does Oakajee become a full stop or a comma?

Elements of this scenario

Key elements of the concept plan developed under this scenario include:

- A desire to contain the extent of the urban coastline between the Greenough River to the south and Oakajee to the north.
- A focus on the existing zoned areas within a ten-minute drive to the beach, rather than rezoning the rural living to the east of the city.
- A focus on urban infill rather than new greenfield development.
- A significant increase in the town centre population (10,000 people) to avoid the additional consumption of rural land for urban living.
- A network of coastal villages along the coast with increased density and local services to avoid the additional consumption of rural land for urban living.
- A public transport spine that links the village centres together and back to the Geraldton CBD.

Many participants agreed that they could live with the following aspects of the Linear City scenario:

- The proposed nodes, if height is well managed.
- The hierarchy of transport to ensure that everyone has access to foreshore and amenities.
- The creation of affordable urban villages.
- A need to reduce block sizes with double storey houses.

Many participants agreed that they were concerned about, or could not live with the following aspects of the Linear City Scenario

- It's not reasonable for everyone to live 10 minutes from the beach.

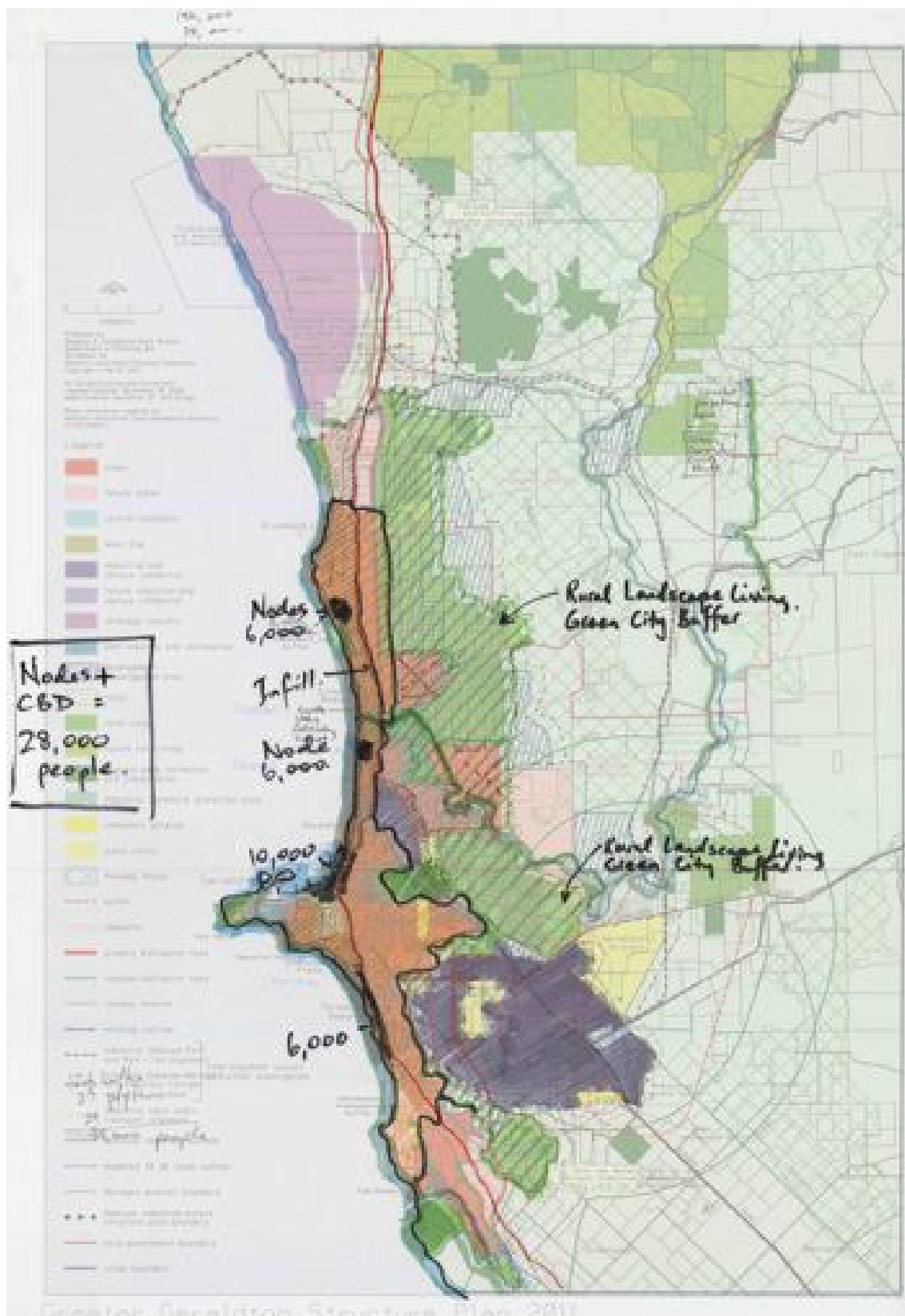
- High density development in low coastal vulnerability areas.
- Affordability – housing would be more affordable further from the beach.
- This model needs to be supported by public transport.

The following were contentious issues for the linear city scenario and participants had differing views on them

- The impact of development on the coast – eg. The use of coastal (hard) defenses (groynes); increased accessibility.
- Density and height. There was some agreement that around 4 storeys was the maximum acceptable height, though clearly some would support more height than this.
- The balance between nodal development and development of the CBD.



SCENARIO 1 LINEAR CITY



Scenario 2 – Contained Growth

Design Team Brief: The community like the compactness of the town, and don't want to become a sprawling "Girth". Many participants suggested minimising the outward growth of the city's footprint and focusing development inwards, particularly in the CBD.

However, this requires much higher density as the trade-off. Questions include what level of density and where? How can density be achieved to support public transport and walking, and, thus, avoid the traffic issues that are perceived to flow from higher densities?

Elements of this scenario

Key elements of the concept plan developed under this scenario include:

- Development focussed in and around the Geraldton CBD to create a compact, walkable and vibrant town centre.
- Sufficient CBD infill to avoid the additional consumption of rural land for urban living and to limit the need for suburban infill development.
- Protection of the public foreshore and existing ridge-top parkland.
- Relocation of the 'dirty' port activities to Oakajee and adaptive reuse of the port into a 'boutique' marine environment.
- Utilisation of the existing permeable urban street network.
- Introduction of an urban canal development as a major lifestyle attraction.
- Protection of the Point Moore environment.

Many participants agreed that they could live with the following aspects of the Contained Growth scenario

- The extension of the foreshore recreation to Port 8. St Georges Beach.
- A range of building heights and sizes.
- Turning the old silos into apartments.
- A pro-active council.
- CBD revival.
- Moving the port to Oakajee.
- Containment of urban growth (no sprawl)
- Vibrant walkable villages (Mediterranean feel.)
- Community gardens (e.g. roof tops).

Many participants agreed that they were concerned about, or could not live with the following aspects of the Contained Growth scenario

- No one wants gold coast therefore, there is a need to keep the number of very tall buildings to a minimum.

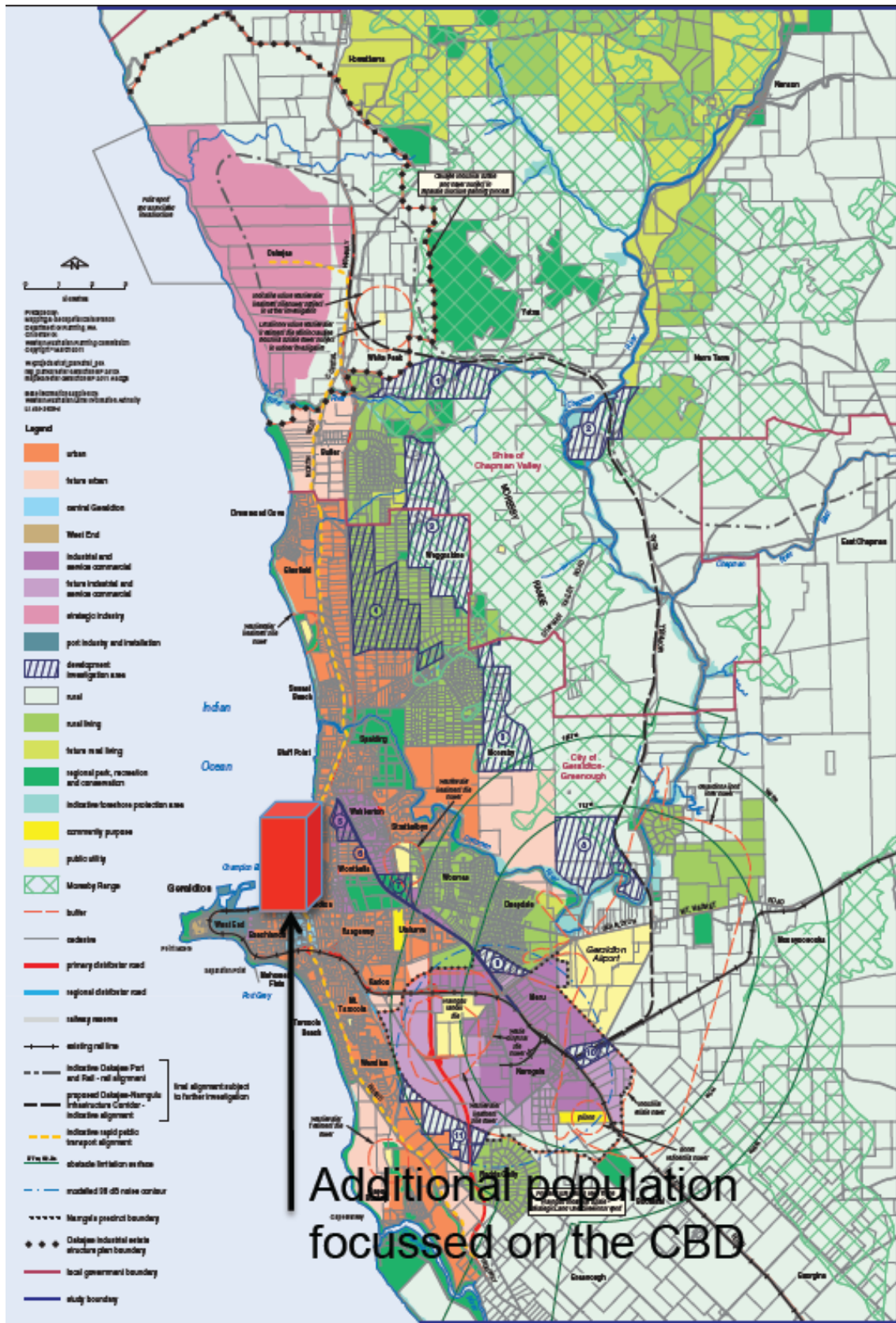
- The focus of density in the CBD – creates problems for active recreation for example youth and skating.
- Need to retain a full working port for the character of the town.

The following were contentious issues for the Contained Growth scenario and participants had differing views on them

- Canal development
- The degree of density and height in the CBD.
- Whether this plan is too fanciful.



Scenario 2 CONTAINED GROWTH



Scenario 3 – A City of Towns

Design Team Brief: As with Scenario 2, the community likes the compactness of the town, but is there another way of keeping the small-town feel by structuring outward expansion as a series of towns that feel separate from each other, yet still connected to each other, and where people live not too far from the surrounding nature that is so appealing.

This scenario, more than the others needs to consider the role of the 'outlying towns Mullewa, Dongara, Northampton, and whether they too have a role to play in the city of towns.

Questions include, where do the towns go? How are they defined, separated and/or connected? What do they include, and at what density/intensity to make them function as towns rather than non-contiguous suburban cells?

Elements of this scenario

Key elements of the concept plan developed under this scenario include:

- A network of towns, each with a population sufficient to support day-to-day needs.
- Town sizes limited to a 20-minute walk in the town core, and a 20-minute bike ride in total, in order to maintain a 'small town' feel to each town.
- Town locations based on existing centres, outlying settlements, and areas with high capacity for new development.
- Direct and legible road and walking/bike connections between the towns to ensure they operate as a network.
- A distinctive role or identity for each town to give each one a point of difference.
- Higher densities in the town core to reduce the footprint of new development.
- Rural 'wedges' between the towns to enable local food and energy production and maintain separation between towns.

Many participants agreed that they could live with the following aspects of the City of Towns scenario

- Everyone wants to live on the coast.
- Preservation of the integrity of coast and Moresby.
- Prevention of the CBD from densifying (but still allows CBD to grow to 50000)
- Shopping centers remain near population.
- Public transport and cycling paths.
- Green corridors.

Many participants agreed that they were concerned about, or could not live with the following aspects of the City of Towns scenario

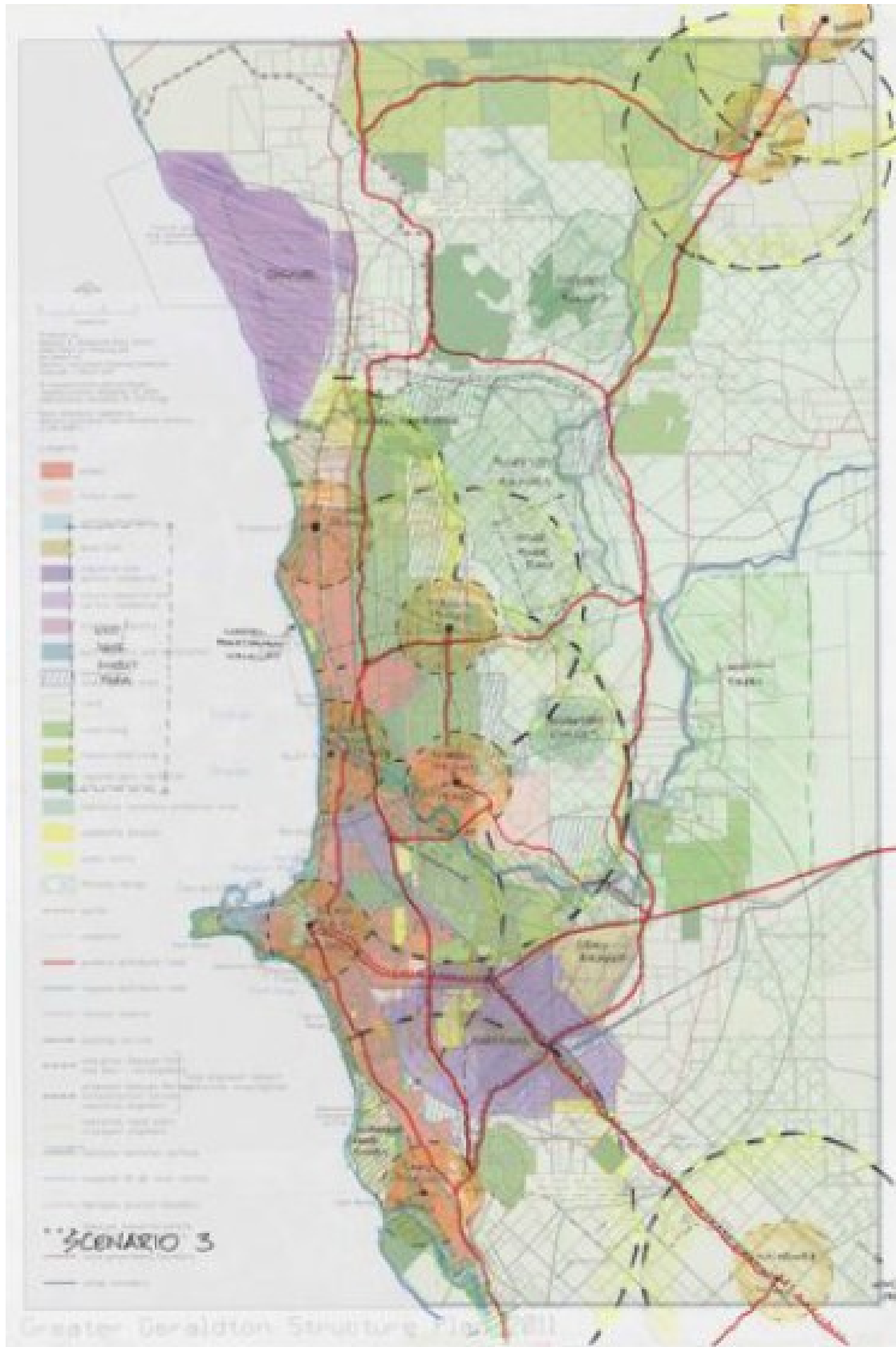
- The potential for duplication of services.

The following were contentious issues for the City of Towns scenario and participants had differing views on them

- Potential to deteriorate/detract from CBD Development.
- Whether this scenario will or won't work to contain sprawl.
- Affordability issues/ disadvantage to those living outside centers.



SCENARIO 3: A CITY OF TOWNS



Scenario 4 – Managed Expansion

Design Team Brief: People struggle with density, and while they do, the continuation of low-density suburban expansion (sprawl) is inevitable.

