

MINUTES

COMMUNITY FOCUS COUNCIL MEETING

TUESDAY 12 MARCH 2019

7.00PM

THE ANAKIE FOOTBALL AND NETBALL CLUB
45 DE MOTTS ROAD
ANAKIE

COUNCIL:

Cr B Harwood (Kardinia Ward)
Mayor

Cr S Asher (Bellarine Ward)
Cr J Mason (Bellarine Ward)
Cr T Sullivan (Bellarine Ward)
Cr E Kontelj (Brownbill Ward)
Cr S Mansfield (Brownbill Ward)
Cr P Murrihy (Brownbill Ward)
Cr R Nelson (Kardinia Ward)
Cr P Murnane (Kardinia Ward)
Cr A Aitken (Windermere Ward)
Cr K Grzybek (Windermere Ward)

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**MINUTES OF THE COMMUNITY FOCUS COUNCIL MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD AT THE ANAKIE FOOTBALL AND NETBALL CLUB
45 DE MOTTS ROAD, ANAKIE
TUESDAY, 12 MARCH 2019
COMMENCING AT 7.00PM**

PRESENT: Cr B Harwood (Mayor), Crs A Aitken, S Asher, K Grzybek, E Kontelj,
S Mansfield, J Mason, P Murrihy, R Nelson, T Sullivan

Also present: M Cutter (Chief Executive Officer), G Smith (Director Manager Planning
and Development), B Luxford (Director Investment & Attraction),
G Wilson-Browne (Director City Services), R Stevens (Acting Director
Community Life), M Dugina (Director Finance & Strategy),
V Shelton (Manager Engineering Services), R Leonard (Executive Manager
Governance & Legal Services)

OPENING: The Chair declared the meeting open at 7.00pm.

APOLOGIES: Cr Murnane

LEAVE OF ABSENCE:

Cr Mason moved, Cr Nelson seconded –

That Leave of Absence be granted to Cr Asher from 28 March to 7 April 2019.

Carried.

PRESENTATION:

Crs Grzybek and Aitken provided the gallery with a snapshot of some of the activities and projects happening in Windermere Ward.

CONFIRMATION OF MINUTES:

Cr Sullivan moved, Cr Aitken seconded -

That the Minutes of the Community Focus Council Meeting held on 12 February 2019 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

QUESTION TIME:

St Matthews East Geelong / City on a Hill / McKillop Street, Geelong:

In response to the many questions raised in relation to the above issue by the Gallery and others, Council provides the following:

“As explained on Tuesday evening, the City has received complaints from multiple residents regarding the music noise from the Church, in particular the drum noise. The City is currently investigating the music noise matter under the Public Health & Wellbeing Act 2008. Under the Act, Council is obligated to investigate and throughout this investigation have been in contact with members of the Church and residents. Investigations include observing and experiencing noise levels at various resident’s properties.

The decision to issue or not to issue an Improvement Notice is the responsibility of Environmental Health Officers based on their investigations, observations and any other relevant evidence.

Prior to any next action being implemented, Council officers are also able to offer referral for mediation through Dispute Settlement Victoria, subject to consent from all subject disputing parties. The City’s experience with such processes is very positive towards achieving resolution between parties. Agreement to provide personal details is of course optional as is attendance to a mediated meeting.

Council provides the above details regarding DSCV to explain that Council’s objective is to see an outcome which is resolved at the level of those involved and supported by the parties without the need for legal proceedings. Council would certainly welcome your feedback about the prospect of any future mediation.

Council officers will inform you of the outcome of their investigations within the next few weeks”.

Pastor Andrew Grills invited Councillors to attend a service.

Jennifer Bantow asked the following regarding Agenda Item 1 Lara Flood Study:

Have the owners of James Austin’s Avalon Homestead 480 Avalon Road, Avalon, Heritage Overlay HO26, and the nearby Avalon Coastal Reserve, in the Environmental Significance Overlay ESO2, Avalon Woolshed 470 Avalon Road, Avalon, Heritage Overlay HO59, Geelong Grammar School, 50 Biddecombe Avenue, Corio, Heritage Overlay HO142, with its marina in Limeburners Bay (or Lagoon) Environmental Significance Overlay ES02, all been involved in the Lara Flood Study process and are the eleven Heritage Victoria maritime archaeological sites around Hovell’s Creek (including Cheetham Salt pans) part of the Lara Flood Study?

The Mayor responded Avalon and Lara catchments are included in the study area.

Agenda Item 3 – Geelong Waterfront Safe Harbour Precinct Master Plan:

Is there a precise boundary of the Geelong Waterfront Harbour Precinct, and as there are eleven maritime archaeological sites, and some areas of the precinct are under the heritage overlay, can the next Draft of the Master Plan please raise the profile of consideration of heritage values of the precinct?

The Mayor responded the boundary of the Geelong Waterfront Safe Harbour precinct generally incorporates the Royal Geelong Yacht Club, Fisherman's Basin and the area to the west of Yarra Street where the new floating wave attenuator is to be installed. Discussions have been undertaken with Heritage Victoria to safeguard the heritage values and maritime archaeological sites within the precinct. Further assessments by heritage and archaeological consultants will be carried out as the project progresses.

Could the new Heritage Position please be a unit under the Chief Executive Officer to be able to provide help across all Directorates?

Now that we have the Greater Geelong Heritage Strategy 2017, could Council please look at the possibility of adding another heading to the list of important considerations when deciding each resolution, along the lines of: ... impact on heritage values, including indigenous, landscape and building and trees under the heritage overlay and significant landscapes overlay?

The Mayor responded he would not speak on behalf of the Chief Executive Officer and would take the question on notice.

Shane McMurrich asked is there a Traffic Management Plan for the Avalon Road, McClelland Avenue, Lara intersection?

Guy Wilson-Browne advised "yes", Council is currently working with VicRoads to come up with concept designs to upgrade the intersection. There will also be a six week consultation as part of the traffic study.

Cr Grzybek added she was aware of the issue.

Catriona Rowntree asked:

- 1) What are your intentions to promote tourism in this region and beautify the area?
- 2) With the recent Avalon Airshow, with approximately 200,000 visitors, the surrounding area remained filthy, the main signage was to the Prisons, the approach to Serendip and the You Yangs is a disgrace with animal carcasses, potholed roads where tourists have to risk their lives alongside the speeding quarry trucks and after three calls to Council about rubbish dumping near Toynes Road nothing has been picked up. A total embarrassment as visitors passed piles of rubbish, this long weekend. We are sick of being lied to, broken tourism promises made and want the area both beautified and promoted?
- 3) What are your plans to rectify this?

The Mayor responded Tourism Greater Geelong and The Bellarine have been working with marketing consultants "I SPY" to develop the Brand Narrative for the You Yangs and surrounds. This recently completed document, developed in partnership with the community and industry, provides details of the signature experiences, distinct offer, brand personality and a brand map that will guide future marketing initiatives for the You Yangs and surrounds.

Guy Wilson-Browne apologised and provided assurance a response will be provided and will prioritize the picking up of rubbish.

Marylyn Pettit addressed Council as follows:

- 1) At the Community Focus Meeting in Lara on 8 May I asked Council with some urgency to lower the speed limit from 100km/h on the narrow roads around the You Yangs Park due to the dangers of large heavy vehicle quarry traffic travelling at speed, causing breakdown of road edges and presenting an ever present danger to the public. Ten months later nothing has been done about it. Why? My question is has VicRoads been asked to consider lowering the speed limit because of the danger?

Guy Wilson-Browne responded that as indicated in the Council report, Council will discuss the speed reduction in Sandy Creek Road with Regional Roads Victoria – and then formally apply for a speed reduction. A six week public community period will be held before final recommendations are made to Council.

- 2) In answer to my question put to Council at the 8 May Meeting, which is relevant to the Lara Traffic Study draft report on tonight's agenda, Guy Wilson-Browne advised and I quote "Council officers plan to meet with community and stakeholders once traffic data has been analysed and any revision to heavy vehicle routes, traffic management plans and treatments have been drafted". The same reply was given to others at that meeting who raised question and concerns over road traffic issues. My question is when will the promised meeting be held as there is no mention of it in the incomplete Lara Traffic Study draft report Council will consider this evening. This is of particular concern as a master plan is scheduled to be presented to Council on 12 June. Is it still the policy of Council to have community involvement?

Guy Wilson-Browne responded the transport team met with representatives from Lara at Council's office in Brougham Street. They also were on-site at the community information sessions held in Lara. A further session will be held with community to discuss the Draft Action plan and a further meeting to finalise the plan.

Engineering transport team are meeting this week with Regional Roads Victoria and Transport for Victoria to discuss all issues pertaining to Lara transport. The team are also meeting with Wyndham City Council to discuss all issues pertaining to Lara transport.

After these two meetings, Council would be in a position to meet with the residents and put forward the solutions and proposed treatments.

George Tologos asked:

- 1) I submit to Council the following matters for consideration. I would like it noted that I have raised these same issues on numerous occasions and no action has been taken to rectify my concerns. The issues are: the significant noise caused by trucks and heavy vehicles passing my property at night. I submit that Council introduce a curfew prohibiting heavy vehicles from using McClelland Avenue between 9pm and 5am. In addition the truck advisory route should direct heavy traffic to the outskirts of Lara and not through residential areas.

Guy Wilson-Browne responded the City understands that heavy vehicles can pose an amenity issue when travelling through residential areas and understand your request to divert those vehicles away from residential areas.

To provide heavy vehicle users guidance and consistency across the road network, higher function category roads, such as arterial and high function local roads known as collector roads and secondary distributor are generally appropriate for heavy vehicles to travel on. There are also times when heavy vehicles need to travel on local residential streets for local destinations or to operating facilities. Often in these cases, permits may be required and trucks may be exempt of restriction if undertaking deliveries on road of limitation and is of shortest route of access.

Council, with support from Transport for Victoria and Regional Roads Victoria are reviewing the truck movements and restriction and associated advisory routes with a focus to reduce truck trip movements and improve residential amenity for the Lara township. Due to the scale of movements and road network conditions, this is an ongoing matter that the City will continue to resolve.

- 2) The danger to motorists and residents as a direct result of vehicles exceeding the speed limit on McClelland Avenue. I respectfully submit a 60km/h speed limit be introduced. We have also asked for an extra lane to be provided to aid residents to turn into and out of their properties in McClelland Avenue safely. At present the road does not allow all residents to safely slow down and turn into their properties due to speeding vehicles approaching from both directions causing numerous accidents and near misses that Council are aware of?

Guy Wilson-Browne indicated Council is aware of increasing movement on McClelland Avenue and this can create turning difficulties to the adjacent side streets and properties. Council have prepared plans for the introduction of turning lanes for the intersections located on McClelland Avenue. This project is pending contribution from Regional Roads Victoria "Fixing Country Roads" funding for construction in the July 2019-June2020 financial year.

Council supports a speed reduction on McClelland Road to improve safety and driver reaction time for drivers, particularly those undertaking turning movements. Council has an application lodged with Regional Roads Victoria (speed limit approval authority) and we are awaiting feedback and any requirements.

- 3) On 22 December 2018 Cr Grzybek and an officer from the City of Greater Geelong traffic management met with myself and neighbours outside our properties on McClelland Avenue and witnessed numerous near miss accidents for themselves and both agreed the current situation was dangerous.

The Mayor responded Council has recently resurfaced and slightly widened with new road line markings on McClelland Avenue to improve road user experience and driver awareness. Council have also had discussions with Regional Roads Victoria regarding the configuration of the exit ramps onto Avalon Road, this matter is still ongoing. Council are keen to resolve these items as part of a number of other road safety and amenity concerns raised by the local community to improve the Lara community.

Council Transport units are working on the following:

- a) *To provide turn lanes at key intersections along McClelland Avenue;*
- b) *Review speed limits to reduce it to 60 km/h;*
- c) *Review installing "truck engine brake" signs to reduce noise issues;*
- d) *Review "truck curfew" times to restrict trucks travelling after 7pm along McClelland Avenue;*
- e) *Upgrade intersection at Avalon Road – faded line marking "re-painted";*

- f) *Left turn lane at the Hicks Road roundabout and the rail crossing – exists;*
- g) *Road surface between McClelland Avenue and railway crossing repairs.*

Barry White addressed Council as follows in relation to the Lara Traffic Study Update:

- 1) Will Council reject the recommendations under point 10 until priority actions are clearly specified?

Guy Wilson-Browne indicated the recommendations support the preparation of the Draft priority action plan which will be released for community consultation. The Engineering team will arrange a meeting with the Township of Lara Care Group to go through the draft priority action plan and seek their specific feedback.

- 2) Will Council convene a special public meeting (at an appropriate time and place in Lara) to present a draft of the plan to the Lara Community for discussion before releasing a final public document?

Guy Wilson-Brown responded a further meeting with the Lara Community will be scheduled following this next consultation phase to discuss the final document before presenting to Council for adoption.

Jack Herd asked his question in relation to “Waverley” Heritage House:

As a current Deakin student, I’ve spend two years studying an important heritage building on this site, on the corner of Gheringhap and Western Beach, a two-storey brick house facing Corio Bay at 94 Western Beach, called *Waverley*. This is the only building on the car park site and is currently owned by Deakin University. Since the City Deal was first announced, I have campaigned for the restoration and adaptive re-use of this building, and approached government politicians and University officials.

Waverley received a Geelong and Region Branch National Trust and City of Greater Geelong Heritage Award in 2014 for re-slating the roof in Welsh slate. It is also under the Greater Geelong Planning Scheme heritage overlay, individually listed as HO339 and within the Woolstores Industrial Heritage Area precinct overly HO1638.

Can Council please uphold the heritage overlay, and ensure that *Waverley*” survives intact, and is restored inside and outside?

The Mayor responded that if the dwelling is heritage listed it is well protected.

John Winkler asked the following regarding Kyema Drive Flooding:

- 1) What is Council doing about allocating budget for the works required to protect Kyema Drive in readiness for the Flood Study report release given the requirements are well known and previously promised in 2009?
- 2) Will that be completed in 18 months?

Guy Wilson-Browne responded that it is up to Council to determine which projects it funds in subsequent years. Council cannot guarantee the works can be carried out in the next 18 months.

Cr Aitken added there will be an opportunity to submit on the study any changes you would like to see in the study. Cr Aitken urged residents to take advantage of the opportunity to re-submit.

Robert Hall asked about the use of the “Triangle Common” Reserve on the Corner of Staughton Vale Road and Balliang-Bacchus Marsh Road:

A local resident is using the public reserve for a carpark for his large collection of trucks and heavy vehicles. Direct contact has not altered his behaviour. Public reserves should not be used for residents to run their business from, particularly when this is having a detrimental environmental impact?

The Mayor took the question on notice.

Dianne Van Vliet asked about the inappropriate use of crown land triangle on the Corner of Murphys Road and Geelong/Bacchus Marsh Road:

Who is responsible for looking after this parcel of land? Is it Council or Regional Roads Victoria? A neighbour uses it as his own parking lot for his trucks which impacts the indigenous grasses and the 300 year old tree on the parcel of land. Would be good to maintain it for everyone to use it equally not for commercial use.

The Mayor took the question on notice.

John Findlay asked the following questions in relation to the Water Usage by Chelvon Quarry in Lynch Road, Maude:

The quarry has been in operation since approximately 2005 and has expanded significantly to in recent years.

During the millennium drought, the quarry operated a single tanker of about 25,000 litres capacity which probably made about 10 deliveries to the quarry per day. Monday to Friday and sometimes on Saturday.

The quarry now operates a large B Double Tanker which would carry approximately 55,000 litres and two single tankers that would carry about 25,000 litres each – their combined capacity would be approximately 100,000 litres. These three vehicles start loading very early and take about two hours for the three of them to load, deliver and return to reload. It is estimated that would transport about 1 million litres of water per day.

Given the extreme dry spell we are in now, everyone is getting water deliveries. We have been buying water since before Christmas as have our neighbours. All the local dams are dry so stock are being watered with town water.

I am not against quarrying as such but I do believe the quarry should not be using fresh drinking water to wash its sand and gravel.

With climate change, continued reduced annual rainfall in our area and the possibility of another large sand quarry owned by the Barrow Group right next to the Chelvon operation, the thought of even more water being taken from our local supply is of great concern?

The Mayor thanked Mr Findlay for his comments.