In accepting the reality of suburban growth, the decision is made to pursue a new approach to suburban development that integrates with the landscape and incorporate measures such as local food production, local employment and services, waste and energy reduction, and an effective public transport system that reduces the concerns about ‘normal’ sprawl.

This scenario is allowed to assume a ‘tolerable’ amount of infill density as a starting point.

The questions include where and how far does the footprint tread? What does the ‘new suburbanism’ actually look like?

Elements of this scenario

Key elements of the concept plan developed under this scenario include:

- A well-defined urban growth boundary that sets the limits to the Geraldton metropolitan area.
- Protection of the Moresby Range as the visual backdrop to the city.
- Progressive conversion of rural living areas to urban development on an as needed basis.
- A network of new and existing activity centres connected by public transport that provide a context for infill development at a higher density and local employment.
- Retention of high-value agriculture land on the Greenough flats to reduce ‘food miles’.
- An emphasis on connectivity within suburban areas - pedestrian connectivity, public transport connectivity, and environmental connectivity.
- An emphasis on ‘green’ practice (improved waste treatment, water reuse, solar/wind energy production, etc.) to reduce the perceptions of poor sustainability associated with conventional suburban development.

Many participants agreed that they could live within the following aspects of the Managed Expansion scenario

- Amenity in activity centers.
- Youth spaces.
- Higher density hubs *in the right locations*.
- Containment of urban development.
- People are still able to be close to beaches.

Many participants agreed that they were concerned about, or could not live with the following aspects of the Managed Expansion scenario

- Provision for affordable housing.
- Preservation of heritage.
- Potential to create ghettos unless well planned.
- This plan needs to include a good network of pedestrians, cycle ways.
- There is a need to retain the CBD as the core and have growth within it.
- All nodes need to have adequate services and infrastructure.

The following were contentious issues for the Managed Expansion scenario and participants had differing views on them

- The value of land may be pushed too high –this might constrain growth.



SCENARIO 4: MANAGED EXPANSION



Scenario 5 – Environment First

Design Team Brief: Community concern for the environment is paramount, so the decision has been made to drive the planning process principally by concern/respect for the natural environment.

Questions include what city form would fit best with the natural features, and where? How can an efficient urban structure (human ecological system) be maintained? Does it have a similar form to any of the previous scenarios?

Elements of this scenario

Key elements of the concept plan developed under this scenario include:

- An emphasis on the protection and enhancement of the Chapman River, the Greenough River, the beaches and natural coastal areas, areas of remnant vegetation, existing reserves, and the high value agricultural land on the Greenough flats and in the Chapman Valley.
- A network of environmental corridors linking areas with high environmental value.
- Acquisition of land to ensure continuity of the environmental corridors.
- Location of higher density in areas with lower ecological value.
- Sufficient coastal setbacks to protect urban development from the consequences of future sea level rise.
- Use of natural ecological systems to filter and improve stormwater quality.

Many participants agreed that they could live with the following aspects of the Environment First scenario:

- Preservation of core environmental areas.
- Protection of the Moresby ranges
- Buffers around rivers and shores.
- Regeneration of transport corridors.
- That this option should be the basis of any plan – all other good outcomes will happen naturally.
- That scenario 4 with 5 could be combined.
- Density is ok but must maintain “green” feel with vegetation.

Many participants agreed that they were concerned about, or could not live with the following aspects of the Environment First scenario:

- Transport considerations need to be included, especially sustainable transport (eg public transport)
- Development has to be well designed according to good sustainability principles. It costs too much to not be well designed.
- Coastal setback is wrong and needs to be reviewed to match erosion.
- Not all of the orange part of the plan needs to be high density.
- Some concern about the proposed buffer around Southgate’s.

The following were contentious issues for the Environment First scenario and participants had differing views on them:

- Compensation for existing land owners (where their land is to be protected)
- Whether or not the plan was economically naïve
- Move all industrial to Oakajee
- Moving the northern orange block to southern industry.



SCENARIO 5: ENVIRONMENT FIRST



Figure 1: Geraldton Local Biodiversity Strategy Study Area and wider Geraldton-Greenough-Chapman Valley region with Regional and Local Linkages.

Scenario 6 Transport First

Design Team Brief: A massive leap in oil prices has heightened the need for an effective and efficient public transport system, so the decision has been made to plan for future growth in a pattern that supports and encourages public transport use.

Questions include what sort of growth pattern best supports public transport use, and to what extent is it better to encourage public transport use to support outward expansion, or to reduce the need to travel in the first place by consolidating origins and destinations together, given the community's sensitivities to density?

Elements of this scenario

Key elements of the concept plan developed under this scenario include:

- A 'coastal tram' system that connects a network of coastal urban villages and associated areas of higher residential density) back to the Geraldton CBD.
- An emphasis on urban infill to avoid the additional consumption of rural land for urban living.
- Concentration of development along the coastal strip to maximise the efficiency of public transport infrastructure.
- Retention of the rural living areas to provide a lifestyle for those who can afford to be more car-dependent.
- A high-quality coastal environment as a trade-off for a higher density of urban development along the 'coastal tram' spine.
- A second tram route to serve the airport and associated business and employment area.

Many participants agreed that they could live with the following aspects of the Transport First scenario

- High speed rail to Perth.
- A coastal pathway.
- A tramway.
- Cycle paths.
- A growth boundary.
- Secure and safe public transport.
- High density hubs services by public transport *if done well*
- A CAT system within hubs.
- The 20 minute neighborhood.
- An International airport.

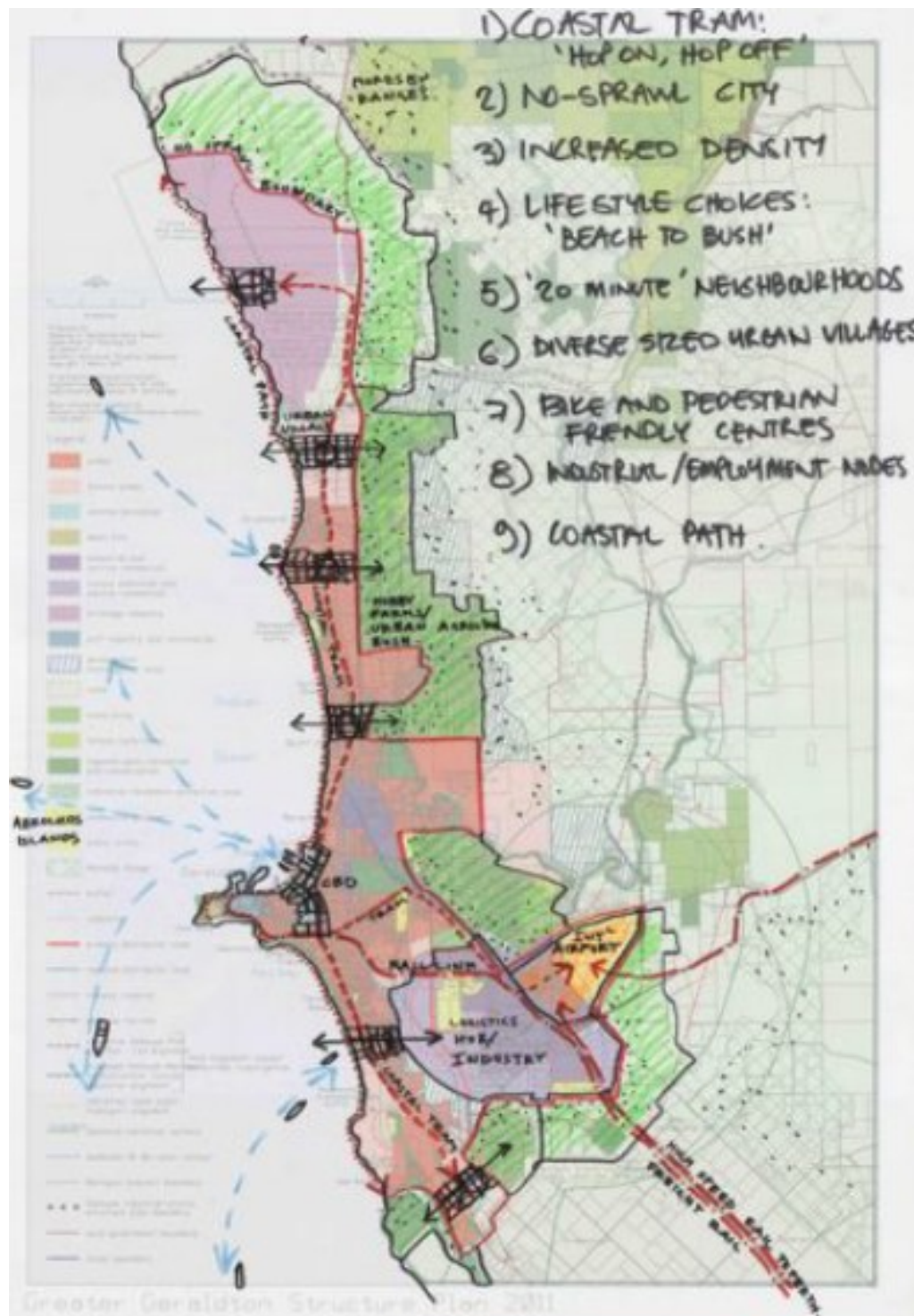
Many participants agreed that they were concerned about, or could not live with the following aspects of the Transport First scenario

- The need to avoid coastal high density (Gold Coast Style).

The following were contentious issues for the Transport First scenario and participants had differing views on them

- The viability of urban agriculture.
- Affordability.
- Lack of boat ramps.

SCENARIO 6: TRANSPORT FIRST



Feedback on the scenarios from Day 2

Several hundred comments were received from the community participants during the evening session on Day 2, with the majority of the comments being positive.

Some of the comments received were contradictory. However, that is usual in a diverse community.

Areas where there was some difference in opinion included:

- The location and degree of housing density.
- The acceptable height of CBD buildings – anywhere between 4 to 80 storeys.
- The amount to be spent, and value for money, of environmental protection.

Areas where there was widespread agreement:

- Higher density should not be strung along the coast (no Gold Coast).
- Protection of beaches, the ranges and the rivers were really important.
- A sprawling 'Gerth' should be avoided.
- There needs to be a clear definition of where the urban area stops.
- The city centre needs fixing and protecting from other centres.
- The city centre is the most appropriate place for high density.
- Point Moore / lighthouse is special.
- No canal development.
- The plan should enable housing diversity and affordability.
- There should be both urban and suburban environments.
- 'Dirty' port activities should be relocated to Oakajee.
- Other port activity (such as fishing) is part of the 'Gero' character.
- Public transport is a good idea.
- 'Big shiny toys' such as trams, trains, airports are appealing. We may not be able to afford them now, but at least plan for them so they remain an option for the future.



Day Three – Preferred/Consolidated Scenario

On the 15th of August, part of the design team developed a preferred/consolidated scenario for the future growth pattern of Greater Geraldton. This 'Big Picture Scenario' encompassed the community's feedback from the evening session on Day Two, and the best elements of each of the scenarios developed on the 14th August.

Additionally, the consolidated scenario was prepared utilising a series of overlapping thematic layers that makes the urban structure more logical and easier to understand.

These thematic layers are:

- Ecological framework
- Regional transport network
- Local transport network
- Urban structure.

Key features of these thematic layers are listed below.

Ecological framework

Features of the ecological framework include:

Soils - the plan seeks to preserve the productive agricultural land in the Chapman Valley and on the Greenough flats, in order to minimise Geraldton's 'food miles'.

Hills - the plan recognises the visual qualities of the Moresby Range as a backdrop to the city.

Coast - the plan seeks to avoid new development in areas vulnerable to the effects of climate change and rising sea levels, such as low lying sandy areas and river mouths.

Rivers - the plan recognises the opportunity to create a transition from the inland environment to the marine environment, by utilising the Chapman, Greenough, and Buller river corridors.

Vegetation - the plan seeks to maintain biodiversity and recognises that different vegetation associations require areas of sufficient size to be functional and self-sustaining. In other words, larger areas of vegetation are of greater value than smaller ones.

Regional transport network

The plan recognises and includes the following aspects of the regional transport network:

Freight infrastructure – the rail links links to both the existing port and the future port at Oakajee.

Strategic regional road links – the Brand Highway and the North West Coastal Highway, and connections to the airport.

As such, the plan ensures that the connections with the outside world are maintained and the ports are well served to protect the economic lifeblood of the region.

Local transport network

The plan recognises and incorporates the following aspects of the local transport network:

The coastal spine - a north-south transit spine that can improve accessibility to the CBD and facilitate growth in and around a series of urban villages along the route. The transit network would likely start as a bus system but could evolve into a trolley bus or a tram in the future as and when patronage and energy costs justifies it.

The coastal path - a continuous pathway along the coast that provides an active transport alternative for a healthy lifestyle. The coastal path can then be augmented with paths along the ecological framework's natural corridors to establish a city-wide active transport network.

The airport link - a public transport link from the CBD to the airport and associated employment areas, which, as with the north-south transit spine, could start as a bus system.

Town connectors - the main roads out to local outlying towns such as Walkaway and Nanson.

Urban structure

The plan identifies a spatial logic for an urban structure that provides for:

An urban growth boundary - a line that defines the maximum extent of the urban area, and protects productive agricultural land from urban sprawl.

Activity centres - a network of local and larger centres that enable a diversity of housing opportunities associated with the centres, and allows the small town / community village feel to be woven into the urban fabric. Activity centres are spaced an easy bike riding distance apart, and are located, wherever possible, on the main public transport routes.

Living on the coast - opportunities for more people to enjoy living the coastal lifestyle, but with development generally set back to avoid the 'Gold Coast' feel. Coastal setbacks should be based on anticipated sea level rises (State government policy suggests 0.9m sea level rise by 2100).

Industry - two main industrial areas (Oakajee and Narngulu) are acknowledged in the plan and together bookend the city and provide employment and service opportunities to residents in both the north and south of the urban area.

Sense of place - historical sites and heritage structures should be acknowledged and preserved to maintain a sense of 'who we are' for future generations.

Combining these layers results in a plan that forms the basis of a logical framework for the future growth of the Geraldton metropolitan area.



In addition to the development of the preferred/consolidated scenario, two teams worked on features that had been identified as particularly important to the community, to develop more detailed design options in these areas:

- Life's a Beach; and
- Live, Learn, Rest and Play

Three teams also worked on implementing the future plan through:

- Developing a Community Action Plan
- Cutting through the bureaucratic red tape; and
- Working on the development of 101 small things that could be done to make a difference.

Community feedback on the 'Big Picture Scenario'

Between 5pm and 7pm on the evening of the 15th August, participants again returned to the Queen Elizabeth Community Centre to review the work of the design team. Using a technique called "Open Space Technology" They moved freely between tables set up by each of the teams and were able to discuss issues and opportunities with the design team (see Appendix 5 for the full list of community comments).

The most commonly discussed issue relating to the 'Big Picture' plan was transport and accessibility. There was wide support for:

- A bike and pedestrian friendly city.
- Attractive and well scheduled public transport.
- Rail and public transport links to the hinterland and regional areas (eg. North Hampton, Chapman Valley, Mullewa).
- A coastal tram.
- Sea transport to take pressure from roads.

There was also significant discussion around the structure of the big picture plan at the macro and micro level.

At the macro level some comments included:

- The need for a regional approach to planning including Dongara, North Hampton, Mullewa.
- Support for an Urban Growth Boundary set in concrete.
- Concern that nodes were too concentrated on coast and a need for nodes further out in hinterland.
- Concern that the plan looks too much like Perth (north/south), it is not innovative.
- A need to build on nodes/hubs already there.
- A need to maintain flexibility for example to have rural uses and small holdings.

At the micro level some comments included:

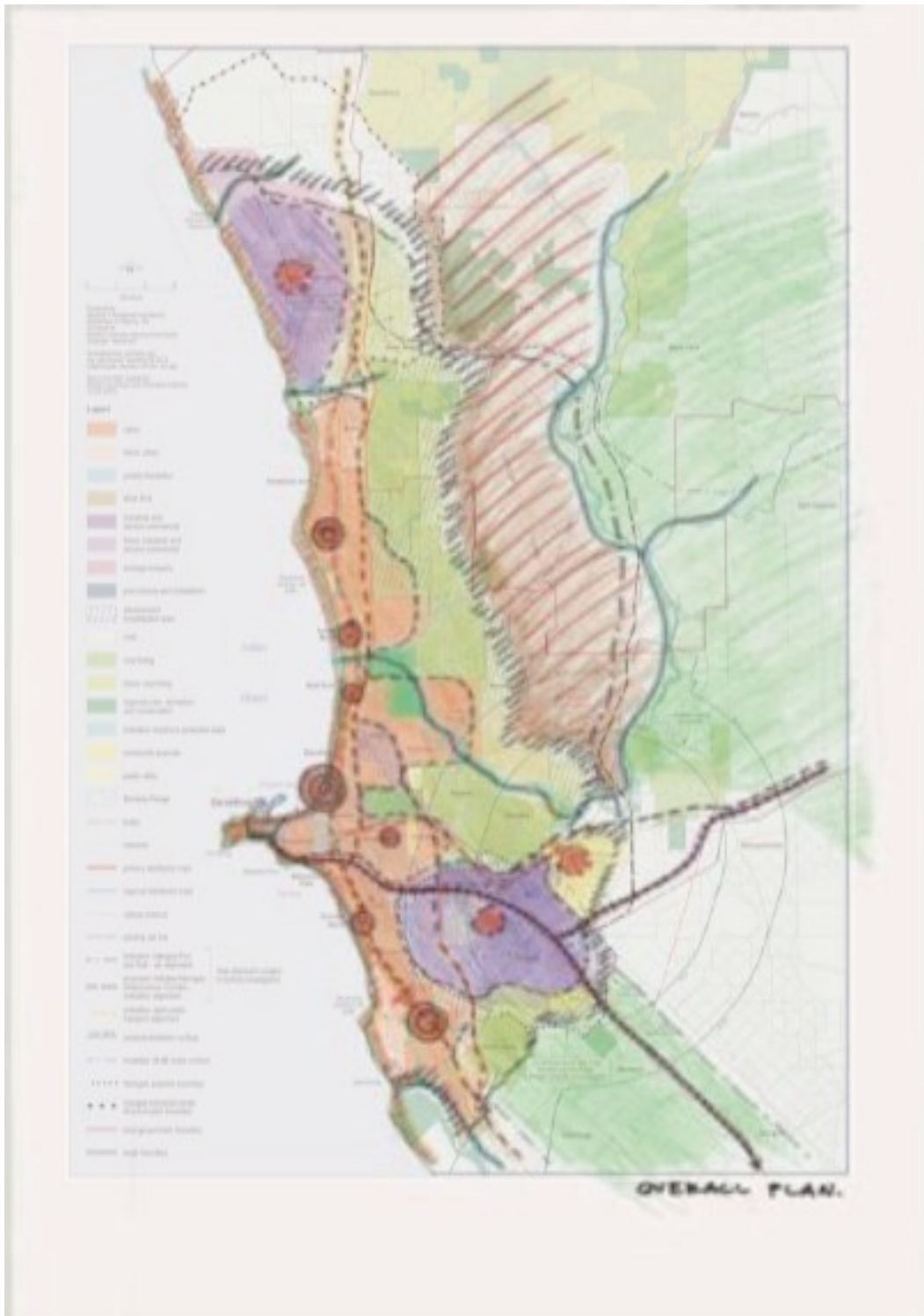
- The need for small activity centers that prioritize cycling and walking;
- The need to move all light industrial areas from main highway;
- The need to keep semi-rural lots.

Additional themes discussed in relation to the Big Picture Scenario included:

- Density and height, in particular on the coast were raised as a contentious issues.
- Support for CBD revitalization and incentives/ penalties for vacant property owners.
- Building design for example climate sensitive, use of local materials and quality architecture
- Processes to implement the plan.
- Appropriate coastal development.
- Urban villages with a community feel.
- An Aboriginal cultural center
- Managing FIFO/DIDO – providing for FIFO/DIDO workers based in Geraldton.

All feedback has been collected and collated and will provide a sound basis for developing statutory planning documents.

THE BIG PICTURE- A CONSOLIDATED SCENARIO



Life's a Beach

Community feedback clearly suggested that the beach environment is a special aspect of Geraldton life. The workshop explored an approach to coastal management that recognised that a 'one-size-fits-all' approach is not always appropriate and that different parts of the coast had different requirements and experiences to offer.

The task presented to the Life's a Beach team was as follows: the people of Greater Geraldton love the beach, but is the coastal environment the best it can be? What might constitute a first class urban beach experience in the town centre? And, in contrast, what should other coastal experiences be away from the city centre?

Many participants were supportive of the opportunities presented by the *Life's a Beach* team for coastal planning, and in particular liked the idea of semi-permanent structures that could be moved if necessary.

- There was agreement that a combination of solutions and site specific designs was required for coastal development/management.
- People liked the idea of semi-permanent and adaptable structures (rather than permanent structures) on dunes/beach, the dune path idea and boardwalks.

There was also support for innovative approaches to coastal defense such as those presented by the Life's a Beach design team.

Some participants discussed beach accessibility and use, and there was some support for maintaining access to dunes and beaches to drive on. There was support for a hierarchy of beach uses.

Several participants discussed opportunities for coastal enterprise/attractions, including:

- Seaweed recycling.
- Canoes and surf ski hire on beach – wind surfing – scuba courses etc.
- A bar on the eastern breakwater (cocktails at Sunset).
- A small retail strip from Gull to African Reef.
- View-binoculars/telescopes.
- Mobile digital guides.
- A shipwreck for diving, for example a freighter.



Examples of different types of beach use

Designing our City: an Enquiry by Design process for Greater Geraldton



Live, Learn, Rest and Play

There's more to life than working and shopping. A wide range of community infrastructure is required to help the community live, learn, rest and play. However, there is a need for careful consideration of what community infrastructure (education, health, sport and recreation, etc.) is required to support 150,000 people and how it should be distributed. To provide guidance, the workshop identified the following guiding principles:

Plan on the basis of a 20-minute city

Provide 'centralised' community facilities that are centralised for reasons of synergy, and economies of scale, based on a 20-minute drive. These are likely to consist of larger facilities such as a hospital, tertiary education (Uni/TAFE) facilities, a swimming pool, sub-regional sporting facilities, State Emergency Services (SES), a regional art & cultural centre, and a regional library.

Provide 'localised' community facilities that are located within a 20-minute walk. These are likely to consist of smaller facilities such as primary schools, child care centres, allied health services, community health services, progress associations and branch libraries.

Utilise adaptive building design

Community buildings should be able to change and adapt to changing community needs over time.

Create hubs of activity

Facilities should be either co-located or in close proximity to each other to create vibrancy and a sense of community.

Connect People

Facilities should be designed to allow natural connections between people to help build a sense of community.

Establish an interconnected pedestrian pathway and bike network

An interconnected network of paths encourages walking and cycling to central & local community facilities, broadening access and encouraging healthy lifestyles.

Empower local communities

A range of discretionary services should be provided at a local level on an as-needed basis. These may include facilities and services such as community gardens, recycling points, "Men's sheds", arts groups, and youth & senior services. At the Live, Learn, Rest and Play table, many participants were supportive of locating several services and facilities together in nodes to maximize accessibility: library, school, sporting, other services and cafes.

Community facilities integrated into the urban fabric were discussed: a men's shed that is central and accessible, a youth center in the CBD with passive surveillance; public seating in the shade.

During the Enquiry by Design, education was discussed as a specific issue, including the need for slightly bigger schools with better public transport, and the opportunity for a post graduate University in Geraldton for the whole of Western Australia – like the Armadale Education hub in NSW.

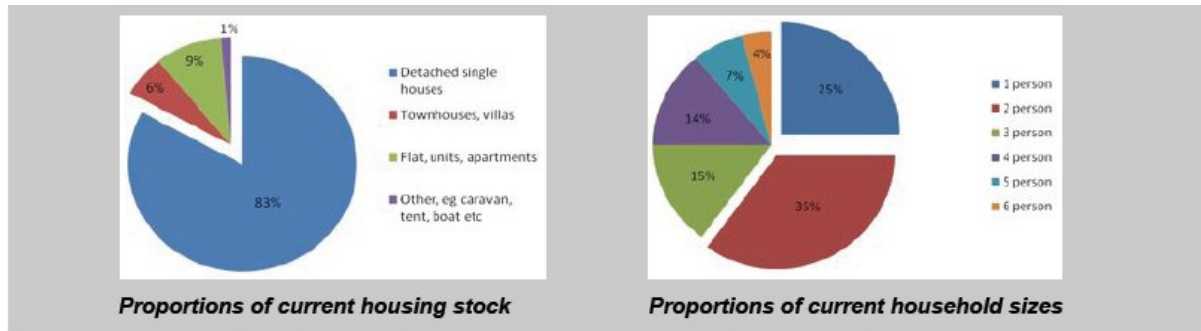
A range of community facilities integrated into the urban fabric were also discussed:

- Men's shed concept: central, transport access, disabled access.
- Facilities for youth in the centre make a feature that will encourage passive surveillance to help deter anti social behavior and to create an environment young people feel safe in.
- Ease of parking – maybe high rise not too close to the CBD close off central area and encourage walking.
- Provide comfortable seating and shade for people to rest and relax.



Horses for courses- providing housing diversity and affordability

Community feedback clearly recognised the need for a greater diversity of housing, including affordable housing, for what is a diverse population. Analysis suggests that the current housing types within the city do not match the current household demand (refer to graphs below). Put simply, there is an abundance of larger detached houses but three-quarters of households have only 3 or fewer people in them.



Furthermore, the ageing of the population, as well as other trends in household type, will make this worse. This has a huge impact on lifestyle, housing affordability and sustainability into the future. A closer match of housing types to household types, will result in a more compact and sustainable city.

More housing diversity enables a choice of different house types to suit different household types and lifestyles. A greater representation of smaller homes leads to greater affordability because people are not forced to buy or rent a bigger house than they need.

More smaller homes also leads to greater intensity, which in turn supports improved local service such as shops, public transport and community services. Looking at the bigger picture, more smaller homes means that Geraldton can accommodate more households, but using less land to do so. This is a more sustainable approach to development.



“101 small steps towards a better place”

Most often, there is no ‘silver bullet’ or grand fix-all idea. Instead, making places better is about the sum of many different small interventions. The 101 steps are envisaged as ‘quick wins’ that are small in scale; tangible; and can be realistically achieved in the next 1 - 5 years.

In some cases they may be lead or initiated by either the City of Greater Geraldton or the community. In either case, they require the community to participate to make them happen.

The following suggestions have been suggested by participants of the ‘World Cafes’ program and this Enquiry by Design workshop.

- Create a ‘Resident Artists’ Scheme; allow free access of disused shops as art studios.
- Create a busking / street performance program for Marine Terrace Mall.
- Establish a local Food event; long table dinner in Marine Terrace Mall featuring food sourced from the Geraldton region and local chefs.
- Open a night Market in Marine Terrace Mall, which could include a Christmas Market, Book Market, and Local Artists Market.
- Create a street art program - identify spaces for graffiti, stencil and other types of street art.
- Use empty shop fronts as Art Galleries to display local art, including student art.
- Use empty shop fronts as public notice boards / community engagement to activate disused areas.
- Regenerate Post Office Lane as a public art corridor, particularly for street art.
- Establish Free Community Events - Community run events could include running groups, walking groups, book clubs, tai chi, etc.
- Open a Garden Scheme for Sustainable Landscapes.
- Generate a register of Aboriginal sites of significance, including information about the sensitivity of sites.
- Marine Dive Maps that identify dive locations for tourists.
- Establish an Interpretative Signage Strategy for tourism and recreation
- Create an ‘Adopt a Tree’ Program and encourage each resident to water and maintain a tree on public land.
- Create entry statements at major entry points to Geraldton.
- Change lighting in the CBD on major pedestrian streets to a white colour instead of yellow, which allows people to see colour and improves safety.
- Create alfresco dining space along Marine Terrace Mall by removing parking bays in the evening.
- Establish a Geraldton Central Markets - it should be permanent, undercover/weatherproof, either utilising a disused building or a purpose built structure.
- Create a Register and Map of Public Art that includes Indigenous Art for the benefit of tourism and education.
- Build a demonstration biofilter along the Foreshore to promote sustainable water management.
- Create a program to convert street lighting to solar-powered lighting in public spaces.

- Create a parking point for the Chapman River for access to walking and mountain biking trails.
- Create a bike share scheme with bike stations along the foreshore and to Marine Terrace Mall.
- Install bike stands at major entry points to public places and prioritise bike provision at Marine Terrace Mall, the foreshore and shopping centres.
- Install a 'Liberty Swing' on the foreshore.
- Replace planting in some of the planters on Marine Terrace with local native species only to demonstrate the use of local native plants.
- Install tourist information points with parking to accommodate a caravan, and include directional signage, information on tourist activities and facilities.
- Provide a ball loan scheme for the foreshore volley ball courts and utilise the REST Centre as a location.
- Reinstate WALK IT signage and promote participation.
- Investigate ways to protect the Greenough leaning trees.
- Establish Heritage Care Teams - volunteer groups who provide basic maintenance services for heritage buildings / sites.
- Establish an Education Sustainability Scheme, whereby the City gives prizes for sustainability initiatives in schools.
- Advertise availability of verge planting, and encourage uptake on a street by street basis so that supply can be maintained.
- Utilise social media and mobile phones to promote youth events and programs; existing programs are not always known about and need more diverse and youth appropriate communication processes.
- Promote the Men's Sheds events through a 'word of mouth' program and nominate champions and train them in engagement.
- Communicate the purpose and content of the Geraldton Tree Inventory to the public and include the protection of the Norfolk Island Pines in Fitzgerald Street.
- Add WiFi points to tourist maps and tourist information documents.
- Reinstate the Youth Councillor role and consider expansion of this role to a Youth Council.
- Nominate a Bicycle Awareness Day to promote road sharing and safety for cyclists by targeting the education of drivers.
Create a timetable and route for a 'walk to school' bus and implement this initiative through School P&C Committees.
Create a register for car pooling.
- To be continued ... (by the community).

Thinking differently

To achieve different results we have to think differently. The workshop considered some of the areas where a different approach could deliver a better and more sustainable future. Perhaps we could take a lesson from the Aboriginal people, who see that it's about place; it's about family; it's about stories; and it's about identity.

THINKING DIFFERENTLY - About Business

What do we do about all the empty buildings? Let's tell the success stories; use the informal network to talk to owners; develop an incentive package for investment; and find allies in the property and business sector (REIWA, MWCCI, etc).

THINKING DIFFERENTLY - About Community

There is not enough for young people to do ... so, let's reduce the focus on institutional sport; formalise the car culture into a creative and educational experience; change the nature of places for social interaction from large 'beer barns' to small bars; recognise street culture and art, and make places for it to happen; celebrate the beach/surf culture; and improve access and amenities along the coast.

THINKING DIFFERENTLY - About Community and Business

Specialised independent retailing has been swamped with 'mundane' chain retailing. Let's recognise the difference and establish the CBD as a place for small retailers doing something different, rather than trying to compete with suburban shopping centres.

THINKING DIFFERENTLY – About Government

People don't understand Government and Government doesn't understand people ... so, let's simplify the 2029 Vision so we can tell it easily; write a prospectus, put in the numbers, put in the vision, put it in pictures, and tell the success stories; encourage business people and community leaders to go and visit the bureaucrats and explain things; and encourage bureaucrats to learn how to use the informal, 'short length' communication that operates in Geraldton.

The Community Action Plan

If the planning process can be imagined as a journey, the vision arising from workshop processes such as this could be described as ‘the community’s preferred destination’ - a shared image of ‘where’ the community would like to be in the future. A Community Action Plan can be described as the roadmap to enable the community to arrive at their visionary destination over time. The City of Greater Geraldton has committed to the preparation of a Community Action Plan.

Given the City has committed to developing a Community Action Plan, this team considered the questions: what is it, what will it consider, and how will it be developed?

The discussion around the Community Action Plan included a focus on both the ‘low hanging fruit’ as well as ‘big and bold ideas’.

The following were suggested as low hanging fruit.

- Community gardens.
- Vacant shops with static displays.
- Low emission zone 1 day a week.
- Community breakfast by business/industry – focus on other vision themes.

The following were suggested as big and bold ideas

- Multi-storey car parks
- A youth center and outdoor amphitheater.
- Public square that includes gazebos, park benches, water features, public art, and incorporates Aboriginal culture.
- Underground power.

There were also a range of additional themes discussed at the Community Action Plan Table, and these are summarized under the theme headings below.

Leadership and planning

- A need to get industry and government united behind the plan.
- A need for a doable, practical plan.
- Linking to existing action plans.
- Publicising positive examples.

Bringing people together

- Finding ways to breaking down the town/country divide making farming families welcome in Geraldton.
- Neighborhood street parties, the City could support with packs/ BBQ support.
- This gathering is good, CGG people and community having great and interesting conversations, need more of them regularly.

Community infrastructure

- “Men’s Shed” need the building. Not just for men create a “Community Shed” as third place.

- Open-air “moveable” market (universally accessible).

A focus on Youth

- Elder mentoring youth - e.g. age-care facility combined child-minding center
- Create “spaces” for young people in the street.

MODEL DEVELOPED BY THE COMMUNITY ACTION PLAN TEAM

Way forward for 2029 vision...



Breaking through the Red Tape

What happens next in the planning process after the workshop, and how do we get all of the different Government agencies working together? Whilst the production of local planning strategies and town planning schemes enable development outcomes, they don't make them happen.