Lionel McWilliam asked if Councillors are aware that, based on a weekly ticket, there is a difference of around \$1,372 per annum between Zone 2 Lara and Zone 3 Corio and North Geelong, and around \$1,722 per annum between Zone 2 Lara and Zone 4 Geelong exists.

There is a significant financial advantage for people to travel to Lara and use the car park.

The Mayor thanked Mr McWilliam for his comments.

Peter Stray asked the following in relation to Stacey's Road Recycling Facility:

What is Council doing to ensure compliance with permits – growing stockpile, rubbish blowing everywhere, potential fire hazard and potential for long term hazard?

Gareth Smith responded that Council has been investigating the issue and will continue to monitor.

Jason Sparks asked about the Proposed Quarry at 215 Clarkes Road, Anakie:

I represented a group of concerned residents in trying to find information on the proposed quarry and expressed our concerns about dust in our water tanks, truck traffic noise and water usage of quarries in the area?

Gareth Smith took the question on notice.

Cr Grzybek added there is an application coming to Council.

Cr Aitken indicated that until an application is lodged, Council doesn't know about it.

Ray Tucker asked about trees growing between the white posts and road edge which force grain and stock transports to cross over the white line to avoid vehicle damage. Also a speed reduction in De Motts Road to 60km/h?

Cr Aitken thanked Mr Tucker for his comments.

PETITIONS:

The Mayor presented a petition from members of the "City on a Hill" Church / St Matthews East Geelong asking Council to re-consider drawing up a legal order against the church banning drums from its weekly worship services.

1. LARA FLOOD STUDY - STATUS UPDATE

Source: Infrastructure Planning, City Services
Director: Guy Wilson-Browne
Portfolio: Social and Infrastructure Planning

Purpose

1. To provide an update on the status of the Lara Flood Study and outline the upcoming project activities.

Background

2. In May 2018, the City of Greater Geelong (City) in partnership with Corangamite Catchment Management Authority (CCMA) and the Department of Environment Land Water and Planning (DELWP) formed a Project Steering Committee (PSC) which commenced a detailed flood study for the Hovells Creek and Avalon Road Catchments. The study, which was identified as a key regional priority in the CCMA Floodplain Management Strategy, will help authorities to better understand the flood risks in and around Lara, leading to improved land use planning, better emergency planning, response, and community preparation and is expected to be completed in late 2019.
3. To produce updated and detailed flood mapping within the study area, the City has carried out additional surveys to ensure the latest land use changes and the main drainage details are included in the study model. The surveys included:
 - 3.1 Floor surveys of approximately 840 properties in October 2018.
 - 3.2 CCTV surveys of 4 main drain alignments (approximately 5 km) in December 2018.
 - 3.3 A photogrammetry (the science of making measurements from photographs) survey was also completed for the central Lara area (15 km²) in January 2018.

Key Matters

4. Further community engagement sessions are scheduled on 28 March and 9 May 2019. The community are encouraged to review the development of new flood mapping at these sessions and at any stage of the project via the "Have Your Say" website. No flood mitigation options will be presented at the community engagement sessions.
5. A hydraulic and hydrology calibration report was prepared for the PSC. The four historical flood events calibrated as part of the report were February 1973, December 1988, February 2005 and April 2017. The presentation of the findings were made to the PSC on 26 February 2019.
6. Further PSC meetings will be held upon submission of reports on model design and mapping, flood intelligence outputs, flood affected properties, flood emergency plan, flood warning assessment, flood mitigation options and land use planning. Refer **Attachment 2** for project milestones.
7. It is expected that the final report of this study will be released for public comment during September 2019 and presented at the Ordinary Council Meeting on 26 November 2019.

Cr Aitken moved, Cr Grzybek seconded -

8. That Council:

8.1 Notes the progress of the project and the upcoming Community Consultation sessions on 28 March and 9 May 2019; and

8.2 Considers the final Lara Flood Study at its meeting 26 November 2019.

Carried.

Attachment 1

Financial Implications

1. DELWP is the primary funding body for this project with a total of \$407,000 funding committed over two financial years 2018-19 and 2019-20. The City's Engineering Services Team is leading the project delivery with support and advice being provided by the City Development unit.
2. The study is expected to deliver flood mitigation recommendations including capital works which will be subject to future budget bids.
3. Current capital flood mitigation planning in the subject site (e.g. McClelland Ave and Kyema Ave drainage upgrade project proposals) has been considered and these options will be tested against the study findings.

Community Engagement

4. Project officers from the Infrastructure Planning Unit, assisted by the consultant, met the residents from Kyema Drive on site on 9 August 2018 to seek information about their knowledge and experiences of flooding.
5. Three Community Consultation Drop-In Sessions were held at Lara RSL on 11 September 2018. These sessions have raised awareness of the study and provided opportunities for community input through the collection of photographs and sharing of their experiences of flooding in and around Lara which have helped to validate the flood modelling calibration events.
6. Another Community Consultation Session is to be scheduled at Lara RSL on Thursday 28 March 2019 to receive feedback from the community regarding available mapping of the historic events (referred to in the calibration report) and to start to discuss mitigation options.
7. A final Community Consultation Session will be held at the end of the study to present results and seek further feedback on the 9 May 2019.

Social Equity Considerations

8. There are no social equity implications arising from the subject of this report.

Policy/Legal/Statutory Implications

9. A Project Steering Committee has been established with representatives from the City, CCMA, DELWP and Victoria State Emergency Service.
10. The role of CCMA, Vic SES and DELWP in delivery of this flood study is limited to Project Steering Committee membership and successful funding application support/partnership.
11. Completion of the study addresses a high-priority action for the City and CCMA in the Corangamite Regional Floodplain Management Strategy.
12. The study is expected to deliver flood mitigation recommendations which will include a proposed planning scheme amendment and flood intelligence to inform the Municipal Emergency Management Plan.

Alignment to Council Plan

13. The project aims to deliver Improved health and safety of our community by consulting with the community on safety issues that are impacting them, in this case flooding.
14. Planned sustainable development is also delivered via this coordinated approach to drainage and water sensitive urban design.

Conflict of Interest

15. No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

16. The project aims to better understand risks associated with flooding in the Lara area.

Environmental Implications

17. Although environmental impact is being considered in the study, there are no environmental implications arising from the subject of this report.

Attachment 2

Milestone	Scheduled Date of Completion	Progress
Project Inception Meeting	24/05/2018	Complete
Site Visit	24/05/2018	Complete
PSC Meeting # 1	03/9/2018	Complete
Verification of Data	31/07/2018	Complete
Community Consultation Session #1	11/09/2018	Complete
Data Collation, Review and Methodology Report	14/08/2018	Complete
Floor Level survey	31/10/2018	Complete
Hydrology Model Build and Calibration	31/01/2019	Complete
Hydraulic Model Build and Calibration	31/01/2019	Complete
PSC Meeting # 2	26/02/2019	Complete
Community Consultation Session #2	28/03/2019	
Design Hydrology Memo	Mid-April	In Progress
Draft Model Design and Mapping	Mid-April	
Final Model Design and Mapping	Mid-April	
PSC Meeting # 3	30/04/2019	
Flood Behaviour and Intelligence Outputs	30/04/2019	
Flood affected properties	30/04/2019	
Municipal Flood Emergency Plan	Mid-May	
Flood warning assessment report	Mid-May	
PSC Meeting # 4	Mid-May	
Community Consultation Session # 3	22/05/2019	
Structural Flood Mitigations Options Report	30/06/2019	
Flood warning assessment report	30/06/2019	
Draft Municipality Flood Emergency Plan	30/07/2019	
Land Use Planning	30/07/2019	
Draft Report	30/08/2019	
PSC Meeting # 5	18/09/2019	
Final Reporting	30/09/2019	

2. LARA TRAFFIC STUDY UPDATE

Source: City Services – Engineering Services
Director: Guy Wilson-Browne
Portfolio: Transportation and Connections

Purpose

1. To provide an update on the Lara Traffic Study status and outline upcoming actions.

Background

2. The Lara Traffic Study commenced following feedback from the communities of Lara and Little River about traffic safety and issues particularly associated with heavy vehicles.
3. Data collected to support the study included traffic volumes, classification and speed; road hierarchy and condition; quarry access and haulage routes and accident statistics.
4. In September 2018, the City commenced community consultation, seeking input on opportunities to improve walking, cycling, vehicle, public transport and heavy vehicle routes within and around Lara and Little River.

Key Matters

5. A summary of the comments received from the consultation and preliminary suggested actions are provided in **Attachment 2**.
6. A master plan with suggested actions supporting the comments will be finalised. It will summarise:
 - 6.1 The location of comments and officer analysis.
 - 6.2 Any current, priority, proposed or future works that relate to the comments.
 - 6.3 Further action required by other agencies or stakeholders.
 - 6.4 Ways in which suggested works may be delivered through existing programs, individual projects or via funding from stakeholders or agencies.
7. The master plan will be released on the 28 March 2019 for community feedback.
8. Some priority actions have been identified and incorporated this year into the 2018-19 program. The program is 75% completed.
9. The remaining priority actions will be referred to the 2019-20 and future years programs.

Cr Grzybek moved, Cr Aitken seconded -

10. That Council note:

- 10.1 the feedback from the community consultation in September 2018.**
- 10.2 that the priority actions will be released on 28 March 2019 for a period of 6 weeks for community feedback.**
- 10.3 a final report on the engagement and actions will be presented to Council on the 12 June 2019.**

Carried.

Attachment 1

Financial Implications

1. The priority actions will be referred to current and future capital budgets. Depending on scale, these works may be incorporated into existing programs, others may require specific budget bids or external funding.

Community Engagement

2. The City opened an online 'Have Your Say' page from 26 September 2018 through to 22 October 2018. Hard copies were available on request and written submissions could be mailed in.
3. Three community forums were held, two sessions on Wednesday 10 October 2018 (9am-12pm and 4pm-7pm) and one session on Saturday 13 October 2018 (9am-12pm).
4. The draft priority actions are proposed for release on 28 March 2019 for community consultation over a period of 6 weeks.
5. The City will develop and identify specific actions for each of the comments received and release this plan for a further four week consultation period. The outcomes of this consultation and associated actions are intended to be reported back to Council at 12 June 2019.
6. The main issues identified refer to the following themes; cycling, heavy vehicles, traffic congestion, lighting, pedestrians, traffic speed, traffic management, public transport, road maintenance.
7. The priority actions that the City can undertake include; road maintenance, road resurfacing, additional signage, road widening, intersection treatments, road closures, vegetation trimming, pedestrian and cycle path construction, upgrade bridges, manage rubbish dumping.
8. Other priority actions include liaison with Regional Roads Victoria and Transport for Victoria to investigate and advocate for changes in speed limits, improved public transport, improved pedestrian and cycling facilities, introduction of load limits, review of parking at train station, duplication or widening of major roads and intersection treatments.

Social Equity Considerations

9. There are no social equity implications arising from the subject of this report.

Policy/Legal/Statutory Implications

10. There are no policy, legal or statutory implications arising from the subject of this report.

Alignment to Council Plan

11. Integrated Transport Connections: Aim – *Establish a traffic management plan for the northern growth corridor (including Lara).*