An essential next step is a 'Greater Geraldton Growth Plan' that identifies a suite of expected actions, and who is responsible for them. The purpose is to make sure each Government agency knows who has responsibility for what, and by when.

Importantly, the Greater Geraldton Growth Plan is an opportunity to coordinate planning and funding across agencies. There are plenty of sources of funds (some of which are in very deep departmental pockets) that have already been identified.

The danger is that without a coordinated approach across agencies, there is a risk of duplication of effort, which is a waste of taxpayer dollar). Furthermore, there is a risk that an agency going it alone in pursuit of funding may fail to meet assessment criteria, whereas a coordinated bid for funds across agencies is able to 'tick more boxes'.

The *Breaking through the red tape team* were tasked with preparing a definitive list/diagram of what happens next in the planning process after the workshop, including actions for the CGG and suggestions for the integration of planning by other Government agencies. The discussion at this table included both comments on government planning as well as what the overall planning priorities for Gerald ton should be. There were agreements that planning for Geraldton should be coordinated. Ideas to achieve this included:

- Place managers for change
- A department of Geraldton where all strategic plans and funding applications go
- Amalgamate/summarise plans via the State Location Information Strategy (WALIS)
- Forward thinking on infrastructure projects for example the hospital.
- Accessing Royalties for Regions funding.

Some pointed out that developers were missing from the conversation and there need to be a plan to manage developers

With regards to priorities for planning, comments included:

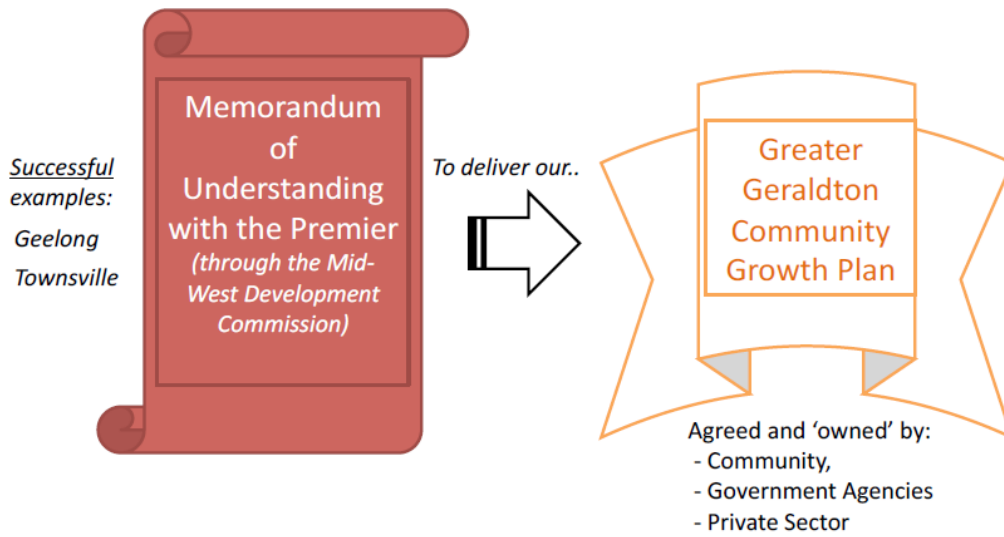
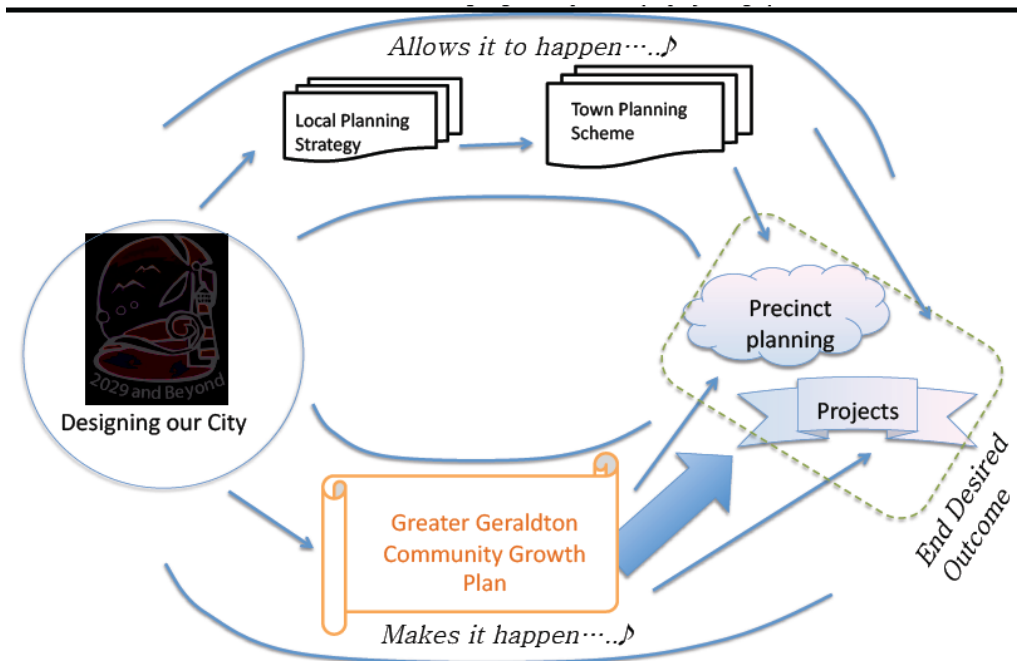
- Make the cars the last priority, bikes and walking need to be the priority. A multi-storey car park in CBD rather than it spread all over the place.
- Create a 'real' mall – Durlacher/Cathedral Ave no cars, make it green.
- Get the artists in to studio/vacant tenancies.
- Define green space within CBD (needs to be shaded).
- Small pub/wine bars.
- Retain ground floor/residential above.
- Small Bias – big box retail out of CBD.

To ensure it is effective, the Greater Geraldton Growth Plan needs to be promoted at the

higher level, preferably by the Premier through the Mid-West Development Commission. The plan also needs to be agreed and 'owned' by the Community, Government agencies and businesses in the private sector. This workshop is the first step towards achieving that common agreement and 'ownership' of the outcomes and the plan to deliver them



MODEL DEVELOPED BY THE BREAKING THROUGH THE RED TAPE TEAM



Conclusion and next steps

Designing Our City was not an end in itself but merely a step in a larger planning process. The outcomes of Designing Our City will be refined as further detailed studies and public advertising of subsequent policies and plans are undertaken. However, the outcomes provide an important first step in the longer planning journey.

The underlying principles and design preferences developed will be used to inform Greater Geraldton's Town Planning Strategy. A Statutory [Structure] Plan will be developed with the assistance of community representatives from the "designing our City" process. The Plan will be taken out to the broader community to be tested and revised. The feedback will be incorporated in the final design.

A process of precinct or neighbourhood planning will then commence to put the large scale plan into effect at a more local level. This precinct/neighbourhood planning will also involve a variety of public deliberation techniques, ensuring numerous opportunities for people to be involved in the plans for their more immediate neighbourhood.

A parallel process will be the development and implementation of a Community Action Plan (CAP). The CAP will be developed from the input from the various elements of the deliberative process to date which includes the World Cafes, Deliberative Survey and Designing Our City Forum. The CAP will ensure broader community and stakeholder ownership for short, medium and long term actions that will see community aspiration translated into action.

To ensure the deliberative process continues and strengthens, Community Champions will continue to play an important role ensure broad community participation in guiding all elements of planning and implementation for Greater Geraldton's future.

The lessons learnt from the research carried out by Curtin University on the planning process so far, will be applied to future public deliberation to ensure continued improvement in the opportunities for people to participate in the future of their City-Region.



Appendix One

Input Session 1: What we value most about living in Greater Geraldton

One person at a time was asked “What do you value most about living in Greater Geraldton? Or if you don’t live here – what might you value if you did live here?” If several people agreed on something they valued, it was submitted to the theme team. Strongly held minority views were also submitted. Everyone’s ideas were recorded, and the following ideas were identified by the Theme Team and shown to participants during the day.

- Good climate - yearly average is not too low and not too high.*
- Healthy and relaxed outdoor lifestyle.*
- Accessibility and proximity of services for example health and education.*
- Natural environment for example beaches and beautiful ocean, wildflowers, no pollution. *
- Wide range of outdoor and water sports, and sports facilities.*
- A sense of community.*
- Ease of a small sized city.
- A changing economic environment with opportunities for all.
- Diversity and multiculturalism and living amongst Aboriginal people.
- Valuable heritage for example Greenough museum, Hawes buildings, Aboriginal heritage and Bill Sewell Centre.
- Proximity to Perth.

Input Session 2: It’s our task to leave a legacy for our children/future generations who want to live here. Describe the key features that would be important to GG’s identity.

One person at a time was asked “What are the key features important to Greater Geraldton’s identity?” If several people agreed on a key feature, it was submitted to the theme team. Strongly held minority views were also submitted. Everyone’s ideas were recorded, and the following ideas were identified by the theme team and shown to participants during the day.

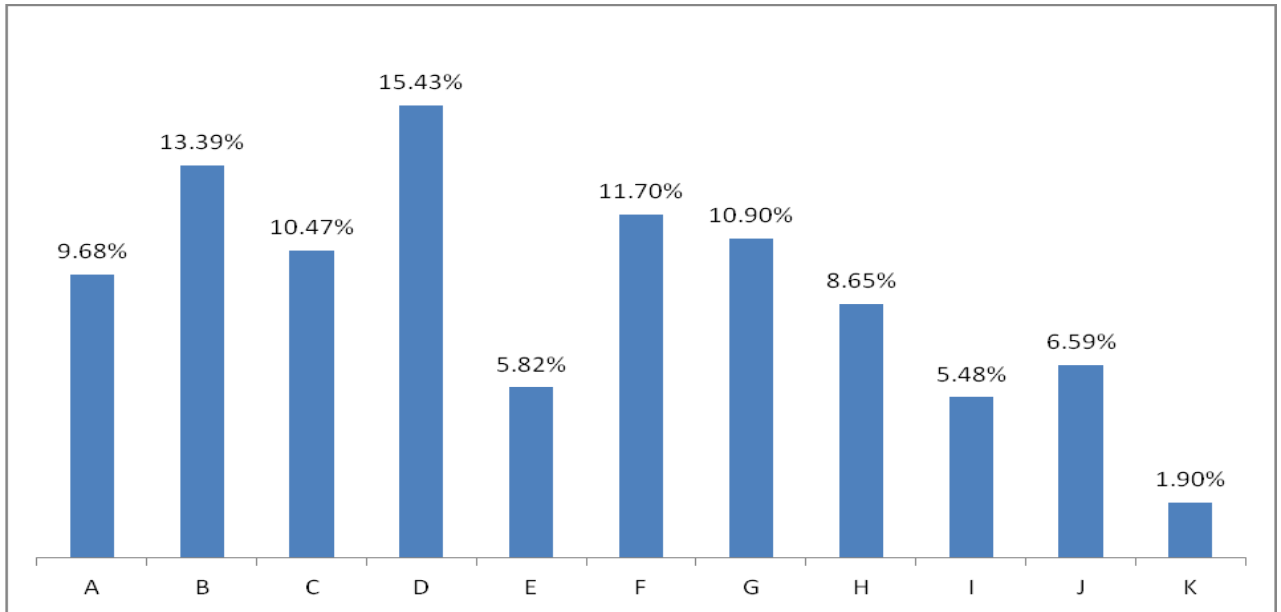
- Diverse education opportunities, including tertiary and trade.
- Unique coastal landscape including beaches, water, sand dunes and Abrolhos islands.
- Celebration of Aboriginal culture and heritage for example through the development of an Aboriginal Cultural Centre.
- Preserve natural flora and fauna as corridors in development and have them connecting to the Moresby ranges.
- Geraldton is a fishing town, ensure the Cray fishing industry stays here.
- Waste management innovation and reduction in landfill for example a 100% recycling of waste.
- Aboriginal health and aged care facilities.

- Sustainable accessibility for example quality public transport, reduce the scale of roads and slow traffic down.
- Green streetscapes - like the Norfolk Island pine trees. Retention of parks and open spaces.
- Local art and public art for example installing street signs to reflect the local character.
- Heritage and local history for example protect and restore buildings, keep icons like the 50cent swing and Point Moore Lighthouse.
- Geraldton as a place that supports family living. Provide spaces for children, dedicated youth facilities and opportunities to ensure that youth can stay and contribute to the City.

Input Session 3: Our Priorities: what we value about living in Greater Geraldton

The aspects of living in Geraldton that all participants value most were listed on Worksheet 3. Each participant ranked their top seven most valued aspects of living in Geraldton. All the rankings were combined to give a total for the room. The final ranking is shown in the table below.

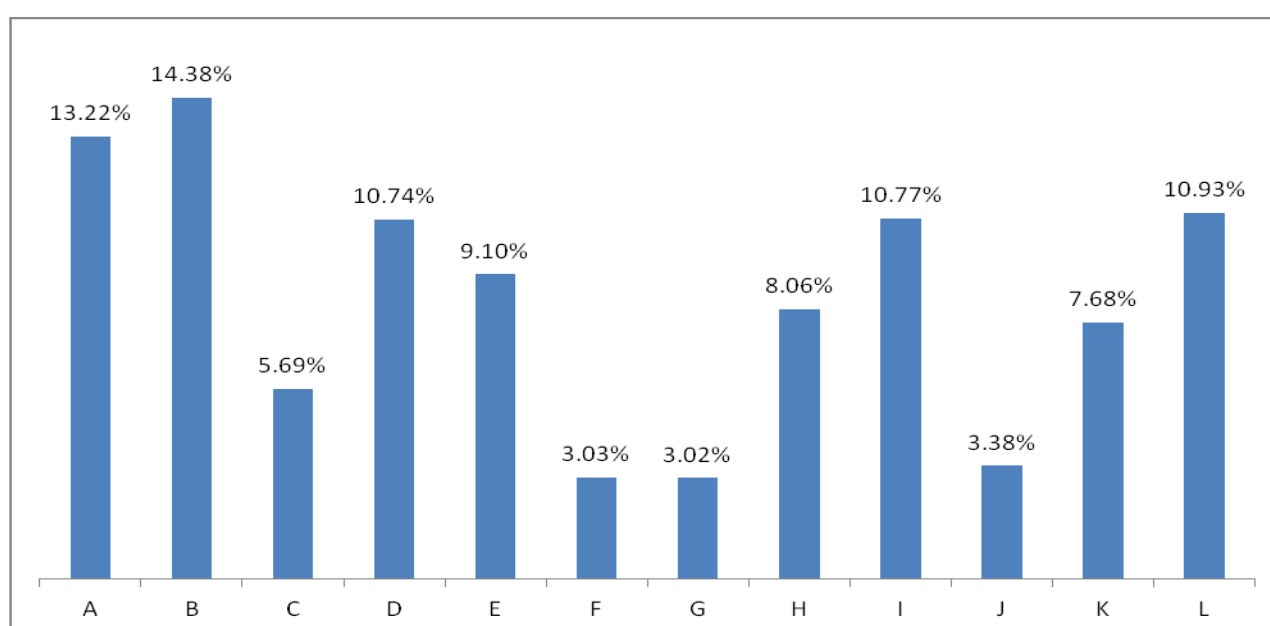
	What do you value most about living in Geraldton?	Rank
A	Good Climate, yearly average is not too low and not too high.	6
B	Healthy and relaxed outdoor lifestyle.*	2
C	Accessibility and proximity of services for example health and education.*	5
D	Natural environment for example beaches and beautiful ocean, wildflowers and no pollution). *	1
E	Wide range of outdoor and water sports, and sports facilities.*	9
F	A sense of community.*	3
G	Ease of a small sized city.	4
H	A changing economic environment with opportunities for all.	7
I	Diversity and multiculturalism and living amongst Aboriginal people.	10
J.	Valuable heritage for example Greenough museum, Hawes buildings, Aboriginal heritage and Bill Sewell Centre.	8
K.	Proximity to Perth.	11



Input Session 4: 'Leaving a legacy: the key features we need in Greater Geraldton'

The key features suggested by all participants were listed on Worksheet 4. Each participant ranked their top seven key features in order and the rankings combined to give a total for the room. The final ranking is shown in the table below.

	What key features are important to Greater Geraldton's ID?	Rank
A	Diverse education opportunities, including tertiary and trade	2
B	Unique coastal landscape including beaches, water, sand dunes, Abrolhos islands	1
C	Celebrate Aboriginal culture and heritage	9
D	Preserve natural flora and fauna corridors	5
E	Waste management innovation and reduction in landfill	6
F	A fishing town for example keep Cray fishing industry here	11
G	Aboriginal health and aged care facilities	12
H	Sustainable accessibility for example quality public transport	7
I	Green streetscapes, parks and open spaces	4
J.	Local art and public art	10
K.	Heritage and local history	8
L	Geraldton as a place that supports family living	3



Input Session 5: The signature elements that will forever define, shape and capture the essence of this place.

Themes:

- The lighthouse is an iconic and important landmark structure. It tells what the town is - a port city.
- Moresby Ranges are an important natural landscape which provides beauty in a harsh environment.
- The foreshore is the heart of the town, its good for kids, provides diverse recreation, social interaction, healthy lifestyle, sense of freedom and is a place people can connect with environment
- Greenough River and Chapman River are significant because of the wildlife, wildflowers and opportunities to interact with nature.
- The Port and Fisherman's wharf is a working port which is part of City life, wealth, employment and history.
- Significant cultural and Indigenous sites need to be protected.
- Greenough flats are iconic because of the leaning trees and unique historical, agricultural landscape.
- Abrolhos Islands provides a mix of cultural, economic benefits and heritage.
- Heritage buildings for example the Cathedral, railway station, art deco buildings and Greenough Hamlet.
- Sporting facilities have shaped Geraldton's identity and lifestyle in terms of the strong sports culture.
- The bush land generally and Moresby Ranges in particular. They are an important natural landscape which provides beauty in a harsh environment. Allows time in a very different environment to the coastal environment.



Input Session 6: What changes would need to occur for Greater Geraldton to be true to our prioritised values and legacy?

Each participant was asked to write down their ideas about what changes would need to occur for Greater Geraldton to be true to the community's prioritized values.

If several people agreed on a change, it was marked on a map, and the name of the location for these changes and an explanation of why they need to be made entered in the scribe's computer. Minority views were also mapped in a different colour and entered into the computer.

Themes:

- Transport planning for safety and accessibility for example the provision of a bypass for trucks, public transport, light rail, passenger rail to Perth, and a CAT bus.
- Visually aesthetic and sustainable services and utilities, for example more water harvesting, underground power, renewable energy schemes and waste reduction schemes.
- Provide linked walkways along the Chapman Valley, connecting the city with the rural areas, including access through private land.
- A cultural change towards more sustainable consumption.
- Develop hubs and build schools & other facilities within the hubs. Reduce reliance on vehicles. Keep retail areas small (no huge malls).
- Progressive development of the CBD for example; rejuvenation of vacant buildings and brownfield sites; long term parking; more people living in the CBD; this will add to the value of the foreshore and vibrancy of businesses.
- Rehabilitation of natural areas for example along coastal areas.
- More public and urban street art that tells our story and represents us, for example skate-able/ functional art and local Aboriginal art.
- No more roll-out suburbs to the south east. Infill existing suburbs.
- Promotion of Indigenous history and communities for example Aboriginal cultural heritage promoted along a network of walk trails, reserve site put aside for Indigenous development behind Brede Street/Johnson Street adjoining North West Highway.
- Diverse architecture (minority view).



Input Session 7: Hot spots that will cause the most community dissent.

Each participant was asked to write down their ideas about the hot spots that they thought will cause the most community dissent, and why.

If several people agreed on a hot spot, its location was marked on a map, and the name of the location of the hot spot and an explanation of why each hot spot could cause community dissent were entered in the scribe's computer. Minority views were also mapped in a different colour and entered into the computer.

Themes:

- Parking and parking meters within the CBD and around schools. The forum identified reduced reliance on cars, it is already an issue of contention.
- Location of high density residential accommodation for example Westend and CBD. It would be unpopular if some areas were overdeveloped and congested and needs to find a balance. Should be gradually stepped leaving an open spacious feeling so views and beauty can be maintained.
- Abrolhos islands for example many people are opposed to tourism out there. Contention over a marine protected area.
- Suburban development for example South Gates development, the desire for development is not in line with protecting coastline / flora and fauna. Also contentious suburban development at West End, Drummonds Cove and Sunset Beach.
- Waterfront and foreshore development. Contentions about whether the new cafe on the foreshore is necessary, it could be subject to destructive ocean forces. On the other hand it could bring vibrancy and business benefits. Development must meet the needs of diverse interests such as developers, community and small business.
- Oakajee, Geraldton port and industrial areas. Issues of dust, noise, traffic, environmental issues, train lines through residential areas, town port development, visual impact, no uranium exports through the port.
- Chapman River is in danger of becoming highly problematic/ polluted. It is hard to access without damaging biodiversity. It is important to manage the impact of human access for example cars, bikes, litter.
- State Housing – people do not want it in their locality. Spalding, Karloo, Rangeway are examples where concentration of social housing caused social anxiety. Social Housing should be regulated, this happened in Beachlands and things have improved. (minority view)
- Current nightclub precinct in Fitzgerald St attracts the wrong culture to a residential area. It's dark and not safe. It attracts trouble. It needs to be relocated to a bright central area. (minority view)



Input Session 8: The most important principles we would like to underlie all future planning for Greater Geraldton

Themes:

- Have ongoing and consistent engagement with the community for planning to ensure that the views of the people are incorporated. Take community views seriously. Make sure engagements are advertised. Value the input of the community forums and let them be reflected in the future development.
- Promote sustainable development for example recycle, use green energy, collect water, climate responsive design, solar orientation, building orientation.
- Have good governance including integrity and accountability and open and transparent decisions.
- Support Indigenous culture.
- Take care of the natural environment for example rivers and coast.
- Consider green spaces when planning to provide meeting places and unique areas with aesthetic qualities.
- Provide facilities for all ages.
- Local procurement.
- Cultural and heritage issues should be one of the first things to be considered when developments are planned. Preserve natural and built cultural heritage.
- Have a compact urban form. Balance high density with open space.
- Integrate multi modal transport options into all future planning. For example, have safe cycle/walk paths, public transport, and reduce demand on light vehicles.



Appendix Two: Designing our City: 21st Century Dialogue and Enquiry by Design Abbreviated Agendas

Day 1 Agenda

Purpose To assess the community's views on what's important to them in terms of their values, the identity of a future Greater Geraldton, the principles to underlie future planning, as well as the desired built and natural form. The outcomes will form the basis of the Multidisciplinary Team's planning options.

- 9.00 – 11.00am** What you value about living in Greater Geraldton; and The legacy you would like to leave for future generations.
- 11.20 – 1.00pm** Placing on maps, what you think are our signature elements that will forever define, shape and capture the essence of this place; and the changes we need to make to fulfill the legacy we want to leave.
- 1.35 – 3.45pm** Marking on the map the 'hot spots' that you think will cause the most community dissent; and
- Determining the principles that need to underlie all future plans.

Day 2 Agenda

Purpose

To give feedback and suggestions to the expert planning team's scenario options that they developed in response to the outcomes of Day 1.

- 5.00 – 7.00pm** Expert team presents the illustrations and scenarios it developed during the day in response to Day 1 outcomes;
- Community explains its preferences and suggests changes.

Day 3 Agenda

Purpose

To give feedback and suggestions to the expert planning team's preferred scenario(s) and illustrative graphics that they developed in response to the outcomes of Day 2.

- 5.00 – 7.00pm** Expert team presents its revised illustrations and preferred scenario(s) it developed in response to Day 2 outcomes;
- Community makes final amendments and suggestions.

Appendix Three: Members of the Multidisciplinary Design Team

Team member	Organisation	Specialist knowledge/role
Malcolm Mackay	Mackay Urbandesign	Co-facilitator
Janette Hartz-Karp	Curtin University	Co-facilitator
Phil Melling	City of Greater Geraldton	Planning
Andrea Selvey	City of Greater Geraldton	Community
Karrie Elder	City of Greater Geraldton	Planning
Marnie Bell	City of Greater Geraldton	Planning
Mark Atkinson	City of Greater Geraldton	Engineering
Amy Zinetti	City of Greater Geraldton	Workshop support
David Galloway	Ferart	Sustainability
Steven Ames	Steven Ames Planning	Community/sustainability
Justin Breeze	Department of Planning	Planning
Vickie Wood	Department of Planning	Planning
Tony McCann	Department of Transport	Transport
Mark Salt	Main Roads WA	Engineering
Ashley Robb	NACC	Environment
Chiara Danese	NACC	Environment
David McLoughlin	Department of Housing	Architecture/Urban design
Ian Stanger	Hames Sharley	Architecture/Urban design
Peter Duplex	Geraldton Port Authority	Ports
Skye Scott	LandCorp	Development management
Richard Weller	AUDRC	Landscape architecture/Urban design
Patrick Hubble	AUDRC	Architecture/Urban design
Donna Broun	AUDRC	Landscape architecture/Urban design
Josephine Neldner	AUDRC	Landscape architecture/Urban design
Mark Jimeaux	AUDRC/Blackwell and Associates	Landscape architecture/Urban design
Ikumi Nagashima	AUDRC	Architecture/Urban design
Paul Verity	AUDRC	Landscape architecture/Urban design
Julian Bolleter	AUDRC	Architecture/Urban design
Cole Hendrigan	Curtin University	Landscape architecture/Urban design
Jennifer Penton	UWA	Environment
Cathy Thomas	UWA	Environment
Yan Xu	UWA	Environment

Appendix Four: Participant Comments on the Six Growth Scenarios

The scenarios were presented in three groups, each group containing the maps and diagrams of the six scenarios.

Returning participants were divided into eighteen small groups, that rotated six times between each scenario. This enabled their comments and concerns over the scenarios in question to be captured on paper.

A tick represents what the group could live with and a cross represents what the group could not live with. As participants moved to each station they had the opportunity to say if they could live with or could not live with comments that other groups had made.

Scenario One – Linear City		1	2	3	4	5	6
A	Node Focus – Accessibility for all aged and youth.	√	√		√		
B	Keeping and broadening the peri-urban area. – Greening keeping as reserves. (Don't forget crown land – look into it.)	√			?	√	?
C	Preservation of the coast? Concern.	X					
D	Access onto beach? More people – it's already an issue.	X					
E	Controlled higher density (3-4 storey max.)	√	√		?		
F	Service provision – this there right now.		X		X		
G	Affordability versus Ghetto. Diversity outhousing (views may be too expensive.)		X		X		X
H	Linear nodes connect towards coast better. There is no linear.				√		X
I	Boundary put on urban developments – prevents encroachment.			√		X	X
J	Outside node – not enough focus on green areas and recreation. Suburbs.			X			
K	Would see CBD as higher density – Iconic buildings. Close to essential infrastructure.			X			
L	Public transport system and connections.				√		
M	Distance to the beach – walkability – is it possible.				X		
N	What about the sea views – those all have and are established.						

O	#6 – less positive version.					X	
P	Kill off CBD. – Micro city.-					X	√
Q	Uses existing places.						?
R	Limiting – High density proposed in other areas like Woorree N town.						X

Scenario One – Linear City		1	2	3	4	5	6
A	High density in low coastal vulnerable areas.		√	√	√	√	
B	Need to reduce block sites but with double storey houses.		√	√	√	√	
C	Coastal (hard) defences (groynes) (in hot spots)		X	√	X	√	
D	Everyone 10' from the beach not reasonable.		√	√	√	√	
E	Bus routes to linger N/S bus route		√	√			
F	Happy with proposed nodes (location) if height is well managed.		√	√	√	√	
G	Affordability if further from beach.		√	√	√	√	
H	Hierarchy of transport to ensure that everyone have access to foreshore and amenities.		√	√	√	√	
I	Max 2/3 stories in the nodes (not CBD)		√	√			
J	2/3 stories in CBD 1.) up to 8.			√	√	X	
K	Hard defences in same areas are needed			√			
L	Waste management at nodes.				√	√	
M	Nodes can interfere with beach dynamics. (Not too close.)				√	√	
N	Water supply can be an issue.				√	√	
O	No boring development.				√	√	
P	Node developments will effect rates.					√	
Q	Good for accommodating fly in, fly out.					√	
R	More people on the coast is too risky for the community.						

Scenario One – Linear City		1	2	3	4	5	6
A	Not energy efficient, carbon production.	X	X				
B	Dissipates the town's character.	X	X				
C	Not too dense, nothing over 4 stories.	√	√				√
D	Compact density would destroy Gero Feel, public transport to be worked on.	X		?	X		
E	Unrealistic, nodes will suffer under competition from CBD. How would diverse income levels fit into new district?			?			
F	District?			√			
G	Transport! Too automobile focused.		X	X	?		
H							
I	"Mini Geros", Gero passion in the nodes. Good to use what we have already in CBD.	√	√	√	√	√	√
J	Affordable urban villages.	√	√	√	√	√	√
K	Living too much on top of each other – Ghetto feeling should be heavily avoided.						?

Scenario Two – Contained Growth		1	2	3	4	5	6
A	Extend foreshore recreation to Port 8. St Georges Beach.	√		√	√	√	√
B	Respect height of ridge – can live with density within existing CBD zone ok (regardless of height) provided the building is done well and heritage.	?	?	√		√	√
C	Can live with if step from the coast – starting 2 storey at foreshore – requires control (political) sightlines/view corridors.		?	√		√	√
D	Flaw – assumption is port will move.		X		X		X
E	Nature path (cycle/ped) all the way around the west end also.		√				√
F	No canal development as a high rise, could be ok as low			?		X	X

	rise but would need to understand more about it.						
G	Redevelopment around port and harbour is ok – would like to see the headland return to rec reserve at end of 21 year lease period.			√			√
H	Most unlikely scenario – shift from current culture.				X		
I	Has tourist potential.				√		√
J	Sightlines/ view corridors (linked to C)						
K	Love the fact the CBD revitalisation.						√
L	Like the idea of combining other scenario plans with this scenario – ie. This plan is the “Focus Hub.”						√
M	Like the scale of development to be in line with the height of existing silos – the height is already set/sets the standard.						√
N							
O	Shift in culture can actually be a good thing. (linked to H)						√
P	Like the idea of the rail coming into town – will be a driver for surrounding development.						√
Q	This should be the starting scenario – then other scenarios (enviro, transport etc) can be added on as layers.						

Scenario Two – Contained Growth		1	2	3	4	5	6
A	• Ok to lose cottages and canal development.	√	√	√			√
/B	• All like port idea and dense town. • All endorse ridge and building heights. • Question removal of wheat as doesn't go with ore. • High buildings ok out at port. • Silos into apartment. • Pro-active council.						
C	Question 80 storey? 80 stories		X	√	√	√	X
D	No higher than silos?		√				√
E	Canal development should be environmental.		√	√	√	√	√
F	Concern re loss of cottage heritage.		X				X
G	Unanimous endorsement of CBD revival.		√	√	√	√	√

H	Unanimous endorsement of high speed rail.			√	√	√	√
I	Port to Oakajee.			√	√	√	√
J	Buildings not all same height and different sizes.			√	√	√	√
K	<ul style="list-style-type: none"> • 80 storey building must be iconic and practical. • Concern re overshadowing. 			√	√	√	√
				X			
L	Reuse of industry.			√	√	√	√
M	Pos – especially for youth (skate.)			√	√		√
N	<ul style="list-style-type: none"> • Canal development questioned. • Others endorse canal. 			X	X		
O	Building heights of 8 a concern, 5 ok. Lower than ridgeline.			X	X		X
P	Concern re wetland ecological Point Moore.				√		
Q	<ul style="list-style-type: none"> • Problem of developing in area of rising sea levels. • Only 3 storey buildings 					X	√
						X	
	Aquaculture. Cruise ship access.					√	√

Scenario Two – Contained Growth		1	2	3	4	5	6
A	Contained instead of urban sprawl.	√	√	√	√	√	√
B	Consider wind tunnel effects.	√	√	√	√	√	√
C	Vibrant walkable villages (Mediterranean feel.)	√	√	√	√	√	√
D	Community gardens (eg roof tops).	√	√	√	√	√	√
E	Active recreation a problem that no space in CBD difficult.	√	√	√	√	√	√
F	Retain and enhance existing foreshore precinct.	√	√	√	√	√	√
G	Too fanciful (ie don't pretend to look too far ahead but don't design out the future).		X	√	X	√	X
H	Demineralising the port when it makes sense (if it ever does).		X	√	√	√	√
I	The density of this scenario is too focused on one place.		√	√	√	√	√
J	Need to retain a full working port for the character of the		√	√	√	√	√

	town.						
K	No concrete jungle – green scape instead.			√	√	√	√
L	Bike paths and gopher trails through out.				√	√	√
M	No one wants gold coast. (keep the number of very tall buildings to a minimum).			√	√	√	√
N	Develop around the port rather than design the port.			√	X	√	
O	Kid zones need to be included.				√	√	
P	Ensure social mix of accommodation values/standards.				√	√	√
Q	Provide tram ways to link to employment zones (all scenarios).				√	√	√
R	Preservation of Point Moore – geographical/enviro.				√	√	
S	Preservation of Point Moore – community.				X	X	
T	Tourism resources at Point Moore.					√	
U	Eventually redevelop the Beach Cottages.					√	√
V	Retain heritage in the CBD.					√	√
W	Retain the existing rec oval.						√
X	Concerns about London type congestion.						√
Y	Make Bike planning central to the design (include parking and facilities).						√
Z	Universal accessibility to all buildings and spaces.						√
AA	Canal developments are bad news. Can be elitist. Environmentally difficult. Already enough waterfront.						√
BB							
CC	This scenario supports scenario 5 and 6 and create a good outcome when added together.						√

Scenario Three – A City of Towns		1	2	3	4	5	6
A	Joondalup all over again.	X	?	X	X	X	X
B	Will deteriorate the CBD.	X	√	X	X	X	?