Conflict of Interest

12. There is no officer direct or indirect interest in the preparation of this report.

Risk Assessment

13. There are no risks associated with the content of this report.

Environmental Implications

14. There are no environmental implications associated with the outcomes of this report.

Attachment 2

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
6 Ways	Cycling	Improve bicycle access through the roundabout	Discuss with Regional Roads Victoria - to review 'Green treatment' option or other suitable treatment to improve safety to cyclists.
	Heavy Vehicles	Remove heavy vehicles from 6 Way and Forest Rd (north & south)	Discuss heavy vehicle needs with Regional Roads Victoria & Transport for Victoria, with regards to removing trucks from Forest Road North & South.
	Traffic Congestion	Congestion during peak times	Discuss with Regional Roads Victoria.
	Lighting	Street lighting along Forest Road North and Station Lake Road.	Discuss with Regional Roads Victoria.
	Pedestrians	Improve pedestrian crossing safety or consider installing 'pedestrian priority' wombat crossings on all approaches to provide safe crossing points for pedestrians	Discuss with Regional Roads Victoria to investigate opportunities to improve pedestrian crossing facilities at this location.
	Traffic Speed	Introduce 40 km/h speed limit	Investigate traffic speeds and liaise with Regional Roads Victoria.
	Traffic Management	Consider installing traffic signals to improve safety	Discuss with Regional Roads Victoria.
Alfred Street	Traffic Speed	If unsafe, investigate traffic calming options.	Investigate opportunities if required.
	Traffic Management	Review unsafe corner of Fisher Street & Alfred St.	Review and investigate improvement options.
	Traffic Management	Monitor traffic movements from Buckingham St to review closure of Alfred St.	Check and if the existing conditions are unsafe for road users, to then investigate impacts of road closure and undertake consultation.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
Avalon Airport	Public Transport	We need a bus service to the airport from Lara Station	Notify Transport for Victoria.
Bacchus Marsh Road	Environmental	Control and manage illegal dumping of rubbish	Notify Regional Roads Victoria and the City's environment department.
	Road Maintenance	Improve road surface condition	Notify Regional Roads Victoria.
	Traffic Congestion	Needs to be dual highway both ways, 2 lanes either way	Notify Regional Roads Victoria.
	Traffic Management	Overtaking lanes required	Notify Regional Roads Victoria.
Bank Street	Traffic Management	Improve access into Forest Road South Rd.	Discuss with Regional Roads Victoria with investigation of '6 ways' intersection.
Bath Street	Road Maintenance	This is used by the new bus route (both ways). Required road surface upgrade.	Discuss with Transport for Victoria. The City's Maintenance Unit to review road conditions and maintenance levels.
Branch Road	Heavy Vehicles	Install truck travelling times to 6am – 7pm	Discuss with Transport for Victoria & Regional Roads Victoria. Discuss the possibility of installing truck curfew times.
Broderick Road	Other	Consider on & off ramp at Broderick Road and Geelong Ring Rd, which was first recommended when it was built.	Discuss with Transport for Victoria & Regional Roads Victoria. Discuss the viability of this to reduce trucks using local roads.
Buckingham Street	Traffic Management	The concrete channelling across Buckingham Street entry from Forest Rd causes severe shocks to vehicles and occupants (remove concrete channelling).	Review and investigate to consider option to improve road surface conditions.
	Traffic Management	Need another exit from Buckingham Street for Lara Lake residents	Investigate further.
	Traffic Management	Road width needs to be capable to accommodate buses, parking & through traffic	Review and investigate if there are any opportunities to widen or management options.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Traffic Management	The length of Buckingham St needs to be divided into two, possibly just east of Bath St.(Smeaton St was divided many years ago, and still divided today)	Investigate and review options.
	Traffic Speed	Review vehicle speeds via Buckingham Street into Fisher Street	Investigate traffic speeds and if appropriate, look at options for traffic calming measures.
	Traffic Speed	Traffic calming in Buckingham street may lead to a rat run along Alfred Street (gravel)	
	Pedestrians	Complete footpath between Windsor Court and Francis Court (approx. 100m of pavement required)	Review.
Canterbury Road / Canterbury Road East	Cycling / Pedestrian	Would be ideal to have dedicated bike lane, linking up Grand Lakes to Rennie Street - connection to popular reserve/walk to Limeburner's.	Investigate.
	Pedestrians	Improve pedestrian and cyclist infrastructure or install 'Shared path' connection required from Forest Rd South to Grand Lakes via Elcho drain line.	Investigate.
Coles Car Park Access	Traffic Management	Improve dangerous access. When exiting McDonalds, needs to either turn right or go straight.	Investigate, if required, options to improve safety.
Farras Road	Traffic Speed	Reduce speed limit to be 80 km/h to Branch Road. Carriageway too narrow.	Investigate and if required discuss with Regional Roads Victoria.
Flinders Avenue	Cycling	Need off road bike paths along Flinders avenue to You Yangs	Investigate and also consider surrounding cycling network.
	Traffic Speed	Unsafe for cyclist to ride in 100 km/h zone	Investigate and also consider surrounding cycling network.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Pedestrians	Improve footpath and guttering along Flinders Avenue	Review.
	Road Maintenance	Pot holes filling entire sections of road. The road needs a complete resurface	Investigate and maintain roads according to the City's Road Management Plan.
	Traffic Management	Discontinue before 6 way and connect it to Station Lake Rd near the bridge	Discuss option with Regional Roads Victoria to consider in '6 ways' intersection review.
	Road Maintenance	Widen Flinders Avenue from Windermere Road to Branch Road	Review.
Forest Road North	Cycling	Need bike paths - to You Yangs along Forest Road	Investigate and also consider surrounding cycling network.
	Cycling	Between Thomas & Patullos Rd - dangerous for cyclists	
	Heavy Vehicles	Divert B-Doubles on Forest Road North into Windermere Rd. Not allow them access into Station Lake Road. Limit quarry truck use to 6am - 7pm	Discuss with Regional Roads Victoria & Transport for Victoria, to review truck circulation routes within Lara township.
	Other	Beautify Forest Road North for the opening of Avalon Airport to International.	Review.
	Road Maintenance	Between Thomas & Patullos Rd there are many potholes and edge breaks - unsafe.	Investigate and maintain to roads according to the City's Road Management Plan.
	Traffic Speed	Drop speed limit to 60-80kmh	Investigate traffic speeds and if appropriate, investigate options and discuss with Regional Roads Victoria.
Forest Road South	Cycling	Continue bicycle lanes along Forest Road South	Notify and discuss with Regional Roads Victoria.
	Cycling	Widen Forest Road South to have footpaths and bike lanes(off road)	Notify and discuss with Regional Roads Victoria.
	Cycling	Deep ruts on shoulders. Re-seal road surface for cyclists	Notify Regional Roads Victoria.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Traffic Congestion	Need double lanes	Notify Regional Roads Victoria.
	Traffic Management	Widen Forest Road South to have footpaths/ bike lanes(off road) and have dual lanes	Notify and discuss with Regional Roads Victoria.
	Pedestrians	Convert School crossing into a permanent pedestrian crossing with walking legs	Notify and discuss with Regional Roads Victoria.
	Pedestrians	Intersection Forest Road South & Buckingham Street -convert existing school crossing to a permanent pedestrian crossing	
	Other	The disused train tracks across Forest Rd South need to be removed.	Notify Regional Roads Victoria.
	Heavy Vehicles	Intersection Forest Road South & Buckingham Street -Limit quarry use to 6am - 7pm	Notify and discuss with Regional Roads Victoria.
	Road Maintenance	Intersection Forest Road South & Buckingham Street- Pot holes on Forest Rd south, between Patullos and Canterbury Rd	Notify Regional Roads Victoria.
	Traffic Management	Vehicles exiting Canterbury road, drive fast into the intersection. Poor sight distance for Forest Road South vehicles. Unsafe. Or Install traffic signals	Notify and discuss with Regional Roads Victoria.
	Traffic Management	Forest Road south at Buckingham Street need traffic island to cross road safely.	Notify and discuss with Regional Roads Victoria
Gibbons Road	Road Maintenance	Lack of regular maintenance for high traffic area	Review temporary road closure and road to be maintained according to the City's Road Management Plan.
	Traffic Management	Review closure of road	
Glenoe Drive	Road Maintenance	Seal the road - corrugations, needs frequent grading	Investigate and check against Road Management Plan and investigate road sealing options.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
Heales Road	Traffic Management	Link Heales Road to O'Hallorans Road. This would take traffic pressure off Buckingham Street & Forest Road intersection.	Review the need for another connection via residential developed areas.
Intersection - Heales Road & Broderick Road	Traffic Management	Improve dangerous intersection, due to see-through effect	Discuss with Regional Roads Victoria on opportunities to improve this intersection.
Hicks Street	Traffic Speed	Reduce speeds to 40 km/h from McClelland Ave roundabout to past train station.	Investigate traffic speeds and safety, also discuss with Transport for Victoria regarding rail crossing.
Intersection of Mill Road & McIntyre Road	Traffic Management	Improve intersection for turning vehicles	Review this intersection, and investigate opportunities to improve accessibility and safety as required.
Intersection Old Melbourne Road & McIntyre Road	Traffic Management	Unsafe intersection for motorists, improve intersection	Review this intersection, and investigate opportunities to improve accessibility and safety as required.
Intersection - You Yangs Road & Little River Ripley Road	Traffic Management	Improve intersection safe for cyclist & vehicles at You Yangs Road Little River Ripley Road	Review this intersection, and investigate opportunities to improve accessibility and safety as required.
Intersection McClelland Ave &	Traffic Management	Improve intersection due to high speed entering of vehicles	Review this intersection, and investigate opportunities to improve safety as required.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
Avalon Road	Road Maintenance	Line marking /controls at the intersection of the Princess Hwy northbound off ramp with McClelland Ave needs updating.	Investigate and improve any faded line marking as required.
Intersection Little River Ripley & Kirks Bridge Road	Traffic Management	Improve intersection to stop dangerous hoon behaviour	Investigate driver behaviour and opportunities for traffic management devices to reduce 'hooning' behaviour at this intersection. Also notify this VicPol.
Intersection Windermere Road & Forest Road North	Traffic Management	Trees blocking view at this intersection. Improve safety -Sight distance issues	Review site conditions for sight distance issues and take action to improve as required.
Kees Road	Traffic Management	Upgrade road to have two lanes	Investigate.
	Traffic Management	Discontinue before 6 way and connect it to Forest Rd North	Discuss option with Regional Roads Victoria to consider in '6 ways' intersection review.
	Traffic Management	High traffic volumes during school times.	Review and monitor.
	Road Maintenance	Upgrade gravel section (narrow bitumen) up to Windermere Road. Road in poor condition.	Investigate and maintain as per the City's Road Management Plan.
Kees Road off-road car park	Traffic Management	Gravel walking path is often blocked by overflow of cars parked all over nature strip and blocking footpath at night. Re-design parking layout to improve safety.	Investigate and, if possible, improve the car parking layout to provide safety to pedestrians and motorists.
	Parking	Re-design off street car park	Investigate and if possible improve the car parking layout to provide safety to pedestrians and motorists.
Lara Railway	Traffic Management	Review parking in Local roads due to commuter parking	Discuss with Transport for Victoria and monitor on-street issues.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
Station & car park	Traffic Management	There is a need for a pedestrian bridge from Mill Road to the station	Discuss with Transport for Victoria for any near future funding availability and any plans to further investigate.
	Parking	Need more car parking spaces for 'park & ride' at Lara station.	Notify Transport for Victoria
	Public Transport	Improve coordination of timing and matching of buses with trains. Review the existing single bus route to the station due to two major new housing developments underway. Increase frequency of buses during peak hours to the station.	Notify Transport for Victoria
Lewton Road	Road Maintenance	Review sealing of Lewton Road due to dust and road maintenance issues.	Investigate.
Little River Ripley Road	Environmental	Install warning signs to stop illegal rubbish dumping.	Monitor and if required notify Local Laws.
	Heavy Vehicles	Look at diverting trucks to Mt Rothwell, which is a B double route.	Investigate and discuss with Transport for Victoria and Regional Roads Victoria.
	Heavy Vehicles	Re-route trucks via Little River Ripley Road to Bacchus Marsh Road. Limit quarry truck use to 6am - 7pm	Investigate and discuss with Transport for Victoria and Regional Roads Victoria.
Manzene Avenue	Traffic Management	Improve LT & RT from Patullos Road	Review maintain road as per the City's Road Management Plan and also to investigate the safety and access of turning movements.
	Road Maintenance	Repair defective construction at the left edge for turning lane from Patullos Road into Manzene Avenue	
McClelland Avenue	Heavy Vehicles	Remove truck advisory signs , Install truck engine brake warning signs and limit quarry truck use to 6am - 7pm	Discuss with Transport for Victoria and Regional Roads Victoria the heavy vehicle routes within Lara and truck curfew initiatives.
	Traffic Management	More police enforcement required	Review existing vehicle speeds and discuss with VicPol.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Traffic Management	Review and restore two lanes near the railway crossing and upgrade road surface.	Investigate.
	Traffic Speed	Reduce speed to 60 km/h from Avalon Ramp	Investigate and discuss with Regional Roads Victoria.
	Traffic Management	Widen road to allow LT & RT.	Investigate and review options to accommodate safe turning movement facilities.
	Road Maintenance	Fix the railway crossing section for pedestrians, full of pot holes, surface damages.	Investigate and maintain as pre the City's Road Management Plan, also discuss with Public Transport Victoria.
	Traffic Congestion	Congestion due to Train services	Investigate and discuss with Transport for Victoria.
McIntyre Road	Road Maintenance	Upgrade road surface for cyclists	Check and maintain the road according to the City's Road Management Plan.
Mill Road	Heavy Vehicles	Enforce 'No truck's on Mill Road.	Discuss with Regional Roads Victoria and VicPol.
	Traffic Speed	Review speed limit between McIntyre Road and Plains Road to 70 -80 km/h	Review existing speeds and as required review speed zone and traffic calming measures.
	Pedestrians	Complete missing footpaths	Investigate.
O'Hallorans Road	Road Maintenance	Needs maintenance due to large potholes and corrugations.	Investigate and maintain as per the City's Road Management Plan.
Old Melbourne Road	Bridge Condition	Review Bridge condition	Investigate.
Patullos Road	Parking	Remove Patullos Road angle parking between the intersection & pedestrian crossing. Dangerous area. Angle parked cars reversing into traffic. U turns on Patullos Rd at the southern end of Kees Rd.	Discuss this with Regional Roads Victoria and review parking options with regards to '6 ways' intersection review.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Traffic Congestion	Congestion during peak times	Discuss with Regional Roads Victoria to assess ways to improve vehicle movement with regards to '6 ways' intersection review.
	Pedestrians	Complete missing footpaths	Investigate.
	Traffic Management	Need a LT lane into Bath St from Patullos Road.	Investigate safety and accessibility of turning movements.
Peak School Road	Traffic Speed	Review and reduce speed limit to 80 km/h.	Investigate and discuss further with Regional Roads Victoria if required.
	Traffic Management	Install 'Stop' signs at Mill Road (corner of McIntyre Rd) - cars speeding through 'Give Way' sign.	Investigate and implement safety upgrades as required.
	Traffic Management	Upgrade road for Lara Prison Precinct and access of heavy vehicles from You Yangs.	Investigate.
	Bridge Condition	Review condition of Culvert, sinking due to B-Doubles	Investigate.
Perkins Road	Pedestrians	Complete missing footpaths	Investigate.
	Traffic Speed	Review and maintain 60 km/h and 5 T load limit.	Investigate existing conditions and monitor for any unsafe motorist behaviour.
Plains Road	Traffic Speed	Review and reduce speed limit to 80 km/h, due to gravel surface.	Review existing conditions and monitor for any unsafe motorist behaviour.
	Traffic Management	Maintain 5T load limit	
Rennie Street	Pedestrians	Hovells Creek shared path near Rennie Street - Path can be under water with no warning at entrance to trail a long detour.	Review and investigate options to improve as required.
Roundabout - Rennie Rd & McClelland Ave	Traffic Management	Review 'school drop off & pick' location in the morning for safety concerns.	Review and investigate options to improve safety as required.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
Sandy Creek Road	Environmental	Manage rubbish dumping along this road	Monitor and if required, notify the City's Local Laws Unit.
	Road Maintenance	The width of Sandy Creek Road should match the road hierarchy and repair damaged road surface and shoulders.	Investigate and also maintain as per the City's Road Management Plan.
	Traffic Management	Police presence required to stop 'hoons breaking into properties with guns, doing burn outs'.	Notify VicPol.
	Traffic Speed	Review & reduce speeds to 80 km/h.	Investigate vehicle speeds and, if required, discuss with Regional Roads Victoria about options to reduce the posted speed limit.
	Traffic Management	Install curve warning signs at the intersection of Branch Road and Forest Road North.	Investigate.
	Heavy Vehicles	Permit trucks to use north end and re-route trucks via Little River Ripley Road	Coordinate discussion with stakeholders, including residents, on the opportunity to promote heavy vehicles to use Little River Ripley Rd to access Bacchus Marsh Road and what roads would require upgrading.
	Drainage	Review and install a new 'Culvert' at the low point in Sandy Creek Road to reduce water damage to road.	Investigate.
Smeaton Close	Parking	Improve parking facilities	Review existing parking conditions for improvement opportunities.
Station Lake Road	Cycling	Needs wider cycle and pedestrian path and a link to existing and proposed paths	Investigate and develop options to address concerns as required for the entire road segment between '6 Ways' intersection and the bridge.
	Traffic Management	Peak Street -Require RT lanes in Station lake Road.	

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Traffic Management	Beverley Crescent -Install RT turning lanes in Station Lake Rd to reduce damage to shoulders	
	Traffic Management	Widen road to allow for turning traffic into side streets, turning traffic holding through traffic	
	Cycling	Install cycling lane from the bridge to the 6way.	
	Heavy Vehicles	Remove advisory truck route sign at station lake road	Discuss with Regional Roads Victoria to review heavy vehicle circulation within and around Lara.
	Pedestrians	Complete missing footpaths	Investigate.
	Lighting	Street lighting on Station Lake Road between 6 Way & Hume Bridge is not good.	Review lighting conditions.
	Traffic Congestion	Peak Street -Due to congestion along Station Lake Road during peak times, it's hard to enter from Peak Street.	Investigate and discuss with Regional Roads Victoria to find ways to reduce congestion during peak times at '6 Ways' intersection.
Thomas Road	Road Maintenance	Surface dangerous, needs resurfacing	Check and maintain as per the City's Road Management Plan.
Toynes Road	Cycling	Provide bicycle connection to the reserve from Little River Train Station	Investigate and also consider surrounding cycling network.
	Road Maintenance	Improve road surface for cyclists	Check and maintain road as per the City's Road Management Plan.
Walkers Road	Cycling	Upgrade bicycle lanes	Investigate and also consider surrounding cycling network.
	Cycling	Need bicycle lanes in Walker's, Flinders and Curletts roads	
	Pedestrians	Need pedestrian crossing. Nowhere for people to cross safely.	Investigate and plan a pedestrian crossing as required.

LOCATION	TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
	Traffic Speed	Review to reduce speed limits to 40 km/h	Investigate current vehicle speeds of vehicles, and if required discuss Regional Roads Victoria on options to reduce the posted speed limit.
Watts Street	Traffic Management	Dangerous corner for traffic at the corner of Watts Street & Avalon Road, when coming from Geelong to Lara. Exiting off the Princes Highway off ramp or service road to turn left into Watts Street.	Discuss this with Regional Roads Victoria. Monitor this intersection and work with Regional Roads Victoria to improve safety to motorists.
	Traffic Management	Widen Watts Street at this corner and install an off ramp service road into Watts Street to avoid any traffic accidents or any road deaths. Alternatively install a roundabout at this corner.	
Waverley Road	Cycling	Install bicycle lanes	Investigate and also consider surrounding cycling network.
Windermere Road	Bridge Condition	Review bridge condition	Investigate.
	Heavy Vehicles	Restrict heavy trucks movements along Windermere Road East.	Discuss with Regional Roads Victoria to review heavy vehicle circulation within and around Lara.
	Traffic Speed	Include speed restrictions along Serendip Sanctuary boundary	Investigate current vehicle speeds, and if required discuss with Regional Roads Victoria about options to reduce the posted speed limit.
You Yangs Reserve	Cycling	Bicycle directional signage within Lara to key activity centres – You Yangs, Train Stations & Township	Discuss with You Yangs Reserve Management about opportunities to improve directional signage and connections to Lara township.
You Yangs Road	Road Maintenance	Review sealing of road	Review and maintain as per the City's Road Management Plan.
	Traffic Management	Install directional signage for cyclists from Werribee and Little River to You Yangs and Melbourne Road	Review opportunities to improve directional signage and connections.
Lara Community Centre	Traffic Management	The location of the bus stop outside Lara community centre obstructs the view of cars pulling out of the community centre car park	Investigate and improve safety as required.

LOCATION		TYPE	COMMUNITY FEEDBACK DESCRIPTION	PRELIMINARY RESPONSE (further detail to be provided)
General	Public Transport		Review bus routes	Notify Transport for Victoria.
	Public Transport		Improve weekend services.	Notify Transport for Victoria.
	Public Transport		Improve existing bus service times which finishes around 7.30pm.	Notify Transport for Victoria.
	Public Transport		Need a direct bus from Lara to Geelong	Notify Transport for Victoria.
	Public Transport		New bus connection from Lara Train Station to Avalon Airport	Notify Transport for Victoria.
General	Environmental		New signage - 'take rubbish home' signs required.	Investigate.
General	Road Maintenance		Remove weeds out of bike lanes	Investigate and undertake necessary weed control.
General	Road Maintenance		Road maintenance required – Bath St, Buckingham into Forest Rd, Flinders Ave, Kees Rd, McClelland Ave, Lewton Rd, Avalon Rd, Station Lake Rd	Check.
General	Road Maintenance		Area needs to be cleaned up area to prepare for International Tourists	Monitor.
	Traffic Management		Need directional signage leading people from Avalon Airport to tourism sites, Lara, Little River townships, Serendip & You Yangs	Discuss with Regional Roads Victoria and Avalon Airport.

3. GEELONG WATERFRONT SAFE HARBOUR PRECINCT - MASTERPLAN

Source: Investment & Attraction
Director: Brett Luxford
Portfolio: Social and Infrastructure Planning

Purpose

1. That Council note the draft “Geelong Waterfront Safe Harbour Precinct – Masterplan” and to endorse the release of the document for further community engagement.

Background

2. The Royal Geelong Yacht Club (RGYC) have written to Council requesting that the draft Geelong Waterfront Safe Harbour Precinct Masterplan be endorsed by Council.
3. RGYC have also requested that Council approve the payment of the City’s \$3 million contributory funding towards Stage 1 of the project, and provide ‘in principle’ support for the planning process to introduce an incorporated document for the project into the Greater Geelong Planning Scheme.
4. The Geelong Waterfront Safe Harbour Precinct is a Council priority project. The project is a public infrastructure development to improve public permeability through the precinct, create a boating safe harbour, redevelop the Victorian Sailing School and RGYC buildings and improve the surrounding public realm.
5. At the Ordinary Meeting of Council on 13 November 2018, Council agreed to extend the \$3 million funding towards the \$19.1 million stage one of the project contingent on the RGYC securing the remaining funding and a precinct masterplan is endorsed by Council to ensure community benefits of the project are realised.
6. RGYC have secured the funding for stage one from the following sources: \$7.6m state government; \$5.5 million federal government; \$3m RGYC. The full state government funding cannot be released until the City, as the land manager, endorses the masterplan.

Key Matters

7. An internal comprehensive review of the masterplan document developed by RGYC will be undertaken before Council endorsement is given. This will also include a period of further community engagement, to ensure all feedback is received.
8. This review is important to evaluate the form and function of key elements within the public realm. It must be ensured that the development provides enhancement of the public experience, safety and a positive contribution to the environment and surrounding waterfront character.
9. Fundamentals for development on crown land also requires the further examination and addressing of elements in this project. These include: the consideration of reclaiming a new seabed area; maintaining public views; vistas and sightlines; accommodating archaeological and heritage features of the area; enhancing public access to the coast and, minimise loss of open space.
10. Subject to approvals, construction of the wave attenuator is planned to commence during 2019. Major on land building works will be undertaken during 2020.

Cr Murrhly moved, Cr Aitken seconded -

11. That Council:

- 11.1. Notes the draft Geelong Waterfront Safe Harbour Precinct – Masterplan;**
- 11.2. Prior to endorsement of the masterplan, place the draft Geelong Waterfront Safe Harbour Precinct – Masterplan on public exhibition for a period of 21 days to seek further stakeholder feedback;**
- 11.3. Receive a report on the community and stakeholder feedback;**
- 11.4. Establish a Design Advisory Committee (including internal officer support) to consider the detailed design which is part of the Masterplan and the planning approval for the project; and**
- 11.5. Note that future planning approval for the project is likely to be managed under an Incorporated Document introduced into the Planning Scheme via a Ministerial planning scheme amendment.**

Carried.

Attachment 1

Financial Implications

1. The RGYC have requested that Council commence the process of releasing funding that has been budgeted for this project. The \$3 million contribution sought from Council is accounted for in the 2019-20 Strategic Resource Plan as a non-recurrent disbursement in December 2019 in accordance with previous resolutions of Council.
2. The costings for the project are based on a business case completed in 2015 with all financial risk and future operational costs resting with RGYC. Changes to the public realm through the implementation of the masterplan will be fully assessed before development occurs to ensure ongoing cost implications are known.
3. A review of RGYC lease rental will be undertaken to determine if any new income opportunities are realised to the City in response to the use of much improved facilities. Any rental increase is likely to be offset by ongoing maintenance of new public realm areas.

Community Engagement

4. This project has received wide media attention which has been based on the masterplan vision and design concepts. The RGYC has undertaken two rounds of community consultation including targeted stakeholder workshops for local residents, traders and club members. Results have revealed support for the project.
5. A further community engagement period should be undertaken by Council to ensure all community wide views on the project are obtained. This would include direct letter notification to nearby property owners/occupiers, newspaper notices and the opportunity to view and comment on the masterplan through the City's website.
6. Officers believe this period of public consultation on the masterplan is important as the proposed planning scheme amendment would be undertaken by the Minister under Section 20(4) of the *Planning and Environment Act 1987* and would not be subject to public exhibition. Approval of more detailed plans under the incorporated document would also not be subject to public notification.

Social Equity Considerations

7. The project provides new infrastructure supporting event growth and attraction. It will increase the use of the waterfront for public recreation and new community event opportunities.
8. The new Victorian Sailing School building will open new learn to sail programs for the public and enhance the existing RGYC Sailability program.
9. A new Changing Places Facility will form part of the new Victorian Sailing School building and will have managed access for the general public. Support for a Changing Places Facility in this location has strong backing from a wide range of community and reference groups and has been funded by the Department of Human Services.
10. The new wave attenuator will be effective in creating a safe harbour environment and suitable for public accessibility in accordance with *Disability Discrimination Act 1992 (Cth)* requirements.
11. The masterplan will be delivered in stages. Stage one will include a 400m public accessible wave attenuator; RGYC marina berths; maritime and education centre (former Sailing School and Off the Beach Club House) and public realm benefits.

Policy/Legal/Statutory Implications

12. A number of approvals are required to facilitate the proposal. These include a Planning Permit under the *Planning and Environment Act 1987*, *Marine and Coastal Act 2018* consent, Heritage Victoria consent, and various secondary consents for works.
13. Following an assessment of the possible planning controls by Council and Department of Environment, Land, Water and Planning (DELWP) staff, an incorporated document under Clause 51.01 "Specific Sites and Exclusions" emerged as the most appropriate tool for the development, particularly as the development straddles two zones and is subject to planning scheme overlays. This would exempt the project from the usual planning scheme requirements and a planning permit would not be required.
14. Council will be required to endorse this approach to enable the RGYC to write to the Minister for Planning, seeking the Minister's intervention under 20(4) of the *Planning and Environment Act 1987*.
15. In lieu of a planning permit the incorporated document will include specific conditions and a requirement for further detailed plans to be submitted for approval by Council officers in consultation with other agencies.
16. More details on the proposed Ministerial amendment and incorporated document will be included in a further report to Council after the proposed period of community engagement.
17. The footprint of the RGYC land and seabed lease boundaries will change with the development. The aim will be to minimise the footprint of new structures to prevent loss of open public space. Council in its role as land manager will negotiate the terms and conditions of the new lease. Responsibility between RGYC and Council for the ongoing maintenance of new public realm areas is yet to be determined.
18. DELWP have recommended that a Design Advisory Committee be established to consider detailed design as part of the Masterplan and planning approval for the project.

Alignment to Council Plan

19. The Geelong Waterfront precinct is a primary focus for the local community. The project aligns with Council Plan 2018 – 2022: Growing Our Tourism and Events. The project is listed as a 2018-19 aim to support the Geelong Waterfront Safe Harbour Precinct.
20. The project is also listed within the Central Geelong Action Plan and Revitalising Central Geelong State Action Plan

Conflict of Interest

21. There are no conflicts of interest in relation to this report.

Risk Assessment

22. All financial risks rest with RGYC including the future operation and demand for marina services. The Project Control Group (PCG) will take responsibility to manage project risk to ensure that public realm improvements are achieved.
23. The tender and development steps of the project will be used to look at options to stage the work and provide the City with the opportunity to safeguard public assets and community use of the precinct.

24. A PCG, which includes all funding stakeholders, has been established to guide the development of the project. The PCG will continue to oversee the implementation of the project to ensure that the community benefit outcomes are achieved.

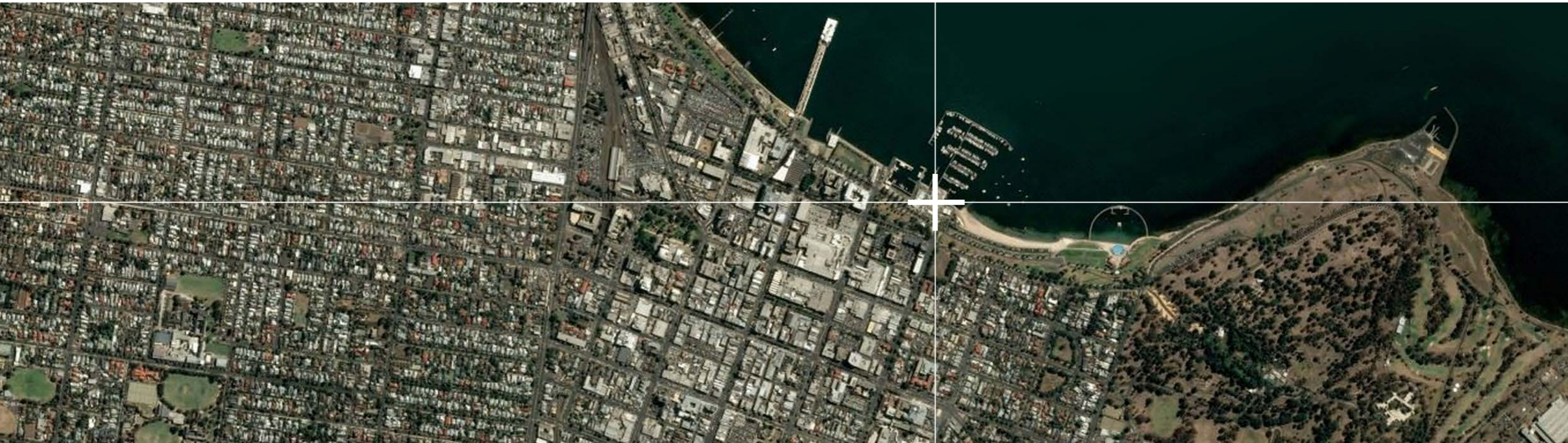
Environmental Implications

25. Environmental impact studies have commenced. The planning approval process will inform what final environmental reports are required.
26. The onshore components of the project essentially involve building new RGYC and Victorian Sailing School accommodation and facilities on the existing RGYC site. It is not expected that any significant incremental environmental impact would result from demolishing and rebuilding on the existing site, assuming that any incremental water, waste-water and sewage requirements are adequately managed. Rather the redevelopment will provide the opportunity to upgrade and optimise the arrangements.
27. The on-water (marina) development is within or around the area of the existing marina, with the proposed wave attenuator along an alignment to the west of the site previously occupied by the Yarra Street Pier.
28. Energy consumption in the new facilities will be less due to appliance efficiency and through the communal use of facilities.
29. Later stages of the works may involve reclamation of seabed and the relocation of storm water outlets and the gross pollutant trap currently in the shallow water adjacent to the sailing school. Any future works must limit the amount of silt and rubbish being discharged and trapped along the shore-line. The Central Geelong Drainage and Flood Study does not provide direct advice in this matter and further investigations will be conducted to ensure improved environmental outcomes.
30. Any future reclamation of seabed areas will be subject to environmental effects studies and needs to be tested against net positive benefit to the community. Endorsement of the masterplan does not commit Council to a particular view on this matter.

—
GEE LONG WATERFRONT SAFE
HARBOUR PRECINCT

MAJOR EVENTS & PUBLIC ACCESS
INFRASTRUCTURE PROJECT

Draft Master Plan
0 6 F e b r u a r y 2 0 1 9
_V1.190206



GWSHP Project completion for stages 1 and 2 is costed at \$40m.

Over the past 12 months, the consultant project team have designed refined the proposed scheme to provide a vision that provides maximum community benefit and precinct access:

- Full delivery of public realm expansion, including waterfront public promenade and new public access/permeability throughout the entire precinct
- Complete public access to Marina and Clubhouse including new community amenities
- Increased protection and safety of marine infrastructure, including marina basin reclamation, environmental protection and rehabilitation works including treatment of contaminated areas
- Expanded and rebuilt Victorian Sailing School facilities to accommodate schools' demand and provide supporting amenities

TERROIR

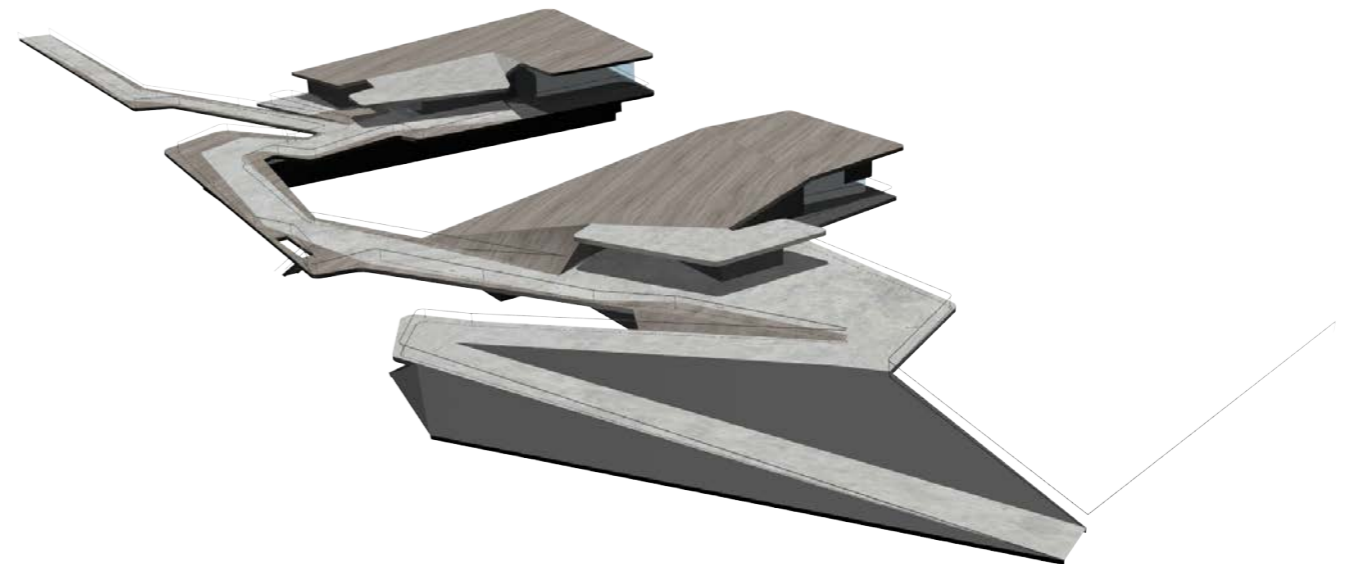


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- APPENDIX A - EXISTING AND PROPOSED SITE ACTIVITIES
- APPENDIX B - COMMUNITY CONSULTATION REPORTS 1 & 2
- APPENDIX C - WAVE WALL



EXECUTIVE SUMMARY

Geelong Waterfront Safe Harbour Precinct

The Geelong Waterfront Safe Harbour Precinct Major Events & Public Access Infrastructure Project (SHP) is a major redevelopment project comprising the Royal Geelong Yacht Club (RGYC) and marina, the Victorian Sailing School (VSS) and the Fisherman's Basin area which home to recreational and commercial vessels. The site is the heart of the Geelong waterfront precinct, to the north of Geelong CBD and overlooking Corio Bay. The 1.17 hectare site has northern frontage to Geelong harbour, Yarra street to the west, Eastern Beach Recreation Reserve to the east and Eastern Beach road to the south.

The recreational-maritime precinct hosts major events, such as the annual Festival of Sails attracting more than 100,000 people to the Geelong waterfront and a range of Sailing Regattas including State, Nationals and World Championships. The RGYC and VSS also provide maritime education for the community with over 2000 participants per year drawn from across the State of Victoria.