C	Does not tackle ?. how will you get people moving around (will have to put transport in straight away).	X	?	X	X	X	X
D	Everyone wants to live on the coast.	X	√	√	√	√	√
E							
F	Distances aren't big enough to create "move-to" villages.	X	?	√	√	?	√
G	Sizes are too small to attract full range of services.	X	X	X	X	X	X
H	Promotes mediocrity.	X	X	X	X	?	√
I	Does preserve integrity of coast and Moresby.	√	√	√	√	√	√
J	Will prevent CBD densifying.	X	√	√	√	√	√
K	Centres will become failed shopping malls.	X	X	X	X		
L	Will dilute CBD.	X					
M	Will divide into economic "rich" towns and "poor" towns.	X	X	X	X	?	√
N	Still allows CBD to grow to 50k.		√	√	√	√	√
O	Will shift Walkaway because of flooding.			√	√		
P	Lots of duplication of services.			X	X	X	
Q	Won't have economic infrastructure to make it work.			X	X	X	
R	Preserves a small town feel.				√	?	√
S	Not put nature back into centre of townsites.					?	?
T	It will arrest the sprawl.						X
U	Plan should address future development of future areas.						
V	All development models should include a % of affordable housing.						

Scenario Three – A City of Towns		1	2	3	4	5	6
A	Don't believe it will work. Won't be contained example Sydney.	√	√	X	X		X
B	Shopping centres near population.	√		√	√		√
C	Public transport. And cycling paths.	√		√	√		√
D	More boat ramps.	√					

E	Likes urban village. Small town/village feel, could develop own characteristics.		√	√			√
F	Disadvantages those outside of the Urban Activity Centre.		√	X	X		X
G	Don't like duplication of services.		√	X	X		X
H	Concerned a class system will develop/need a mix of housing quality/ affordability needed. Good planning will solve.		√	X	√		
I	Reduces car dependency.			√			√
J	Avoid creating "Ghetto" areas.				√		
K	Very expensive Public Transport Network.					√	X
L	Concerned this option unnecessarily expands footprint. Impacts environment.					√	X
M	Public Transport Connections are essential.						√
N	Oil meales in the mill in tree zones.						√

Scenario Three – A City of Towns		1	2	3	4	5	6
A	Public Transport needed between Hubs.	?	?	√	√	√	√
B	Highly dividing sections.	?		?		X	
C	Cohesion between communities.	?		√	?	√	
D	Ensuring green corridors (really like it) Spalding P Hills 500m.	?	√	√	√	√	√
E	Duplication of Amenities. Over servicing.		?	√	√	√	√
F	Snobbish/Ghettos nodes.			?	?		X
G	Diversity in residential nodes.			√	√	√	
H	City of Towns.			√		√	√
I	Convenience of self-containment.				√	√	
J	Scenic town – natural areas – tourist walks biodiversity character.					√	
K	Healthy environment – how noise low pollution.				√	√	

L	Sustainability in waste. Reduce, reuse.				√	√	√
M	Include Mullewa, North Hampton.					√	
N	Plant trees that are compatible with area.						

Scenario Four – Managed Expansion		1	2	3	4	5	6
A	Agree in principal.	√					
B	Some reservations about isolation.	X				X	
C	Public transport – (including rail) needs to be effective.	√	√			√	
D	Some concern about development Moresby side of Chapman River.			X			
E	Agree with working within TP boundary.			√	√	√	
F	Agree in principal.		√		√	√	√
G	Like green buffer.				√	√	
H	Density supports public transport.				√		
I	Prefer “no sprawl” approach.				X		
J	Boundary on development may promote move to Mullewa for rural lifestyle.					√	
K	Need to provide facilities for youth recreation.		X				

Scenario Four – Managed Expansion		1	2	3	4	5	6
A	Connection to passive green open space.	√	?		√	√	√
B	Activity centre amenity is appropriate. Youth spaces.	√		√	√	√	√
C	Hierarchy – CBD etc.		√		√	√	√
D	Moving inland.		√	√	√	√	√
E	Creating access to natural bush – river buffer?		√		√	√	√
F	Offsetted nodes off coast (protect waste)		?		√	√	√
G	Frequent and reliable public transport network safe and secure.			√	√	√	√
H	This plan and (RWS) plan CBD (reduce sprawl).			√	√	√	√

	Revitalise.						
I	Higher density hubs. (height rest)			√	√	√	√
J	Heritage to be preserved.			√	√	√	√
K	Animal/dog friendly areas. (horse)				√	√	√
L	Take account of Southgates movement.				√	√	√
M	Appropriate boundary.					√	√
N	Affected “Gero Feel” – but community connected and amenity.					√	√

Scenario Four – Managed Expansion		1	2	3	4	5	6
A	Value of land may be pushed too high – might constrain growth	X	√	?	X	√	√
B	High density nodes good – in right locations	√	√	√	√	√	√
C	Provision for affordable housing required. (Can live with scenario with these considerations)		√	√	√	√	√
D	Might create Ghettos unless well planned. (Can live with scenario with these considerations)		√	√	√	√	√
E	Containment is a good feature.		√	√	√	√	√
F	Good network of pedestrians, cycle ways etc needs to be part of the plan.		√	√	√	√	√
G	Too much like the northern suburbs of Perth.		X	X	X	X	X
H	People are still able to be close to beaches.			√	√	√	√
I	CBD must be the core and have growth.			√	√	√	√
J	Services and infrastructure in all nodes of an adequate quality please.			√	√	√	√
K	Need diversity of housing included.				√	√	√
L	Limit the number of nodes.				√	X	√
M	Buildings not to be too high (relates to statement B).					√	√
N	Scenario is not like the northern suburbs of Perth.					√	√
O	Energy efficiency needs to be a key consideration.					√	√

P	Inter connectivity between nodes is critical.					√	√
Q	To prevent sprawl of hobby farms regulation will be required.					√	√
R	Too many nodes – it won't work economically.						√
S	Each node would require special features to make it attractive to live there.						√
T	Transport links should be green corridors.						√
U	The nodes are not along the transport routes.						√

Scenario Five – Environment First		1	2	3	4	5	6
A	Agree that the core environmental areas are preserved.	√	√	√	√	√	√
B	Some agree that high rise living inner-city is ok, some disagree.	√					
C	Some agree that with high rising (2-3 stories) in urban areas, however some are against it.	√					
D							
E	Unanimous that the planning is adopted around the preservation of the environment as projected in scenario 5.		√	√	√	√	√
F	Concerned about the buffer around Southgates.			√	√	√	√
G	Agree with buggers around rivers and shores.			√	√	√	√
H	Agree with farmland protection measures.			√		√	√
I	Buffer zones become recreation (low impact) zones.				√	√	√
J	Transportation between development pods.				√	√	√
K	Has capacity to draw on ideas from other plans eg high density model.				√	√	√
L	Home delivery services would be needed.				√		
M	Opportunity for industry ecology.					√	

Scenario Five – Environment First	1	2	3	4	5	6
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A	Principles are really good and the right approach, non-high density may become elicited. Coastal setback is wrong and needs review to match erosion. Not all of orange needs to be high density.	√	?	√	√	√	√
B	Needs transport considerations included, especially sustainable transport (eg public transport).	√	√	√	√	√	
C	Should be the basis of any plan – all other good outcomes will happen naturally.	√	√	√	√	√	√
D	All high rise/high density development should generate its own energy, water supply – to reduce pressure on resources – waste systems (recycling).	√		√	√		
E	Needs regeneration of existing built form, ignores it instead and does not consider if regeneration (environmental) can occur.		√	√			
F	Northerly zones are not suitable for much vegetation growth (top 3 orange) (minimal use appropriate). Not suitable for garden. Could put a concrete jungle on it!		√				
G	Who will compensate existing land owners? Or provide money to build green infrastructure.		√				√
H	How do you make high density with heavy design requirements low cost? (link to point D, group 3?) (affordable?)						
I	Could overlay scenario 4 with 5. too many nodes in #4.			√	√	√	√
J	Green corridors that are connected (not fragmented) a positive. (Will they disconnect communities physically?)			√		X	√
K	Cost of creation and maintenance? Maybe too much? (possible to reduce cost by following existing infrastructure)			√	√		√
L	From D.4 waste very difficult to manage onsite with high density or more people could make it more affordable.						
M	Development has to be well designed: should be a given (so that it has good sustainability principles). Cost too much to not be well designed.				√	√	√
N							
O	Present guidelines for sustainable developments need to be enforced, improved and strengthened.				√	?	√

P	A unit of high density and suburban (City and suburb) with CBD as focus of high density we should be applied.				√		√
Q	Public housing included with high amenity (close to the sea). There needs to be a mix.				√	√	√
R	Diverse mixtures should be marked into this scheme.					√	
S	High density should be stepped back from the coast – not the Gold Coast – retain an “open feeling” coastline.					√	√
T	Include incentives for innovation in sustainable development					√	
U	This scheme should support Geraldton as a climate change leader.					√	
V	Sustainable development should include green roofs, solar, water recycling.						
W	CB a bit extreme – not everything mapped has high biodiversity value.						
X	Recreational value of green space is a trade off for high density? Tension between biodiversity and recreation needs consideration.						√
Y	Can live with that cost, get community involved in maintenance.						
Z	Overlay 5 with 6.						√
AA	What about flow on effects of population growth such as the need for more industrial?						√

Scenario Five – Environment First		1	2	3	4	5	6
A	Residential/commercial in identified (orange) areas.	√		?	√	√	√
B	Protection of Moresby.	√		√	√	√	√
C	Protection of rivers, 200m buffer.	√		√	√	X	√
D	Move industrial to Oakajee and move northern orange block to southern industry.	√		?	√	?	√
E	Regenerate transport corridors.	√		√	√	√	√
F	Economically naïve? Should be considered.	√		?	?	X	?

G	Regeneration of non-vegetated areas to ensure linkages.	√		√		√	√
H	Coastal nodes needed.	√				?	√
I	Still need P.O.S in orange areas within walking distance.		√		√	√	√
J	Increase intensity along coast and attempt to maintain rural type areas.		√				√
K	Density ok but must maintain “Green” feel with vegetation.		√		√	√	√
L	No higher density in red areas.		√			√	√
M	Need to identify nodes and implications.			√			√
N	Need to identify transport corridors (possible to regenerate transport).			√			√
O	Reasonable/liveable height, respect views in nodes. Topography, small town feels.				√		√
P	Concerns for farmers re 200m buffer graze but restrict fertilizer use.				√		√
Q	Don't develop Southgates.					√	√
R	Rivers – 200m buffer not enough in strategic areas.					√	
S	Supportive education to support concept.						√
T	Use corridors for transport and tourism.						√

Scenario Six – Transport First		1	2	3	4	5	6
A	High speed rail to Perth is a good thing.	√	√	√	√	√	√
B	Coastal pathway is a good thing.	√	√		√	√	√
C	Tramway is a good thing. (Regardless of scenario)	√	√	√	√	√	
D	Bus service more important than tram link.	√				√	
E	International airport is a good thing.	√	√	√	X	√	√
F	Ferry links along coast is a good idea.	X	√	X	X	X	X
G	Activity nodes connected to coast is a good thing.		√	√		√	
H	Need to address coastal erosion issues		√				

I	Student town in CBD near uni is a good thing. (shouldn't be a Ghetto)			√		√	√
J	Pathway along Moresby range is a good thing.			√		√	√
K	Urban agriculture is not viable.			√		X	√
L	Affordability will be a problem.			√		X	
M	Limiting sprawl is a good idea.				√	√	
N	Nodes along the coast.				√		
O	Protected farmland on the city fringe is a good idea.				√	√	√
P	Lack of focus on CBD must be addressed.					√	
Q	Increased density in CBD is a good idea.				√	√	
R	Coastal pathway needs attractions and amenities.				√		
S	High speed rail and airport are unfeasible.				?		
T	Aged Ghettos need to be avoided.					√	
U	Too many activity nodes on coast						√
V	Nodes take away from the CBD – dilution of services.						√
W	Urban agriculture band is a good thing.						√

Scenario Six – Transport First		1	2	3	4	5	6
A	Cyclepath shared.	√	√	√	√	√	√
B	Logistics hub and transport integrity.	√	√	√	√	√	√
C	Growth boundary.	√	√	√	√	√	√
D	Building height.	X					
E	Villages/nodes different.	√		√	√	√	√
F	Strengthen connect logistics hub, CBD and schools.		√			√	√
G	Relocate UGB to west of Chapman River.		√				√
H	More enhanced connections across Chapman River.		√				
I	Move airport further out.			X		X	X
J	Integrate with rivers, nature etc.			√			

K	Train line along coast.				X	X	X
L	Avoid coastal high density. Gold Coast.				√	√	√
M	Car free within villages.				√	?	√
N	No need for international airport assuming good rail connection to Perth.				√		X
O	Tram frequency 5-10 mins.					√	√
P	Reduce truck freight and increase rail freight.						√
Q	Water connections – Abrolhos, Shark Bay, Dongara.						√

Scenario Six – Transport First		1	2	3	4	5	6
A	Public transport must be secure and safe.	√	√	√	√	√	√
B	Like the hubs – high density and service, only if well done.	√	√	√	√	√	√
C	Cat system within hubs – urban.	√	√	√	√	√	√
D	Like bike and path coastal way.	√	√	√	√	√	√
E	Like the tram system.		√	√	√	√	√
F	Like the choice.		√	√	√	√	√
G	Like the 20 minute neighbour.		√	√	√	√	√
H	High speed train system.		√	√	√	√	√
I	International airport.		√	√	√	√	√
J	Concerns about lack of boat ramps.				√	√	X
K	Parking opportunities along system park and ride with recharging for electric vehicles.					√	√
L	Villages designed in sustainable way and visually sensitive.					√	√
M	Concern for animals in high density villages.					√	X

Appendix Five: Community feedback on the 'Big Picture Scenario'

Community Action Plan

- How do we get industry and government united behind the plan? We need a base of support.
- We need a doable, practical plan.
- Low-hanging fruit = community gardens. Engage youth and aboriginal.
- Vacant shops with static displays. "Low hanging fruit."
- Big and bold ideas: Multi-storey car parks – flex space for other users. Youth centre – outdoor amphi-theatre. Public square – gazebos, park benches, water features, public art, aboriginal culture (NO ALCOHOL).
- "Low hanging fruit" – low emission zone 1 day a week. Community breakfast by busi/industry – focus on other vision themes.
- RE: Town/country divide making farming families welcome in Geraldton, what would do this?
- "Men's Shed" – need the building. – not just for men. "Community Shed" as third place.
- Youth – Elder mentoring eg age-care facility combined child-minding centre. (see example in No. Perth)
- Open-air "Moveable" market (disabled accessible)
- Neighbourhood street parties – city could support with packs. Council provide BBQ support
- "Big and Bold" underground power.
- Linking existing action plans more recycling (cleverly).
- This gathering is good, look at CGG people and community having great and interesting conversations. More of them regularly.
- Creating physical building spaces for young people is difficult. Create "spaces" in the street, people organising stuff.
- 14-27 boys are problem.
- 12-50 girls are bitches.
- How do we change this in our community?
- What can I contribute while I enjoy the lifestyle? People who believe in change, good examples (publicise), council is showing leadership and creating the space, we want a better future for our kids.

Life's a Beach

- Concerns over access to beach through private property.
- Agree that a combination of solutions and site specific designs.
- Understand community values.
- Happy with semi-permanent structures not permanent on dunes/beach.
- Ensure disability access to ocean front.
- People's beach – Cottesloe/Claremont transportable facilities.
- Seaweed recycling.
- Agree with hierarchy of beach uses.
- All structures should have multiple uses including subsurface reefs. (can be taken away in winter) Nothing permanent.
- Submerged coastal defences.
- Love the dune path idea especially with board walks.

- Wants to be able to drive on beach – keep Southgates open.
- Sacrifice an area for people to drive on the beach/dunes.
- Places to fish.
- Shipwreck for diving eg freighter.
- Canoes and surf ski hire on beach – wind surfing – scuba courses etc.
- Bar on eastern breakwater (cocktails at Sunset) between old port and Foreshore.
- View-binoculars/telescopes.
- Mobile digital guides.
- Beach erosion – build up reefs to make a sea wall to arrest surge eg north of the marina and south of the lighthouse.
- Like the idea of walks over the dunes also idea of adaptable buildings.
- Small retail strip from Gull to African Reef to encourage beach access at the stable part of the beach.
- Close road at Grey's Beach.
- No development at Southgates.