In 2011, the City of Greater Geelong prepared a Master plan for the entire Geelong Waterfront, and in 2015 a Business Case for the Safe Harbour Precinct comprising this project was undertaken by a controlled stakeholder group, to address the identified problems and needs regarding public access, safe harbour and major events infrastructure.

In September 2018, Terroir were appointed Principal Consultants from an open two-stage selection process, for the Master plan Vision and detailed design and delivery of the Geelong Waterfront Safe Harbour Precinct. Tract Landscape and Planning and Wood & Grieve Engineers are Consultants to Terroir.

The Master plan Vision will be delivered in stages, with \$19.1m funding already committed from a variety of sources; the RGYC, City of Greater Geelong, Victorian State Government and the Federal Government.

The RGYC currently creates a physical barrier between the east and west waterfront precincts, obstructing the public realm. The challenge is how, in addressing the complex logistics of the RGYC and neighbouring maritime uses, could the public realm be enhanced in a safe and accessible way.

Terroir's Master plan Vision is to provide a new elevated experience up and over the site, re-connecting the promenade and significantly increasing the waterfront public realm by over 1 hectare of new public space. The buildings and marine yard of the RGYC occupy space underneath the public realm. The shape of the public realm is a dialogue between the requirements of a diverse range of public experiences above, and managing the logistical constraints of the working yacht club and marina yard below. The elevated public realm not only provides new public viability access to the RGYC marina yard, but provides a unique elevated view out over Corio Bay. Presently, the public experience along the waterfront is at a common level. The new raised public realm provides increased water and city views.

The architectural landscape design presented in this report is the current masterplan vision that has been worked up over the last four months with input from government and RGYC stakeholders. This vision has been presented to the community in two separate stakeholder engagement weeks, first in November 2018 and second in January 2019.

GWSHP provides Key Benefits

- Major transformation of a vital section of the Geelong Waterfront creating new public realm throughout and enabling full year-round community access and use
- Provides a safe harbour to protect and promote watercraft visitation, benefiting the regional and the local residents.
- Protection and re-invigoration of Geelong's major recreational boating infrastructure, which is aged and under severe threat through rapid deterioration
- Delivering on current City of Greater Geelong and State Government strategies, and providing a powerful catalyst for the next stage of investment in the Geelong Waterfront
- Integration of the Victorian Sailing School with RGYC, enabling expanded program provision for school students in the region and throughout Victoria
- New capacity to deliver inclusive programs for people of all abilities and disadvantaged community members, providing a wide range of social and health benefits
- New capacity to promote Geelong as a vibrant Victorian and Australian regional waterfront destination to important tourism markets within Victoria, Australia and internationally
- Facilities investment to support growth of major events including the Festival of Sails and international sailing events and competitions, which are of high value to the region
- Increased social/community 'ownership' of the precinct through increased use and connectivity
- Well planned, designed with consideration of Geelong's reputation as a UNESCO City of Design and its growing visitation as a cultural hub and destination.
- The detailed design shall ensure the facility has environmentally appropriate infrastructure that enhances existing built and natural features of the Waterfront and Bay

BACKGROUND PROJECT INFORMATION

The GWSHP project to align with planning and policy objectives

Benefits flowing from the proposed redevelopment reported to council March 2016 directly align with key planning and policy objectives of State Government, City of Greater Geelong, the Royal Geelong Yacht Club and peak organisations.

The minutes of this meeting noted approval of \$3m funding. The contribution should be contingent on Council funds being allocated to the improvements of the public realm and towards construction of the wave attenuator.

The project aligns with:

- City of Greater Geelong City Plan 2013 - 2017 (Update 2015/2016)
- Central Geelong Action Plan (CoGG, 2013),
- The Central Geelong Waterfront Master Plan 2011 (CoGG),
- Central Geelong Action Plan and Vision2 (CoGG, Deakin University, Dept. Planning & Community Development, Committee for Geelong, 2013),
- Victorian Coastal Strategy 2014 (Victorian Coastal Board, SGV 2014),
- Central Regional Coastal Plan 2015 – 2020 (Central Coastal Board, SGV),
- Boating Coastal Action Plan (Central Coastal Board, SGV 2007),
- Corio Bay Coastal Action Plan 2005,
- Recreational Boating Facilities Framework (Central Coastal Board, SGV 2014),
- Victoria's Regional Tourism Strategy (SGV, 2013),
- Geelong Major Events Strategy (CoGG),
- Royal Geelong Yacht Club Strategic Plan (2014 - 2018),
- Yachting Victoria Position Paper to SGV, 2012,
- Yachting Victoria Strategic Plan (2013).

Note:

Current Committee of Management boundaries and leasing arrangements (including the requirement to comply with s190 of the Local Government Act) for the sea bed will need to be addressed as part of the project.

Planning Submission Process for GWSHP

Role of Council:

- Funding partner, Public Land Manager and Responsible Authority
 - / Planning approval is required under the Planning and Environment Act 1987 for the use of the land, the construction of a building and the carrying out of works associated with the Project.

Planning approval can be either:

- Planning permit - (Council)
- Amendment to Greater Geelong Planning Scheme (Incorporated Document) – (Minister for Planning)
- Ministerial call-in of permit (s20(4)) – (Minister for Planning)
 - / Due to the timing of the Project being critical to meet funding requirements, the RGYC is seeking Ministerial Intervention to amend the Greater Geelong PS and requires in-principle support from Council for this process.
 - / RGYC understands that community and key stakeholder consultation is required to support consideration of Ministerial Intervention.

Other Development Approval that will be required:

- Consent under the Marine and Coastal Act 2018 from DELWP
- Permit/s under Heritage Act 2017
- Approval under Aboriginal Heritage Act 2006 (if CHMP is required)

Process for principle endorsement of this masterplan vision

The Masterplan Design Report is intended to be submitted to council for endorsement in principle on 26th February 2019.

It is not a planning application. The planning documentation will be lodged at a later date after the endorsement of the Masterplan.

GWSHP PROJECT TO BE A WORLD CLASS DESTINATION

Project ambition

City of Geelong: Strategy Context: Greater Geelong. A clever and creative future.

By 2047, Greater Geelong will be internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.

At the heart of this 30 year vision from 2017 are 9 community-led aspirations developed from community values.

Those relevant to the Geelong Waterfront Safe Harbour Precinct Project (GWSHPP) are;

- A destination that attracts local and international visitors; The GWSHPP can capitalise on the unique location and natural asset of the harbour on the city's doorstep, and be a destination that realises its potential to attract local and international visitors.
- Creativity drives culture; The GWSHPP can realise modern facilities that allow the region to host world-class events. The GWSHPP's creative design should be encouraged whilst preserving the community's heritage values.
- Sustainable development that supports population growth and protects the natural environment; The GWSHPP should achieve design excellence and innovation in its new buildings and public spaces and sustainably develop the unique coastline green space corridor it forms part of.

Geelong Global Design Context: Australia's first and only UNESCO City of Design

In May 2018 Geelong was formally proclaimed Australia's first and only UNESCO City of Design. As one of only 31 cities worldwide to be recognised as a City of Design, Geelong's designation is recognition it has historically, and will continue to be, shaped and influenced by design. It places Geelong in an esteemed list of amazing cities including Bilbao, Buenos Aires, Shanghai, Istanbul and Singapore.

The City of Design designation followed a formal process with input from a number of key local and regional stakeholders. Amongst numerous design excellence examples that contributed to the achievement, the "...stunning, contemporary designed Waterfront precinct" was recognised.

The GWSHPP is an important opportunity to further the coastline's design excellence and celebrate the meeting of people, land and maritime influences.

World & national events scheduled on the GWSHP site

The Festival of Sails is Geelong's most popular and economically valuable annual public event.

The Festival attracts over 100,000 people from Geelong and beyond and generates in excess of \$14.6 million per annum in economic benefit.

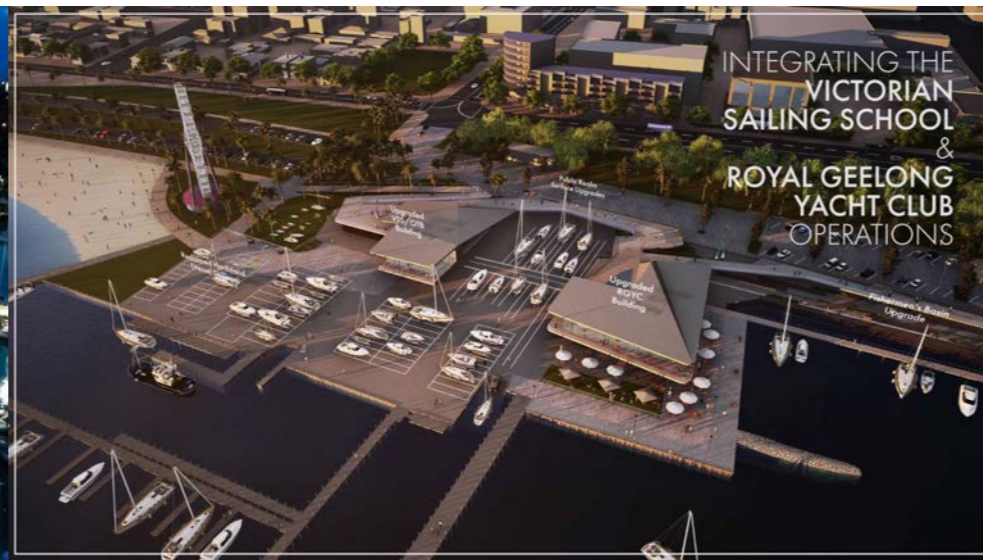
- This includes many visitors from Melbourne, regional Victoria and interstate, contributing significantly to the region's visitor economy growth.
- The precinct is also home to regular state, national and international championship sailing events and the biennial Wooden Boat Festival.

The Yacht Club has been successful in attracting international events of significant to Geelong, staging three World championship

events in the last four years. Geelong will host an additional two World championships in 2020, The Laser Masters World Championship and the 49er/49 FX/ NACRA World Championships.

Equally opening up the waterfront and developing new public facilities will provide the opportunity for expanded existing successful COGG events such as the Cadel Evans Bike Race and the Geelong Revival Motor Festival

and also hopes to attract new major events.



SOCIAL CONSIDERATIONS THAT HAVE INFORMED THE 2018 CONSULTANT BRIEF

The central Geelong waterfront is a highly visible public asset for the city and region.

It attracts both community use and visitation for a variety of recreational experiences throughout the year.

The redevelopment of the RGYC clubhouse and Victorian Sailing School precinct will provide greater public access, improved facilities and pedestrian permeability.

Specifically, the social benefits to the community are to include:

- Increased public interest and participation in the healthy culture of sailing, boating and other water-based activities;
- Attract more people to the area and CBD environs, promoting social inclusion and engagement and supporting neighbouring businesses;
- Enable expansion of the Sailability program with partner disability organisations, providing greater opportunities for people of all abilities to benefit from participation in the sport
- Enable expansion of current boating and water safety education programs to grow participation and meet demand. This includes partnership with Barwon Sports Academy to develop high performance pathways.
- Enable Victoria's leading Sailing School to accommodate increased numbers of students from throughout the state each year and foster closer integration with RGYC activities and provide progression;
- Provide increased facility capacity for water and land based community events, including major events, Iron Man events and world triathlon championships promoting health and wellbeing;
- Deliver facilities encouraging public use, possibly including a yachting 'Centre of Excellence';
- Activate the underutilised Fisherman's Basin area, providing new recreational space;
- Break down perceptions of exclusivity and, consequently, stimulate the desire of the community to utilise key waterfront assets;
- Create new volunteer, training and employment opportunities in partnership with educational institutions;
- The restoration of the bay vista looking down Bellarine St, resulting from the demolition of the sailing school, and restoring the land to the public realm.



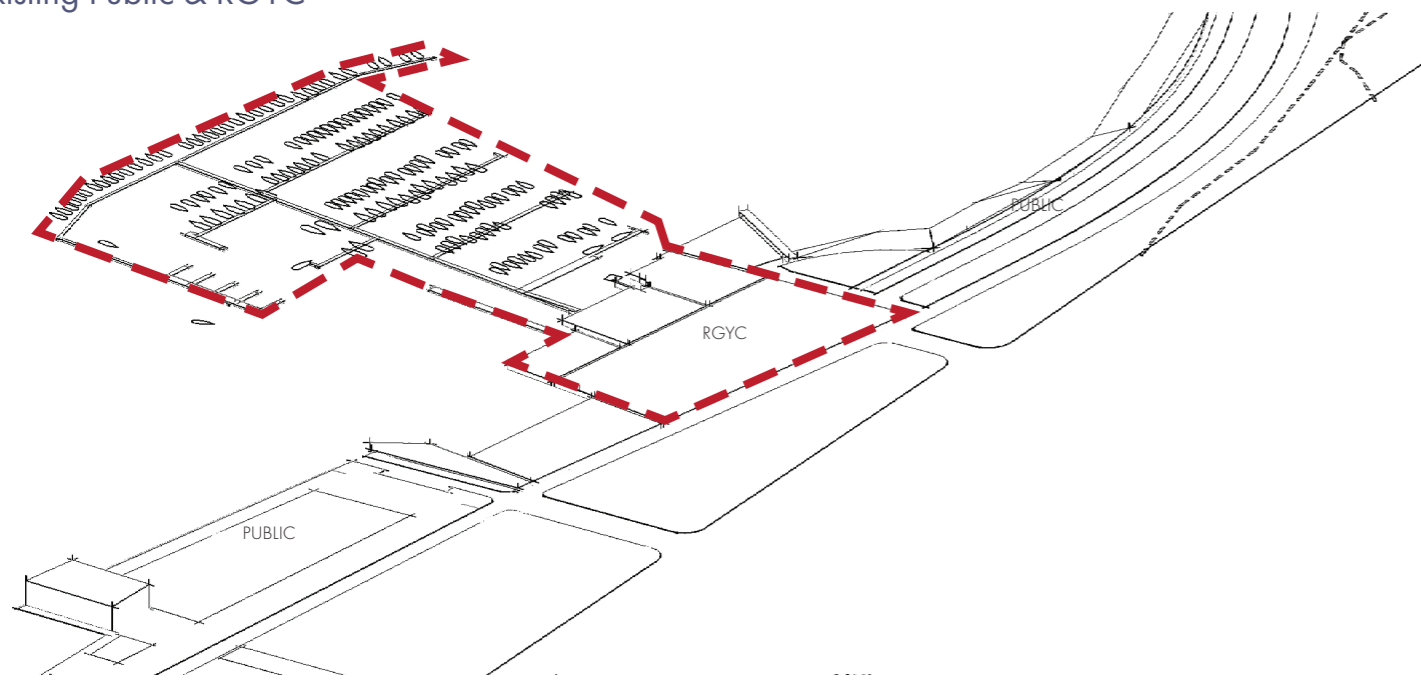
PROJECT FUNDING - STAGE 1 & 2 BREAKDOWN

PROJECT COMPONENT STAGE 1	COST
Wave attenuator	\$9.2 million
Floating berths (north side of the new arm only)	\$1.1 million
Maritime & Education Centre (combined VSS & OTB Building)	\$6.1 million
Public Realm benefits (Eastern elements of up & over)	\$2.7 million
Total for Stage 1	\$19.1 million
PROJECT COMPONENT STAGE 2	COST
Removal of Stony Pier	\$0.6 million
Clubhouse Building (including internal & external public areas)	\$9.0 million
Public Realm improvements (including external areas, pavements & interface)	\$3.2 million
Western element of the up & over ramp for public access	\$3.3 million
Improved pedestrian and public access; land reclamation; & stormwater extension	\$3.7 million
Floating berths - South side	\$0.1 million
Retail building, & site power & water upgrades	\$0.4 + \$0.6 million
Total for Stage 2	\$20.9 million

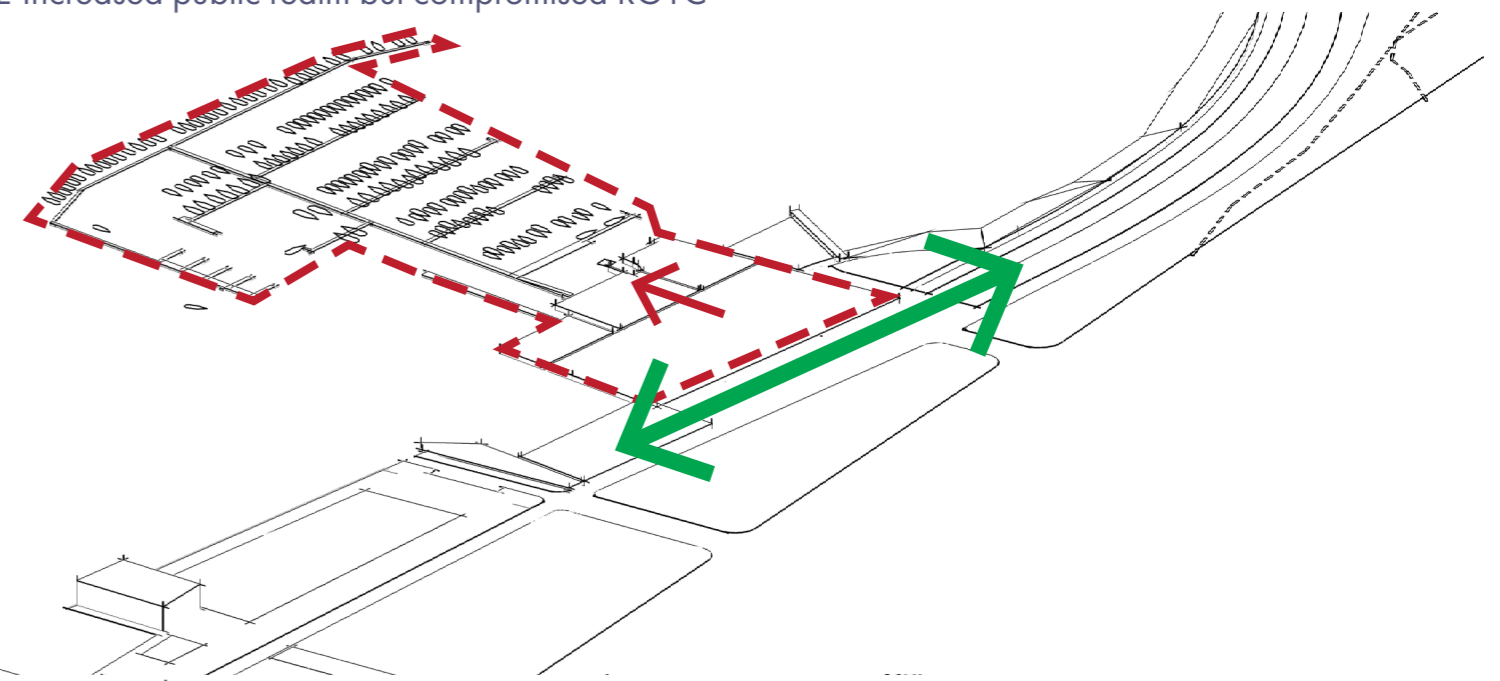
- The current project cost includes cost escalations over the project development period
- The re-alignment of the Wave Attenuator at the land/water interface has delivered costs savings that have been reinvested in public realm development

DESIGN VISION - CONCEPT 'UP & OVER'

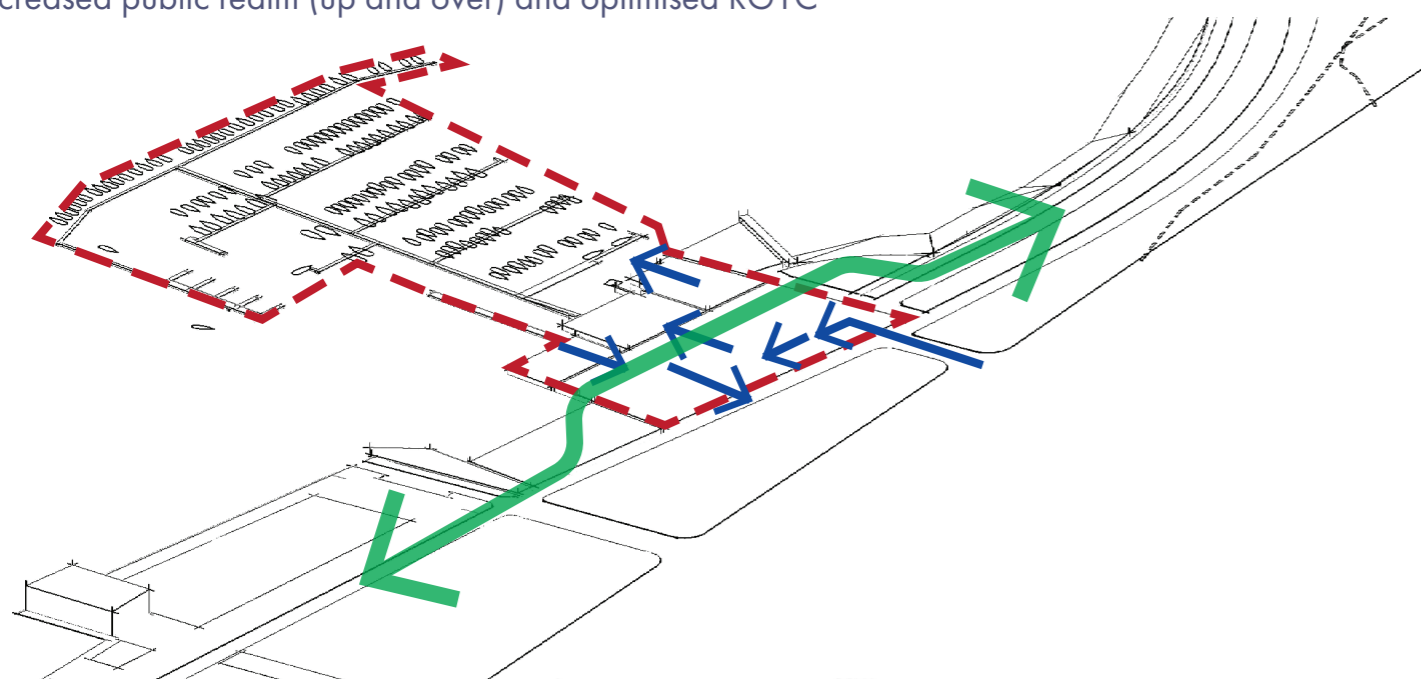
1 Existing Public & RGYC



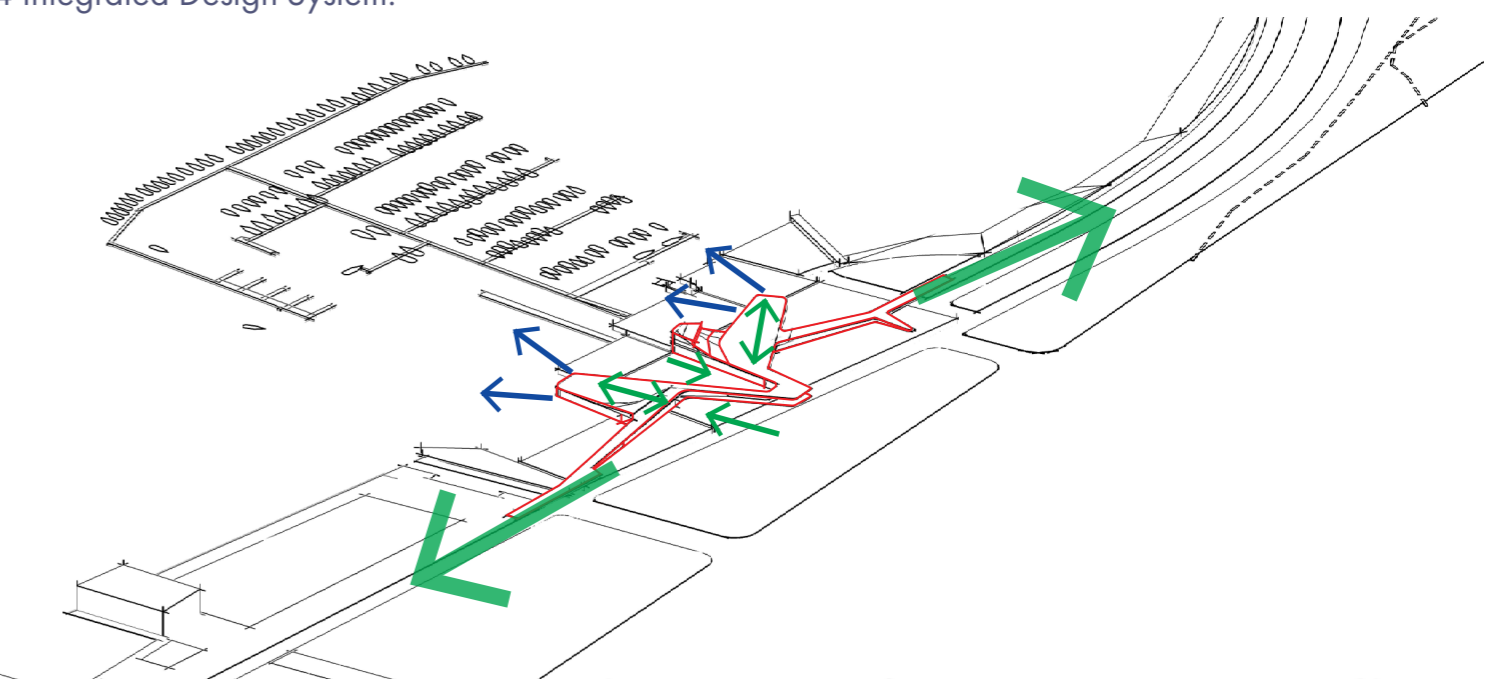
2 Increased public realm but compromised RGYC



3 Increased public realm (up and over) and optimised RGYC



4 Integrated Design System.



The design system proposed provides significant public realm and accommodates the logistical requirements of the RGYC equally. A non-specific object that can vary, be adapted/ pushed and pulled to fit the brief and community requirements as the design evolves now and into the future.

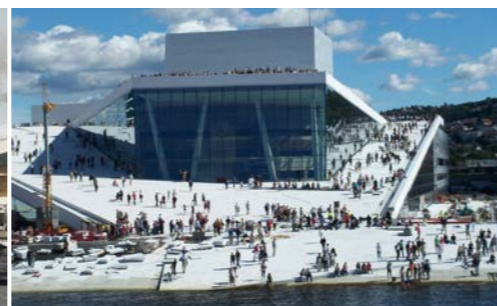
International examples featuring an elevated public realm.



Yokohama International Passenger Terminal



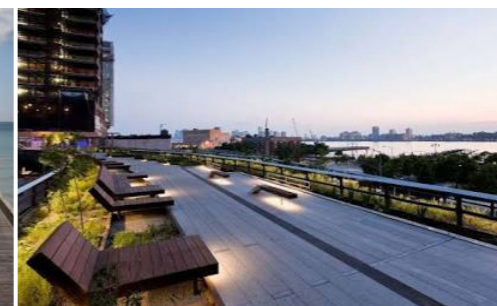
Tallinn Master plan 2030, by TERROIR



Oslo Opera House



New Hastings Pier



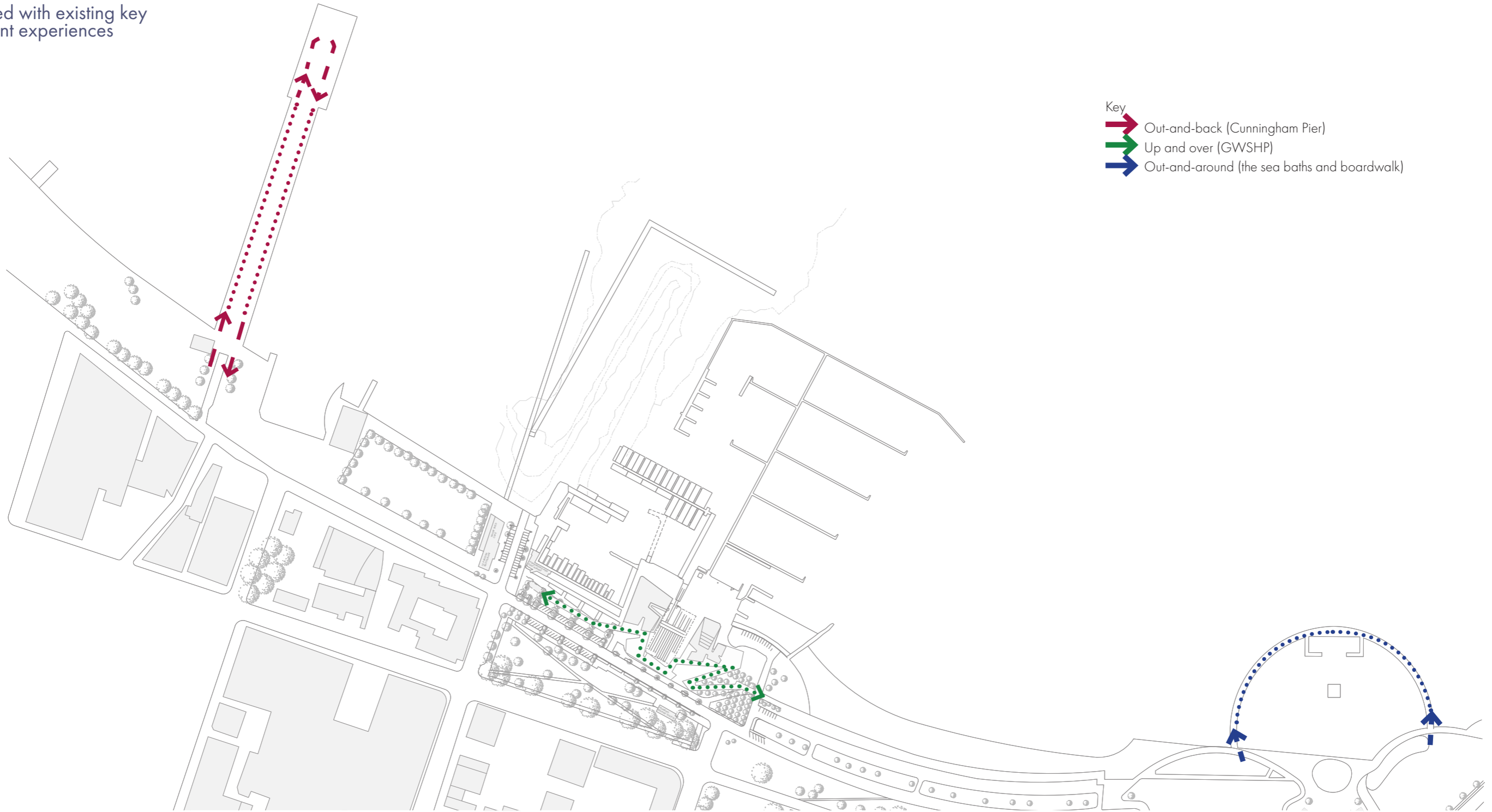
High line New York



Skygarden Seoul

DESIGN VISION - NEW EXPERIENCE 'UP & OVER'

Integrated with existing key waterfront experiences



- Key
- Out-and-back (Cunningham Pier)
 - Up and over (GWSHP)
 - Out-and-around (the sea baths and boardwalk)

Out and Back...



Up and Over...



Out and Around...

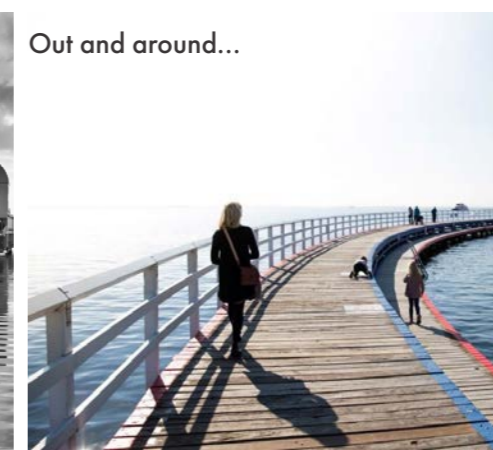


DESIGN RESPONSE

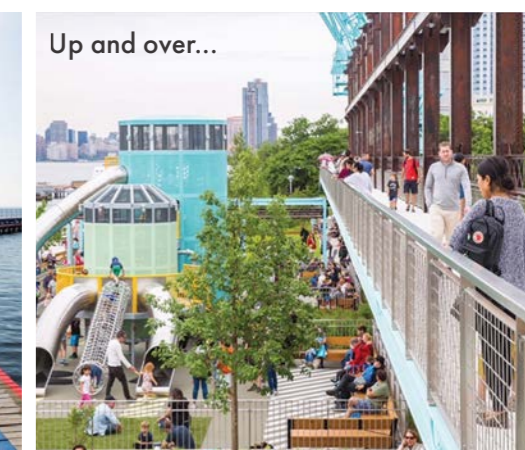
Understanding site experiences, precinct & activities



Out and back...