Live, Learn, Rest and Play

- Men's shed concept: central, transport access, disabled access.
- Co-location of facilities – branch library at school, 20 minute walk.
- Nodes of facilities are missing from our community currently.
- Slightly bigger schools with better connections ie bus service. Sports ovals for multi-uses.
- Precinct clear ie sporting facilities/school/education.
- Make other services available at these areas eg cafes etc.
- Facilities for youth in the centre make a feature that will encourage people to watch = safety, feature.
- Ease of parking – maybe high rise not too close to the CBD close off central area and encourage walking.
- Provide seating/comfortable for people. Shade etc.
- Creating post grad university to cover for whole of WA eg Armadale. Education hub of NSW.
- Accessible playgrounds for people with disabilities such as tactile features flat hard surfaces and raised sandpits to allow integration of users.
- Diversity of sport have their own traditions and history – accept require own club rooms, shared grounds.
- Love the idea of the 20 min city principle.
- More recreation facilities on the beach eg hire canoes, scuba diving, paddle boards etc.
- Surf club to North eg Sunset Beach.
- Health and family services hub.
- Schools as hubs eg more early childhood facilities at the school.
- Botanical garden.
- Greater interaction for school age children with older people eg community garden.
- Community bus to assist people to move around to community facilities.
- Love it, love it, love it...
- Men's Sheds: Community – retired, chronic illness, not employed. Keeps elders off the street, not for elders only blokes, mentor for kids who hate school/patience. Motivation/activation for blokes. 60k men, 550 sheds in Australia.
- Why can't we change?: Culture versus health versus statistics versus how do we do this balance. Who is going to do the smart strategic thinking.
- Where will the new leaders come from?

- Where is the cultural space where we can talk through this stuff: inspiration, pub, provincial, internet “Big help mob”, high schools (encourage their interest, what they can do to participate as young adults to contribute to their local community).
- Find a store.
- Activating the kids to decorate it with street art “Mini events.”
- Sport: too congregated into one area, need to spread out, need 20 min on bikes, roads are too dangerous, 20 min drive 8th street is too difficult, how do we fund new sports developments?
- Meed inter-regional sport.
- 5 years: but we have fat kids and not able to change this.
- 8-10 million over five years.
- Is there a different way to spend 8-10 million to solve fat kid problem.
- Lift the game in strategic thinking.
- How do we get strategic in attracting funds?

Red Tape

- Expenditure R4R’s to Geraldton.
- A department of Geraldton where all strategic plans and funding (of others) through the department.
- Developers missing from conversation, need a plan to manage them, incentive plan like Vancouver.
- Amalgamate/summarise plans via the State Location information Strategy. (WALIS)
- Place managers for change.
- Forward all thinking in Public Infrastructure projects for the future not only for the now (ie. Hospital too small) department of Health versus the City’s needs.
- Make the cars the last priority – bikes and walking priority.
- Need multi-storey car parking in CBD (rather than it spread all over the place).
- Make it a real mall – Durlacher/Cathedral Ave no cars, make it green.
- Get the artists in to studio/vacant tenancies.
- Define green space within CBD (needs to be shaded).
- Small pub/wine bars.
- Retain ground floor/residential above.
- Small Bias – big box retail out of CBD
- Vacant rates to avoid speculation; develop or move on.
- Do something with shop fronts in interim.
- Potential is there – needs investments.
- Facades are there – heritage elements.
- Need use to spill out onto streets with alfresco etc.
- “Kings Court” London.
- Buildings need to “fit in” to Geraldton.
- Open malls – not every retail needs to be covered.
- Reconnect laneways for connection (ie Marine Terrace/Foreshore) opportunity for art, good lighting, safe.
- Heights on Marine Terrace, rather than Foreshore Drive.
- Location for housing infill.
- Instead of Ghetto.
- Defined City Centre (where is urban and not).
- Parking.
- Mix use defined (no unexpected surprises/developments), consistency and stability.
- Climate appropriate design/energy efficient.

- Stepping built form to coast.
- Own choice, allowed to subdivide rural lots.
- Height – to be appropriate – Gero feel not too urban.
- Outcome based.
- High quality area. Better suburbs, investment.
- Design based outcomes with areas.
- Wind direction and sun direction.
- Housing stock and demographic.
- Appropriate housing.
- Climate appropriate urban design.
- Culturally appropriate housing and gardens.

The Big Picture

- Old railway line reserve – cycle path, green link. Bloody good job!
- Add rail to North Hampton and Chapman Valley and Mullewa.
- Create Hubs for Spalding, Utakarra to improve liveability.
- More east west transport links.
- Next big shopping centre? Move so Activity Centres.
- Waggrakine – sharing facilities eg schools, old age homes etc.
- Flexibility – to have rural uses, small holdings.
- Build to suit climate.
- Tram line along coast – scenic – needs to be on plan.
- One plan for all – help each other prioritise.
- Parking options – long and short term on the edges of the CBD.
- Quality development (architecture).
- Move all light industrial areas from main highway.
- Modern infill in the Greenough Hamlet to bring it to life.
- Keep semi rural lots.
- In building use local materials (limestone/red brick/corrugated iron).
- Footpaths need to connect to industry not just recreation places.
- Need public transport to schedule with work and shopping times to make PT more attractive. (end of trip facilities)
- Directional runways at airport to give choice.
- Densify away from the coast.
- Make the plan happen – city.
- Strong E/W Pedestrian connections across coastal tram links. Access for overpasses/underpasses.
- Tram supported – raise monorail?
- Maintain views when thinking of urban villages (human scale).
- Beach is everybody's – avoid Gold Coast, like urban setback.
- Urban villages – yes – increase community feel. Community garden, piazza, centre piece for community, POS in centre, community space in centre.
- Sea transport – state ships to take pressure from roads.
- Domestic and international, save road maintenance.
- Potential for airport to be further inland and link with public transport ie Sydney.
- Region – vision for whole region, including outer towns Dongara, North Hampton, Mullewa, why not included?
- Ag land – support UG boundary set in concrete. Natural boundaries. Might improve attractiveness of living in satellite towns.

- Public transport – only focus on north-south coastal areas – what about hinterland coast west connections.
- Utakarra/Mullewa connections.
- Waggrakine.
- Nodes further out in hinterland. Nodes too concentrated on coast.
- Looks too much like Perth – too north/south.
- We've seen this before (planning schemes). There is nothing new, nothing innovative.
- Footpath – DUP – in suburbs.
- Don't need 80 storey buildings – already got HMAS Sydney Memorial.
- FIFO – accommodation in for those based in town/those only spending part of their time here.
- Nodes – happy with consolidation and higher density very important for providing diversity of housing.
- DDS (Kmart/Big W) – CSBP major shopping node. No thought as to where DDS will go.
- Building on nodes/hubs already there.
- Local drive in drive out – those living in North Hampton, Dongara and Nabawa.
- Incentives – for CBD land owners – get together with uti people. Look at utilising volunteer/aged community to get out there and contribute.
- Parking underneath of CBD creates the space we need.
- Large indigenous population – this will only grow in future with 150,000 – where are they reflected? Where is that space? Cultural centre. It can tell stories throughout town – IDENTITY.
- Directional runways at airport – needs to be both ways to factor in wind. Don't rebuild what's there.
- Rural areas a good contingency.
- Focus on the CBD.
- Foreshore – distinctive and interesting (urban).
- Amenities in urban area rather than dunes (front row).
- Penalty rates vacant property and rewards for putting in tenants.
- Bike path crossing of NWCH (safe).
- Small activity centres – prioritise cycling and walking.
- Get some “Oomph” into the city centre.
- Build “enduring” civic buildings.
- Incentives for city centre upgrades.
- Critical surf reefs at nodes.
- The small steps are important.
- “Its been good”.
- Integration communication.
- Accessibility to water non-ambulant.

Appendix Six: 'Designing our City': Summary of Pre and Post Forum Survey Results

Part 1 – Attitudes and Perceptions (Group Analysis)

Introduction

'Designing our City' was a 3 day public deliberation process to enable the community to work with planning and design experts to help develop Greater Geraldton's strategic and statutory planning documents on how the City-Region's natural and built environment will be managed for years to come. The outcomes of this deliberation process will also inform the Community Action Plan – a common strategy for all agencies, community and industry groups in the City-Region. The following Report is an analysis of surveys that were administered prior to and at the end of day 1.

Participants

Of the estimated 250 participants that took part in day 1 of the *Designing our City 2029* process on 13 August 2011, 189 completed a survey which has formed the basis of this section of the report. 115 of the participants were identified as community members (73 who were randomly invited and 42 who 'self-selected' to participate); 43 were invited stakeholders; and 31 were undefined.

Participants completed a survey at the start of the large scale one day community forum, and second survey at the end of the day. Of the 189 total survey participants, 148 did both surveys, 28 did the pre-forum survey only and 13 did the post-forum survey only. Analysis of results was done at the level of all participants, stakeholders, all community members, and the two groups of community members – random invites and self-selects.

Around half of all participants had previously taken part in at least some aspect of the **2029 and Beyond process**, an ongoing public participation process over the last year and a half to co-create a sustainable future for the Greater Geraldton City-Region.

Participants' political participation, past and future, was measured. 74% of participants had **voted** in at least one of the last three local government elections, and 85% felt that they definitely or probably would vote in the October 2011 election.

Several dimensions of **citizenship** were measured amongst participants. Each of these consisted of 3-5 individual questions from which an Index Score was calculated. The results showed that civic pride, the feeling of being a responsible and important citizen, was very strong; though civic faith that other people would be as responsible was considerably lower; the power of people to effect change was moderate; while the sense of personal understanding and capacity to effect change was slightly stronger; and finally, the willingness to engage others in political conversations, to challenge and be challenged, was moderate. These Index scores varied little across participant groups, though self-selected community members did have significantly stronger average scores in terms of willingness to participate in political conversations.

Desired outcomes of process

The most important outcome participants wanted from their participation was ‘influence over future decision making for the City of Greater Geraldton’, with 73% considering this ‘very important’. The next most important outcomes were ‘a fair and respectful process’ (69%) and ‘meeting the needs of all people of the City of Greater Geraldton’ (64%). Only 21% felt that ‘an outcome which met their individual needs’ was ‘very important’.

Core issues

Importance

Overall, the built form, social and environmental issues most commonly rated as ‘very important’ across the combined participant group were ‘protecting beaches’, ‘community safety’ and ‘preserving land for nature’. These were also the most important pre-forum issues for each of the individual participant groups.

There were few differences in these ratings between the pre and post forum surveys. The proportion who rated ‘community safety’ as ‘very important’ dropped significantly, but it was still ranked in the top 3 issues. The importance of ‘protecting beaches’ increased for stakeholders during the forum (from 63% to 91% very important ratings), but there were no significant changes in the pre-and-post forum ratings of community members.

Satisfaction with performance

Overall, satisfaction with how well Greater Geraldton was doing regarding each of the built form, social and environmental issues, was only moderate for most issues (and generally less than 10% gave a rating of “very satisfied”). On only 2 of the 13 issues canvassed did more than 50% of participants indicate they were satisfied with performance in the pre-forum survey. These were ‘maintaining Geraldton’s unique identity’, and ‘sport and recreation facilities and maintenance’.

Across the course of the day participants became significantly more satisfied with how well ‘Geraldton’s unique identity is maintained’, but that was the only statistically significant change. This change was seen more strongly amongst community members rather than stakeholders.

In sum, the forum results suggest that there is a relatively clear hierarchy of issues that are important, that this hierarchy is fairly stable, and that performance on these important issues is seen as poor to moderate at best.

Evaluation of forum

Perceived Outcomes

Participant perceptions of the forum were strongly positive, though there was slightly less expectation that it would be influential, and only two thirds were confident to say that the outcomes would meet the needs of all people in the City of Greater Geraldton.

Participants strongly saw the forum as a fair and respectful process, with over 90% of all participants groups agreeing that this was the case. Virtually all participants had rated this

outcome as either 'very important' or 'quite important', both prior to and after the day's deliberation.

Meeting individual needs was the least important pre-forum outcome, but nonetheless 85% of participants who completed the post-forum survey felt that it had done so (including 97% of those who stated pre forum that it was very important to them).

Two thirds of participants thought it was very important that the outcome meets the needs of all people in the City. 62% felt that this was achieved, though only 8% strongly agreed that this was the case. 17% were unsure if this was the case. These figures virtually replicated those of the participants who rated this outcome as 'very important' at the start of the day.

73% of participants rated the outcomes being influential as very important, and 75% felt this was likely to be the case – with 17% unsure. Again, these overall figures were also seen amongst the participants who said the outcome was very important to them. Amongst stakeholders, two thirds thought that the outcomes would meet the needs of the organisation they represented.

Looking across all outcomes, it is evident that participants who rated outcomes as very important were at least as likely as 'all participants' to consider an outcome achieved.

There were several differences in perceptions of outcomes based on citizenship indicators. Those who scored higher on the political index of being a responsible and important citizen, and that of personal capacity to effect change, were more likely to feel that the event had meet their individual needs; while those who scored higher on the power of people to effect change, were more likely to feel that the event would influence the City of Greater Geraldton's future decision making. These scores are unsurprising.

Perceptions of forum processes

The very high rating for the process being 'fair and respectful' is consistent with the positive ratings given to various aspects of the process. In excess of 90% of participants gave positive ratings to each of the aspects measured, and this was consistent across each of the major and minor participant groups.

Indeed, there were only 6 individual participants out of the 152 who gave ratings who rated two or more aspects negatively (most of the 'non-positive' responses were 'don't know / can't say'). These 6 individuals (each from a different table) were less likely to give the highest outcome ratings, but their ratings were not exclusively low – though one individual's were.

Although the differences were not statistically significant, those participants who had not taken part in prior community engagement processes tended to be more positive about how well they were informed, about hearing many different perspectives, and that their table discussions were fairly represented in the theme team slides.

Participants were even more universally positive about their table discussions. A small number of participants didn't agree that their contribution was valued, or that other people at their table considered a range of options before deciding what was important – but even on these aspects no individual group fell below 88% agreement.

Changing views

Participants felt that people changing views was important (97% thought this was valuable or very valuable), and 55% felt that their own views changed or expanded at least 'quite a lot'. These results did not differ significantly across demographic groups.

It was interesting to note a trend that participants who gave lower satisfaction ratings to each of the outcomes were also more likely to say that their views had not changed during the day, suggesting that a willingness to change views is in fact related to having a satisfactory experience.

However, as noted earlier, actual ratings of importance and performance on core issues actually changed very little. Furthermore though, those participants who felt that their views had changed more and / or who thought it was more valuable for participants to change views seemed no more likely to actually do so.

Satisfaction and willingness to participate again

Overall, participants were satisfied with the deliberative forum experience, with 43% 'very satisfied' and 94% 'at least quite satisfied'. These proportions were effectively consistent across participant groups (and if anything the self-select community members were the most satisfied).

Willingness to participate again in other events was closely matched to overall satisfaction, with 44% saying they definitely would participate again, and 94% that they at least probably would do so.

Conclusion

Public deliberation processes are intended to provide an opportunity for both decision makers and the community to jointly achieve an optimal outcome. It is hoped such collaborative decision-making will be of higher quality and result in greater acceptance and understanding. While positive participant perceptions of the process do not automatically translate into optimal planning and decisions, they are likely to be a significant contributor to the acceptance and understanding of decisions made as a result of the process. On that basis, the public deliberation was highly successful. Participant perceptions across all major sub-groups were highly positive about the deliberation process; and expectations of its influence were quite strong. The great majority of participants would be happy to participate in a similar event in the future.

According to forum participants' descriptions of their prior and future voting behaviour, they appeared to be more politically active than the norm, given actual voting statistics in the region. Moreover, about half of the participants had been involved with at least one aspect of the broader *2029 and Beyond* process. This is unsurprising. When people are required to contribute their time and energy, those who are more motivated are more likely to participate. This doesn't in any way invalidate the views of participants as an important indicator of community views – it is simply a consideration that needs to be borne in mind when interpreting the results and extrapolating them.

It was hypothesised that an individuals' sense of civic pride and empowerment might be related to other attitudes and perceptions measured in the survey, but this was not so, at

least not significantly. It was also thought that as a result of deliberation, participants might change or broaden their views. This too was not found, even though 97% thought it was valuable for people to ‘change or expand’ their views and 55% thought they had indeed done so as a result of the deliberations. (In the future, ‘change’ and ‘expand’ views need to be separate issues as putting them together could have muddled the results.). The survey results showed a high degree of consistency in priorities and perceptions prior to and following the public deliberation, and the priorities were the same across all participant groups (randomly invited and self-selected community members, and invited stakeholders). ‘Protecting beaches’, ‘community safety’, and ‘preserving land for nature’ remained the top 3 throughout – representing, it would seem a broad, common view. The only statistically significant changes across all participants were ‘community safety’ (which declined, but still remained ranked in the top 3) and ‘increasing housing density in some locations’ (which increased, but remained among the less important issues).