Out and around...



Up and over...

EXISTING SITE CHARACTERISTICS & OVERLAYS

Site Characteristics

The Site Parcel Plan is presented in Figure 3.

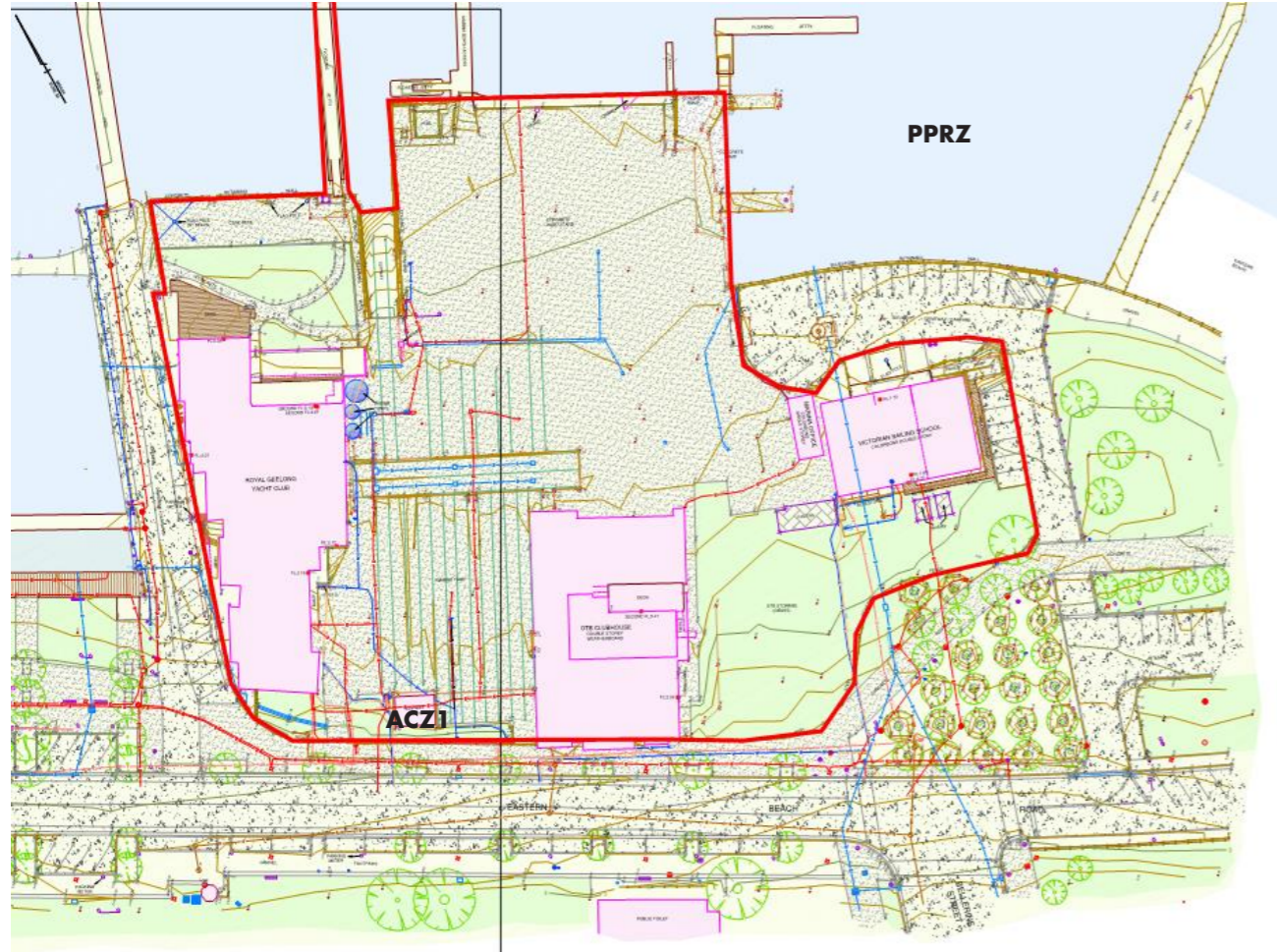


Figure 1 Site Parcel Plan (extract from St. Quentin drawing 15011 - Plan of Feature and Level Survey)

Other general details of the site are provided below.

- ZONE - Public Park and Recreation Zone (PPRZ); and
- - Activity Centre Zone - Schedule 1 (ACZ1).

Easements & Lease boundaries

St. Quentin land surveyors have identified the lease boundaries for the development site. This lease boundary is subject to change as expressed by the client. Refer to figure 2 for lease boundary detail.



Figure 2 Lease Boundary (extract from St. Quentin drawing 15011 - Plan of Feature and Level Survey)

Planning Overlays

The Planning Property Report from the Department of Environment, Land, Water and Planning website shows a Heritage Overlay (HO903) and a Design and Development Overlay (DDO3) in the Southeast corner of the site. Also, west and upstream of the development there is a Special Building Overlay (SBO). Refer to Figure 2 and 3 for extent of the overlays.

EXISTING SITE CHARACTERISTICS & OVERLAYS

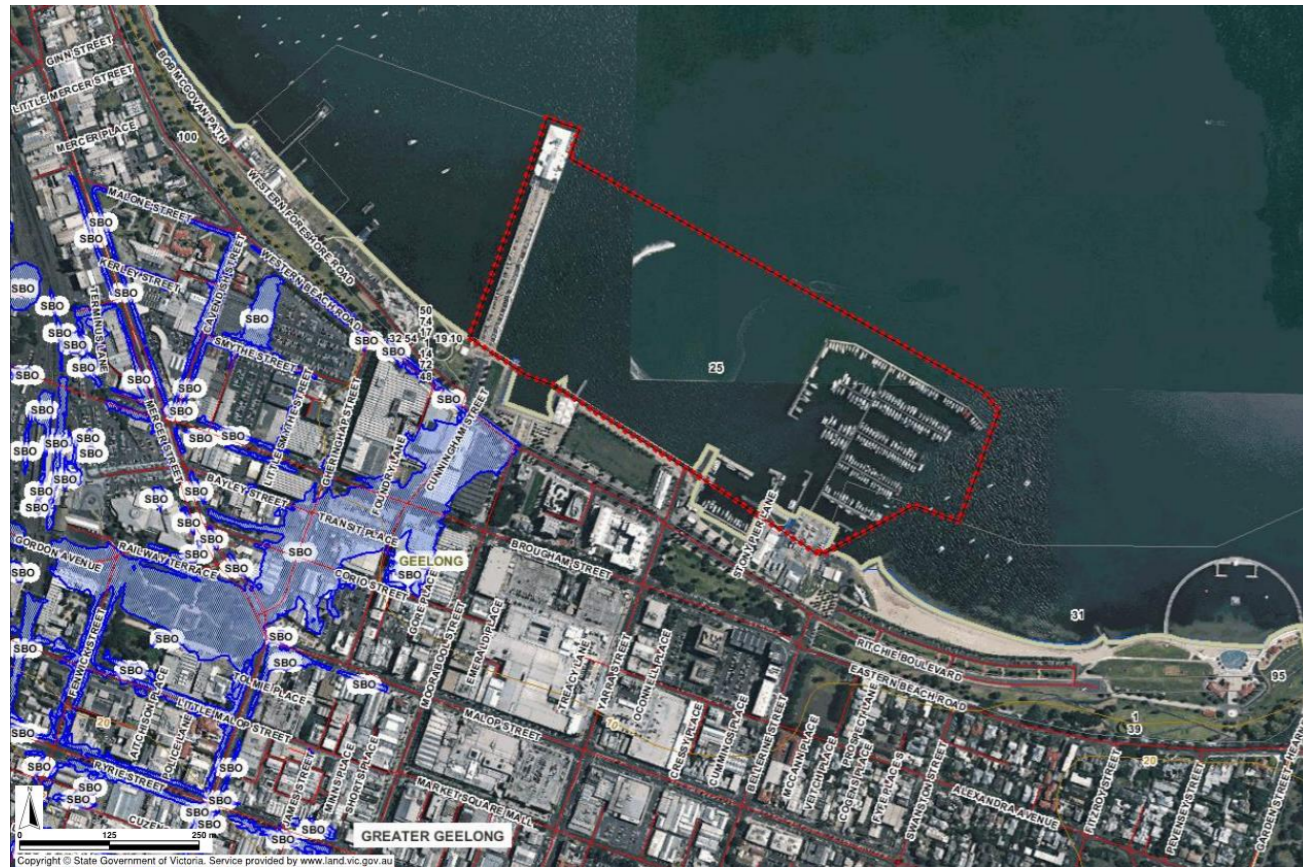


Figure 2 – Special Building Overlays Affecting the Development Site

Description of the Special Building overlay is provided below.

Special Building Overlay

A Special Building Overlay (SBO) is a planning scheme control that identify land in urban areas liable to overland flow inundation from the urban drainage system. On planning scheme maps the SBO defines the extent of 100 year ARI flood flows as determined by the responsible authority.

The purpose of the SBO is to ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will cause any significant rise in flood level or flow velocity.

Constraints to development on or adjacent to a SBO include:

- Building floor levels should be set a minimum least 300mm above the 100 year flood levels of areas affected by the SBO.
- A permit for building or other work within the SBO.

Under the Geelong Planning Scheme, development applications are to be considered by the City of Greater Geelong as the authority responsible for local drains.

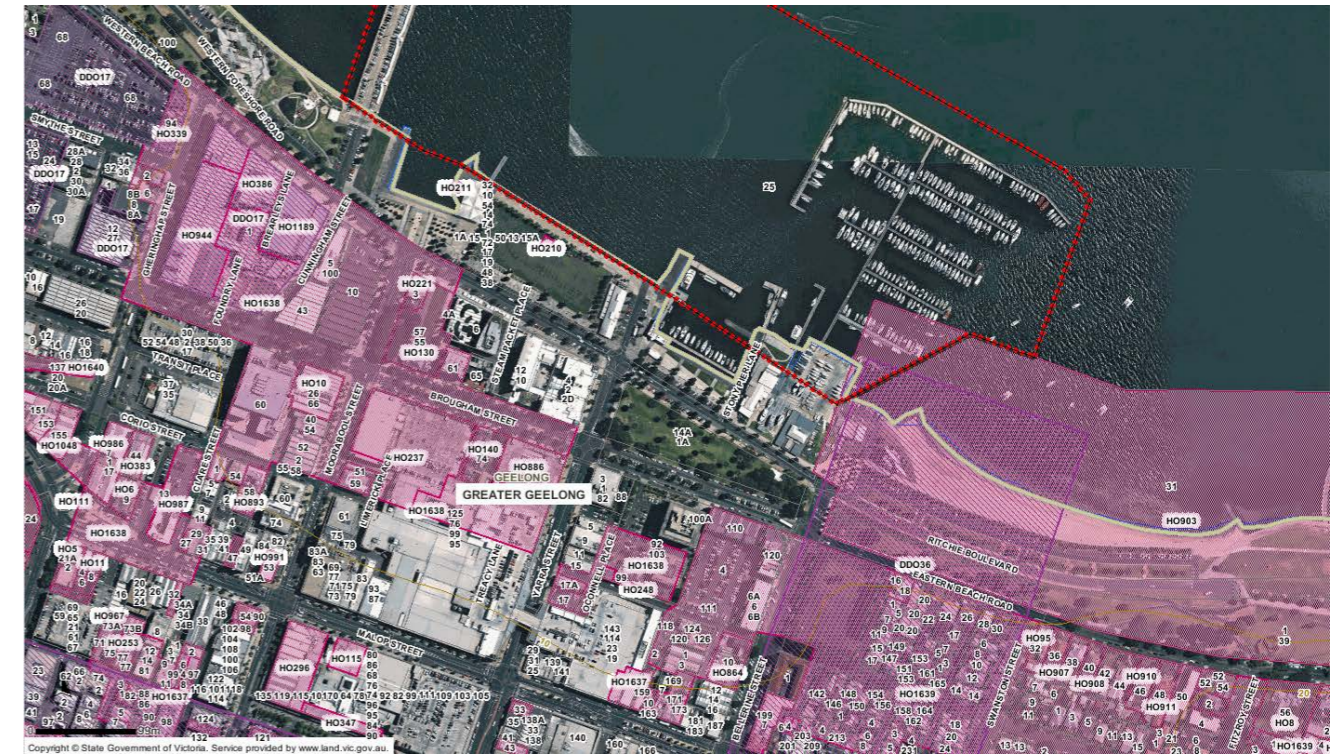


Figure 3 - Planning Heritage Overlay and Development and Design Overlay Affecting the Development Site

Description of the Heritage overlay and Development and Design overlay is provided below.

Heritage Overlay

A Heritage Overlay (HO) is a planning scheme control that identifies land in urban areas that have natural or cultural significance. On planning scheme maps the HO defines heritage places and their associated land as determined by the responsible authority.

The purpose of the HO is to ensure that development conserves and enhances elements, which contribute to heritage significance, does not adversely affect heritage places and maintains heritage listed places by allowing uses that have conservational capacity that would otherwise be prohibited

Constraints to development on or adjacent to a HO include:

- A permit for building or other work within the HO.

In the case of the Geelong development the site of the Heritage overlay is defined as a HO903. Under the Geelong City Planning Scheme, HO903 is included in the Victorian Heritage Register under the Heritage Act 2017, reference H929.

Design & Development Overlay

A design and Development Overlay (DDO) is a planning scheme control that identifies land in urban areas, which are affected by specific requirements that relate to the design and build of a new development. On planning scheme maps the DDO defines places of municipal importance as determined by the responsible authority.

In the case of the Geelong development the site of the Design and Development Overlay is defined as a DDO36. Under the Geelong City Planning Scheme, DDO36 refers to emergency medical service (EMS) helicopter flight path area (rooftop helipad).

The purpose of the DDO36 is to ensure that the height of the development does not impact the flight path and airspace areas associated with the Geelong Hospital rooftop helipad, does not create a hazard for EMS helicopters and facilitates safe EMS operations.

EXISTING SITE CHARACTERISTICS & OVERLAYS

Constraints to development on or adjacent to a HO include:

- A permit for building or other work within the DDO if construction height exceeds 25.0 meters above ground level.
- Application must provide details of proposed

Available Information

Geelong City Council Supplied Information

Information provided by Geelong City Council includes:

- As-built drawings of the Council main drainage assets within and surrounding the site
- Model data in Esri shapefile format, including:
 - Details of existing council drainage
 - Pipe and pit sizes and locations
 - Catchment plan and parcel information
- LIDAR data of local area catchments in 1m grid spacing.
- Central Geelong Flood Study
 - Hydrological modelling

Topography and Feature Survey

The topographical feature survey of the development site was completed by St. Quentin land surveys in October 2018. The survey includes boundary re-establishment, site levels, services and features such as kerb lines, trees, buildings, stormwater drainage pits.

All level information has been included in a 3D triangulated model that was used to create the Digital Terrain Model (DTM) for the site used in the 2D flood model. All levels are to the Australian Height Datum (m AHD).

While the St. Quentin feature survey did include information on below ground drainage and services across the study area, reference has been made to as-built drawings of stormwater drainage from council to consolidate survey information and crosscheck details such as pipe sizing and invert levels.

The development site falls toward the harbour with levels ranging from approximately:

- RL 2.16m on the south-east corner of the site fronting Eastern Beach Road
- RL 1.73m at the most western point of the site fronting Eastern Beach reserve
- RL 0.56m at the low point along the northern front internal to the site
- RL 2.56m at the high point on the south-west boundary of the site

Copy of the feature survey plan by St. Quentin are included in **Appendix A**.

Existing Services

There are a number of utility services through and around the development site. WGE have conducted investigation into existing services including request through the Dial Before You Dig and liaison direct with the relevant service authorities as required. Through this investigation services within and surrounding the site have been identified to include, but not limited to the following:

- Barwon Water sewer and water supply infrastructure.
- City of Greater Geelong Council - Stormwater drainage including main drainage through the site.
- Pipe networks
- Telstra – Communications.
- NBN Co.
- Optus
- Transact
- CitiPower / Powercor

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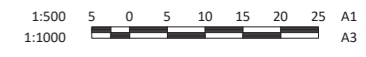
EXISTING SITE CHARACTERISTICS & OVERLAYS



NOTES:
1.