In terms of performance, how well Greater Geraldton was doing on each of the built form, social and environmental issues, it was clear that participants felt only a low to moderate satisfaction on most. Only 2 of the 13 items received a ranking of ‘very satisfied’ or ‘quite satisfied’, and these in the main did not change. ‘Maintaining Geraldton’s unique identity’ showed the biggest change, an increase in satisfaction at the end of the forum primarily amongst community members. The stakeholders, on the other hand, increased their sense of the importance of ‘protecting beaches’ by the end of the forum, and were also less satisfied with how well that was being done.

In sum, the broad range of participants were of a fairly common mind about what is important to the future of the City of Greater Geraldton; these views did not greatly change as a result of the deliberations of the forum; and the perceived performance on these important issues was seen to be poor to moderate at best. In terms of the deliberation process, it was seen to be effective, it was expected to be influential, and there was a significant willingness to participate in a similar event in the future.

Part 2– Attitudes and Perceptions (Individual Analysis)

One of the aims of ‘2029 and Beyond’ is to develop a collaborative community and collaborative governance. This involves the community being more willing to be involved in civic affairs, discussing the issues that matter, and problem solving together to resolve them. To gain a better understanding of this, we have done a more detailed statistical analysis (SPSS) of the pre and post forum surveys. We wanted to find out whether there was a relationship between each individual’s sense of citizenship/willingness to engage, with other issues including age and gender, how they came to be at the deliberation, and their attitudes and preferences expressed prior to and after the day’s deliberation.

Part A of this Report, like other marketing reports, examined relationships between group attitudes and perceptions, in this instance, before and after the forum. However, the group average does not show what happened to each individual’s attitudes and perceptions as a result of the forum. Hence, in Part B, rather than discerning the group averages (ie grouped according to whether or not people a) had participated before in ‘2029 and Beyond’; b) were self nominated, randomly sampled or stakeholders; c) their gender; and d) their age), each individual’s responses within that group were analysed. Of particular interest here, was whether deliberation impacted on or was impacted by the sense of being a citizen including

whether participants felt: a) they can make a difference in public life, b) they have the ability to participate effectively, c) decision-makers are responsive to citizens' demands, and d) others in the community are willing to participate in civic life.

The most significant difference was whether the person had participated before in '2029 and Beyond'. Those who had were more confident in their ability to play an important civic role, and felt they did; but had less faith in others doing so, or the decision-making influence of voting in local elections. Specifically, they were more likely than those who had not participated before in '2029 and Beyond' to consider themselves *well qualified to participate in local politics and community affairs; better informed on local politics and government; having a pretty good understanding of the important issues facing Geraldton; and to agree that they play an important role in the life of the community*. However, they were less likely to agree that *voting in local elections is a good way to influence local government decision making*; and less likely to agree that *others in their local community always do their part to make the community a better place to live*.

When considering the way their participation was sought, Stakeholders were more confident about government *caring about what a person like me thinks*; and about being personally *well qualified to participate in local politics*; but were doubtful whether *voting in local government elections is a good way to influence local decision making*; or whether *others take their civic responsibilities seriously*. Self-nominated participants, probably as one would expect, were more likely than others to agree that they *play an important role in the life of the community*; and take their *responsibilities as a citizen seriously*. Randomly sampled participants were the least likely to feel *better informed on local politics and government than most people*; or that they understood *the important issues facing the city*. On the other hand, they were the most likely to agree that *local government doesn't care much about what a person like me thinks*. Again, these findings are not surprising. However, they do confirm that our perceptions about our civic efficacy are highly related to the roles we take in the community.

In terms of demographics, women were more likely to take their *responsibilities as a citizen seriously*. People over 40 were the most likely to agree that *when asked to do their part, most people in your local community will make personal sacrifices if it is in the benefit of the community*. This again reflects what might expect from those groups.

A series of questions were asked about the sorts of political conversations participations engaged in. Overall, the more 'challenging' the political conversations were, the less likely participants were to seek them out. Of all the groups, those who self nominated were the most likely to seek out these types of discussions and also to justify their views to others. Those who had participated previously in '2029 and Beyond' were most likely to frequently seek out discussion on local political and community issues, while randomly sampled participants rarely sought such conversations.

The post survey results showed some significant overall changes: increased agreement with the statements that *there are many legal ways for citizens to successfully influence what local government does; I take my responsibilities as a citizen seriously; and I consider myself well qualified to participate in local politics*. Hence, across all groupings, participating in just one day's deliberation actually made a positive change to individual's perceptions of being a citizen and their political efficacy. In terms of reported voting habits and voting intentions in

the local elections, although these were overall much higher than would be expected given the actual voting numbers in the region, there were no statistical differences between groups, suggesting that voting attitudes and behaviour are quite different to other civic attitudes and behaviours.

Considering changes in each participant's satisfaction with the region's performance and the importance of key issues, there were few significant differences pre and post forum. Overall, there was increased importance in *increasing housing density in some locations*; and decreased importance of *community safety*, in particular with randomly sampled participants. Stakeholders increased the importance they placed on *protecting beaches*. Examining the percentages of individuals who changed how they rated the importance of issues before and after the forum, participants were least likely to change their rating for *preserving nature*; while more likely to change the importance of *responding to climate change*. Randomly sampled participants and stakeholders were more likely to change their ratings than self nominated people. Overall, views were most mobile in the area of 'cities and sustainability' – density, revitalisation, suburban centres and transport. This would seem to indicate a desired outcome of deliberation, reflective consideration of the key issues, in this instance, creating sustainable urban development, though less so among the self nominated participants.



Appendix Seven

Post Forum Detailed Data Analysis

A detailed analysis of the data collected during the Designing our City Forum was undertaken after the event by the 2029 and Beyond Project Team to ensure the preliminary results collated during Day One of the forum were representative of community input. The team examined the input submitted by individual tables, via the networked computer system, for re-occurring themes and ideas. The collated results of the detailed data analysis are shown in the following tables. Each table indicates the session and question posed to the community for deliberation. The answers to the question are listed in order of most to least mentioned and indicate how often a particular theme or idea was referred to by forum participants.

Session One: What we value most about living in Greater Geraldton?

Beaches	25
Climate	25
Small size of city	21
Natural Environment	18
Community	18
Quiet and relaxed lifestyle	17
Coastal position and proximity to beach	13
the friendly people of the community	13
Educational opportunities	13
Access to natural environment and beaches	12
Infrastructure and facilities	12
Water sports	11
Work opportunities	10
Clean environment	10
Access to shops/work/services/schools	10
Heritage	9
Foreshore	8
Rural hinterlands	7
Safety and social cohesion	7
Sports facilities	7
Family and friends	7
Cultural diversity	7
Community engagement if planning for the future	7
Potential growth	7
Open spaces	6
Lack of traffic	6
Country feel	6
Recreation activities	6
Walk and bike paths	5
Outdoor lifestyle	5
Sports facilities	5
Proximity to Perth	5
Wildflowers	5

Ability to be sustainable	4
Healthcare systems	4
Library	4
Parks and playgrounds	3
Entertainment facilities	3
Queens Park Theatre	3
War memorial	3
Variety of shops	3
Location in regard to other cities and travel spots	3
Views and scenery	2
Environmental ethos	2
Neighbourhood awareness	2
Museum	2
QE2	2
Cafes	2
Airport	2
tourist attractions	2
Events and festivals	2
Community services	2
Lifestyle	2
Aboriginal people	2
Networking and links between groups	2
Low population density	2
Spacious surroundings	2
Forward thinking Council	2
Diversity of industry	2
Locally grown food	2

Session Two: Leaving a legacy – What are the key features that would be important to Greater Geraldton's identity?

Unique coastal landscape, beaches, water, sand dunes, Abrolhos Islands	33
Heritage and local history	27
Diverse education opportunities including tertiary and trade	17
recreation and access to recreation ie beaches	14
Sporting facilities	12
Clean beaches	11
Preserve natural flora and fauna corridors	10
Preserve foreshore and limit development	10
Green streetscapes, park & open spaces, Norfolk pines	9
Youth support infrastructure	9
Celebrate Aboriginal Culture and Heritage	8

Proximity to CBD and natural open spaces	8
A fishing town, keep cray fishing here	8
Better integrate CBD with foreshore	7
Local art and public art	7
Maintain agricultural lands	7
Clean and no pollution	6
Safety and a secure community	6
Events	6
Diverse industry and employment	6
Cycle paths and walk ways	5
Sustainable accessibility ie quality public transport	5
Community gardens and markets	5
Cultural arts	5
More entertainment	5
Connected communities	5
recreational fishing	5
Waste management innovation and reduction of landfill	5
Moresby Range Park	4
Retaining trees and planting more	4
Cultural identity and resilience	4
Community spirit	4
Rail facilities to Perth	4
Sustainable water supplies	4
Community engagement to continue	4
Renewable energy	3
Development but keep the facades	3
Shopping	3
Commitment to sustainability	3
Affordable housing	3
Youth Council and leadership training	2
Arts and culture projects	2
Higher density housing	2
Financial stability	2
Tourism	2
Access to social technology and benefits from SKA	2

Session Five: What are the signature elements that will forever define, shape and capture the essence of this place?



Greenough, Chapman and Buller Rivers and river mouths are significant for the wildlife, wildflowers and opportunities to interact with nature	31
The beaches and the coastline for their pristine state, aesthetic value and recreational opportunities.	30
Heritage buildings throughout Geraldton	29
The Moresby range as an important landscape which provides beauty in a harsh environment, flora and fauna.	25
The lighthouse as an iconic and important landmark	21
The foreshore as the heart of town, good for kids, provides diverse recreation, social interaction, healthy lifestyle, sense of freedom and a place where people can connect with the environment.	17
Greenough Flats for its historical value	17
HMAS Memorial for sense of place	17
The port and Fisherman's Wharf - working port which is part of City life, wealth, employment and history.	15
Southgate dunes	14
The Cathedral	12
Sporting facilities have shaped Geraldton's lifestyle - a strong sporting culture	11
Recreational facilities outdoor and coastal	10
The leaning tress	8
The agricultural land around Geraldton including greenough Flats	8
Abrolhos Islands provides a mixture of cultural, economic and heritage values	7
The bush land as an important natural landscape and allows time in a different environment to the coastal environment	6
The 50 cent swing	6
Walk and bike trails for a healthy lifestyle	5
The Norfolk pines for their aesthetic quality and historical value	5
Queens Park Theatre for its cultural value	5
Indigenous cultural and sites of cultural significance need to be protected	4
Maitland park for its open space	4
The wind farm	3
Ellendale pool for its recreational purpose	3
An Aboriginal Cultural Centre	2



Session Six: What changes would need to occur for Greater Geraldton to be true to our prioritised values and legacy?

Transport planning for safety, accessibility and sustainability for example the provision of a bypass for trucks, convenient public transport, light rail, passenger rail to Perth, and a CAT bus, multi-story parking and a good cycle path network.	41
Progressive development of the CBD for example; rejuvenation of vacant buildings and brownfield sites; long term parking; more people living in the CBD; no cars in mall; this will add to the value of the foreshore and vibrancy of businesses.	34
Revitalise the CBD by changing the shop fronts to face the ocean	8
When playing upgrades for the foreshore include and link the Marina	3
Increase and enhance green spaces; suggestions included using native flora and planting more trees; site identified were foreshore, Beresford foreshore, Rangeway park, reserve between olive street and surf lifesaving club, CSBP site and super block opposite new library.	16
Visual aesthetic and sustainable services and utilities, for example more water harvesting, underground power, renewable energy scheme and waste reduction schemes.	11
Develop hubs and build schools and other facilities within the hubs. Reduce reliance on vehicles. Keep retail areas small (no huge malls). Suggested locations for hubs included Rangeway, Spalding, Wooree and Glenfield	11
Rehabilitation of natural areas	8
Managing and protecting coastal areas including no housing development close to the coast and no access for 4WD	7
Expand health services	7
Upgrade existing and increase number of sporting facilities. Sites identified for upgrade included Wonthella sporting complex. Identified a need for sporting facilities to be located south in Wandina and north.	6
Promotion of Indigenous history and communities for example Aboriginal cultural heritage promoted along a network of walk trails.	5
50 swing; keep it swinging; enhance site for heritage value make it a meeting place	5
Improve access to natural areas through provision of trails, walkway, amenities etc	4
Retain and protect rural areas	4
Turn Moresby Rangers into a national park and make it more accessible for outdoor recreation activities	4
Roadside emence and revegetation; sites identified were access road to airport, Mullewa Road verges and NWCH	4
More public and urban street art that tells our story and represents us, for example skate-able/ functional art and local Aboriginal art.	4
No more roll-out suburbs - infill existing suburbs.	4
Provide more activities for young people included a facility for youth as well as activities in the CBD	4
Move the Port	3
Improve and increase education facilities	3
Underground power across Geraldton	2
Boat Ramps at Drummonds and Cape Burney	2
A cultural change towards more sustainable consumption	1
Diverse architecture	1

Session Seven: Hot Spots that will cause the most community dissent.

Protection of coastline - development in general, 4WD access, limit fishing and access to dogs etc...	13
Waterfront and foreshore development. Development must meet the needs of diverse interest such as developers, community and small business.	12
Oakajee, Geraldton Port and industrial areas. Issues of dust, noise, traffic, environmental issues, train lines through residential areas, town port development, visual impact, no uranium exports through the port.	12
Moresby Rangers - development should be limited	10
Suburban development for example South Gates development, the desire for development is not in line with protecting coastline/ flora and fauna. Also contentious suburban development at West End, Drummonds Cove and Sunset Beach.	9
Location of high density residential accommodation for example Westend and CBD. It would be unpopular if some areas were overdeveloped and congested and needs to find a balance. Should be gradually stepped leaving an open spacious feeling so views and beauty can be maintained.	8
Abrolhos islands for example many people are opposed to tourism out there. Contention over marine protected area.	7
Chapman River is in danger of becoming highly problematic/ polluted. It is hard to access without damaging biodiversity. It is important to manage the impact of human access for example cars, bikes, litter.	5
Greenough River and foreshore areas are important for recreation and biodiversity	5
Coastal Strip - manage erosion, no more rock groins	3
Protection of heritage and cultural areas	3
Parking and parking meters within the CBD and around schools. The forum identified reduced reliance on cars, it is already an issue of contention.	2
Greenough flats, agricultural area and heritage	2
State housing - people do not want it in their locality. Spalding, Karloo, Rangeway are examples where concentration of social housing caused social anxiety. Social housing should be regulated, this happened in Beachlands and things have improved. (minority view)	1
Current nightclub precinct in Fitzgerald Street attracts the wrong culture to a residential area. It's dark and not safe. It attracts trouble. It needs to be relocated to a bright central area.(minority view)	1

Session Eight: The most important principles we would like to underlie all future planning for Greater Geraldton.

Promote sustainable development for example recycle, use green energy, collect water, use climate responsive design, solar orientation, building orientation	37
Have good governance including integrity and accountability and open and transparent decisions.	14
Have compact urban form. Balance high density with open space to avoid urban sprawl.	14
Integrate multi-modal transport options into all future planning. For example have safe cycle/walk paths and public transport to reduce demand on light vehicles.	14
Cultural heritage issues should be one of the first things to be considered when developments are planned. Preserve our natural and built heritage.	13
Have ongoing and consistent engagement with the community for planning to ensure the views of people are incorporated. Take community views seriously. Make sure engagements are advertised, value input from community forums and let them be reflected in future development.	12
Consider green spaces and open spaces when planning to provide meeting places and unique areas with aesthetic qualities.	11
Protect the natural beauty of our beaches and landscapes and bushlands.	11

Plan for the long term including expansion and consider the effects of climate change into these plans.	11
Take care of the natural environment for example the rivers and coast.	10
Support Indigenous culture.	10
Provide socially equitable outcomes and inclusion of all in planning and design	9
Enforce developers and builders to adhere to sustainable building practices	8
Become carbon neutral	7
Consider our youth in planning and how we can keep them here	6
Aesthetics of new developments need to complement existing structures and design	6
Respect all cultures	6
Promote multi-use developments that share services and collocate facilities	5
Need to be flexible, resilient and innovative in planning. Borrow from elsewhere where it has worked well.	5
Provide facilities for all ages	5
Protect our water supplies from being wasted by residential and commercial use	4
Local procurement of products and services	4
City planning to introduce attractive street scapes and guidelines for developers to follow in creating streets.	4
Preserve agricultural lands for regional self-sufficiency in food production	3
Limit building heights to avoid disturbance of visual amenity	3
Preserve our local identity	2
Work collaboratively with other government departments	2
Keep everything within walking distance - the 20 minute city	2
promote a healthy community	
Diversity of arts and culture	1
Save best views for public	1
Think about families in planning	1
Think about value for money without compromising standards	1
Cater for tourists with better signs, parking and caravan parks	1
Percentage of space in commercial areas dedicated to public art	1