LEGEND

	LEASE BOUNDARY
	EXISTING DRAINAGE
	EXISTING WATER
	EXISTING ELECTRICAL
	EXISTING GAS
	EXISTING TELECOMMUNICATIONS
	EXISTING FIBRE OPTIC
	EXISTING SEWER



REV	DESCRIPTION	DRAWN	APP'D	DATE
A	PRELIMINARY ISSUE	DG	DMCG	20/11/18

ARCHITECT/CLIENT

PROJECT	TITLE
GEELONG WATERFRONT	EXISTING CONDITIONS PLAN SHEET 3

<p>WOOD & GRIEVE ENGINEERS</p>		<p>PRELIMINARY NOT FOR CONSTRUCTION</p>	
		<p>1:#### SCALE @ A1</p>	<p>39826 PROJECT No</p>

CAD FILE: 39826-CI-050-SK04.DWG

DESIGN STATEMENT & INTENT

Fisherman's Basin - Reimagining the Waterline

Principles

1. To respect and maintain the rich and diverse "on water" commercial vessel operations and functions in Fisherman's Basin, while reinvigorating the public realm.
2. To enhance this currently under-utilised transitional space as a new & unique public realm offering and experience, which integrates the proposed RGYC "up & over" within its broader setting and creates a strong thematic narrative around the historic waterline and usage of Corio bay.

These design ideas for Fisherman's Basin respond to the community's desire to integrate the site's cultural and historic identity within the project. The new development provides an opportunity to promote the site's past.

Design Intent

- Fisherman's basin precinct is to be reimagined as a "fine grain" hardscape plaza space made up of alternating linear bands of graded stone (rough-honed), timber and low fingers of 'sea grass' planting which symbolise the historic water line and changing patterns and uses of Corio Bay over time.
- This fine grain plaza will provide for passive viewing opportunities including seating/meeting and viewing the on water activities, as well as inclusion of active "water play" which will create a destination and offer a unique interpretation of the historic waterline.
- The western ramp arm which provides 1:20 universally accessible "up & over" access to First Floor of upgraded RGYC building (AHD 3.90) and can be seen to therefore float over the plaza, symbolising a gangway over a water body linking a series of archipelagos.

Eastern Beach interface- The Lawn

Principles

1. To protect and enhance the existing generous beachfront promenade function and historic landscape character of Eastern Beach, as well as to integrate additional compatible public realm opportunities which activate and increase permeability of the VSS/OTB building interfaces.
2. To utilise subtle landform to create a seamless transition between built form and landscape as well as to offer useable passive open space and reduce the perceived bulk & scale of the VSS/OTB building.

Design Intent

- A gently sloping grassy embankment "The Lawn" creates a dramatic interface eastern beach reserve. This element is reminiscent of the grassy embankments and level change which are seen at both Eastern and Western Beach precincts on Geelong Waterfront and also integrates the "up & over" ramp seamlessly within its public realm context creating an valuable and useable open space to the east for passive viewing, picnics etc.
- The curves of the existing historic bluestone Seawall reflect and refract into the landscape in the form of a series of curved seatwalls which punctuate the sloping grassed landform.
- A proposed 4000 sqm land reclamation will not provide a shared multi-functional space including additional hardstand for RGYC as well as a valuable additional useable public reserve open space (approx. area 2000sqm) for passive recreational uses.
- Resurfacing and textured road pavements are proposed to the southern site boundary at Eastern Beach Road to acts as passive traffic calming and reinforce pedestrian priority.

Yarra Street Pier – Wave Attenuation & New Public Boardwalk

Principles

1. The proposed 6m wide Floating Wave Attenuator will fulfil dual function of providing a safe harbour offering protection to vessels from north-west wave action, as well as providing a substantial publically accessible boardwalk.
2. Creation of a suitably generous transition and interface between proposed attenuator/boardwalk and the existing seawall at Eastern end of Steampacket Place, which creates a recognisable and legible point of entry while not compromising spatial requirements for major event and promenade functions of this space.
3. Provide for increased public safety through design and improve community connectedness to the water
4. Plan for sea level rise of not less than 0.8 metres by 2100 and consider the potential for increase in coastal hazards in design

Eastern Beach Road – Pedestrian Priority Zone

Principles

1. To promote "Pedestrian Priority" of Fisherman's Basin/RGYC precinct and reduce current vehicular dominance of Eastern Beach Road.
2. Strategic reduction of available carparking bays to Eastern Beach Road to allow for a more generous widened public realm interface for pedestrians.
3. Upgraded & widened pedestrian footpath and public realm improvements to Eastern Beach Road.

Land Reclamation - Shared Hardstand & Public Open Space

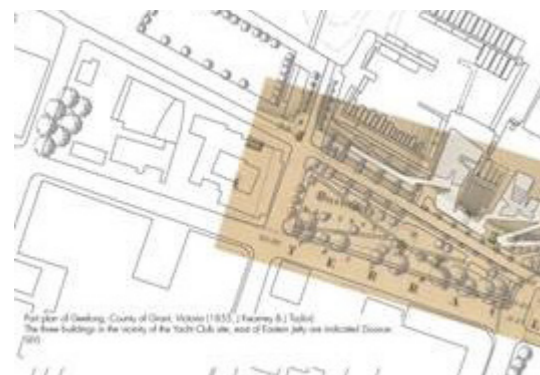
Principles

1. To provide an equitable reclaimed area which provides both additional vessel storage as well as creating a new dedicated public open space.
2. To create an appropriate interface treatment which delineates public and private space, provides security for vessels storage and controls public access, while enabling sufficient flexibility to adapt for use as a multi-purpose space during peak events (such as FOS).
3. The precinct is to be developed within existing, modified and a resilient environment where demand for development is evident and any impacts will be managed sustainability.
4. Celebrate great community facilities
5. Promote the clustering of activities and shared use of facilities where possible

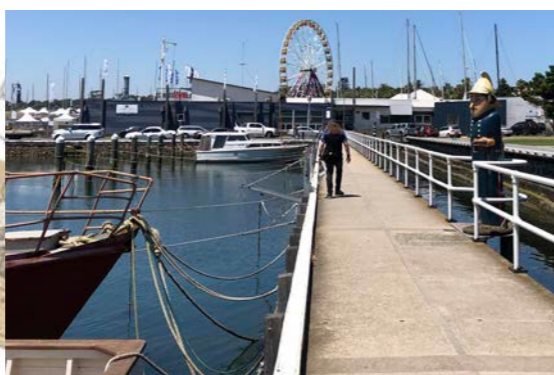
General Approach to all built elements

Principles

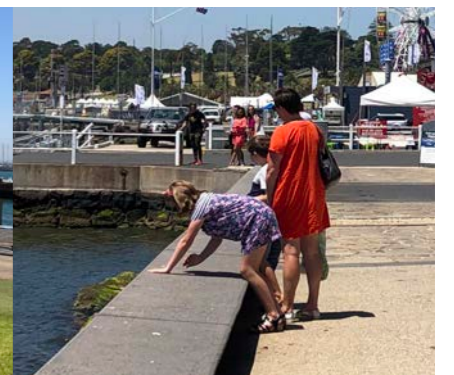
1. Adopt environmentally sustainable design principles including controlled solar access, natural light and ventilation, responsive siting, use of local materials and services, rainwater capture and water recycling
2. Plan for sea level rise of not less than 0.8 metres by 2100 and consider the potential for increase in coastal hazards in design.



Re-imagining the waterline - Fisherman's Basin



The lawn - reflects existing character



Land Reclamation allows public water interface.

DESIGN RESPONSE: KEY URBAN DESIGN PRINCIPLES

The 2011 Waterfront Masterplan by City of Greater Geelong set out an approach for the overall waterfront precinct. The 2015 Business Case prepared for the RGYC, COGG, & RDV then expanded on the ideas and set-out guiding principles. These key principles have informed this masterplan vision for the Geelong Waterfront Safe Harbour Precinct.

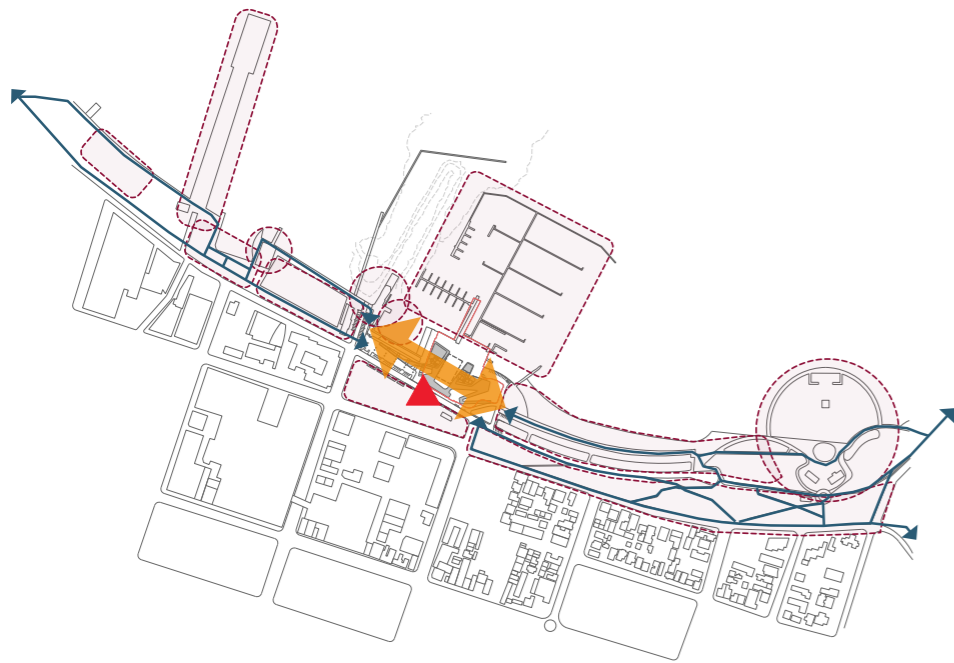
Geelong Waterfront Masterplan (2011) - 12 principles

1. Protect and enhance the coastal environment.
2. Ensure the waterfront is an attractive, accessible destination offering a range of experiences and places, including access to and engagement with the water.
3. Prevent the alienation of public open space and maximise public access throughout the waterfront precinct;
4. Ensure that developments make a positive contribution to adjoining public space and contribute to the prevailing character of the precinct;
5. Protect and enhance important views across, and to Corio Bay, as well as vistas to buildings and other landmarks of heritage and cultural significance, enhance the views of the waterfront from the north-south streets of Central Geelong;
6. Promote pedestrian priority, improved pedestrian links back to the city, East and West Geelong and aim to achieve a continuous path of travel along the water's edge;
7. Promote waterfront development that is environmentally, socially and economically sustainable and responsible;

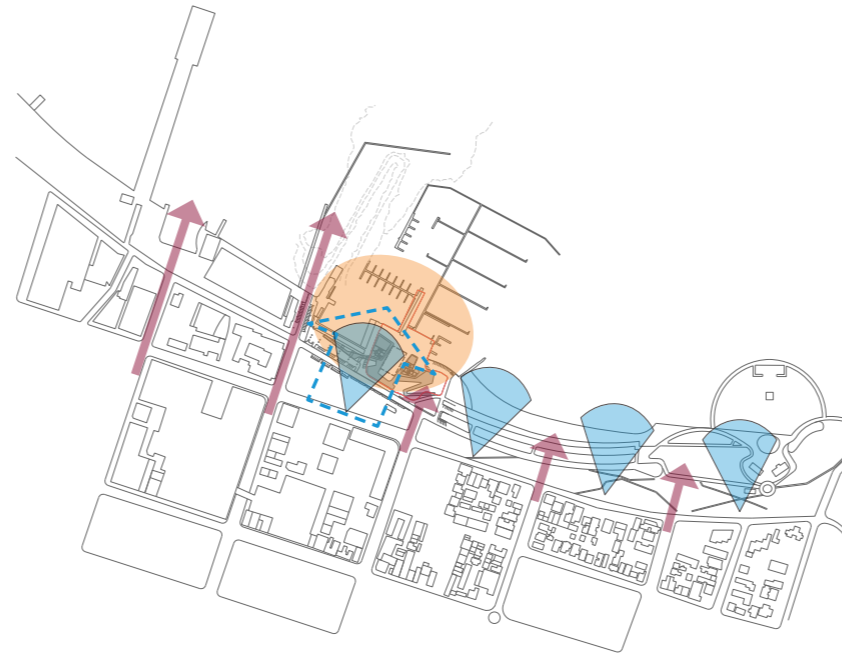
8. Avoid over-development and ensure protection and adaptive reuse of heritage buildings and places;
9. Contain active frontages at ground level to encourage street life.
10. Include on-site screened enclosures for rubbish, recycling and other utilities to ensure they are visually unobtrusive.
11. Provide a harmonious variety of activities and events while maintenance of public open space should continue to a high standard.
12. A healthy balance between commercial and free activities should be promoted in the waterfront precinct with the aim of maintaining the precinct as a busy, vital location.

Geelong Safe Harbour – Business Case Principles (2015)

1. Protect and enhance the coastal environment;
2. Attractive & accessible destination offering a range of experiences and places;
3. Prevent the alienation of public open space and maximise public access throughout the waterfront precinct;
4. Development makes a positive contribution to adjoining public space and contributes to the prevailing character of the precinct;
5. Protect and enhance important views across, and to Corio Bay and other landmarks of heritage and cultural significance;
6. Promote pedestrian priority and achieve a continuous path of travel along the water's edge;
7. Promote waterfront development that is environmentally, socially and economically sustainable and responsible.



1. Complete Geelong's World Class Waterfront Experience



2. Strengthen Connections from the City to the Bay



3. Enhance Public Access & Visual Connections to the Waterfront



Engage with Water's Edge



Remove User Conflict Zones



Remove Pedestrian Barriers



Celebrate Existing Experience



Link to Waterfront Promenade

DESIGN RESPONSE TO ORIGINAL MASTERPLAN PRINCIPLES 2011

We have considered these founding principles to inform our proposed Masterplan Design Vision

1. Protect and enhance the coastal environment.

One of the fundamental aims of the Safe Harbour Precinct project is to protect and enhance both the existing natural coastal marine environment and the ongoing commercial/recreational boating & mooring functions of RGYC Fishermen's Basin and the wider Geelong Harbour Foreshore precinct.

The proposed new wave attenuation structure will provide dual function of protecting vessels from wave action as well as to clearly delineate recreational vessel zone, thereby minimising disturbance to marine ecosystem and the historic Yarra Street Pier foundations.

2. Ensure the waterfront is an attractive, accessible destination offering a range of experiences and places, including access to and engagement with the water.

Increasing permeability and accessibility and creating a regional destination within this precinct is the main driver behind the proposed "up & over" concept.

Providing pedestrians with a new experience of a dedicated elevated public walkway will dramatically improve public permeability and accessibility to this precinct, as well as offering a new destination which offers a unique elevated experience of the waterfront.

In addition to this, the masterplan also includes significant public realm upgrades which will improve the accessibility including widening of Eastern Beach pathway and improved access to the foreshore of Fishermen's Basin.

3. Prevent the alienation of public open space and maximise public access throughout the waterfront precinct;

One of the fundamental drivers behind the "up & over" concept is to address the perceived barrier or wall effect created by the RGYC and the perception of it being a private facility which is inaccessible to the public.

The concept therefore maximises public access allowing elevated views into the working Marina /Shipyard, without compromising the operational, logistical or safety requirements of the club.

The new RGYC also provides increased public access to waterfront facilities including the upper level function room.

4. Ensure that developments make a positive contribution to adjoining public space and contribute to the prevailing character of the precinct;

The masterplan proposes public realm upgrades to both Fishermen's Basin and Eastern Beach that will contribute to the character of the precinct by integrating into the existing character while also creating a series of curated new unique functions and uses.

Fishermen's Basin will be upgraded to a "fine grain" plaza space with a combination of passive & active uses which create a new destination and attractor to this part of the waterfront.

The design and details of this space will be worked up collaboratively with council.

The Eastern ramp interface will be fully integrated within a grassed landform which creates a new passive viewing/seating area and also merges seamlessly with the Eastern Beach promenade.

5. Protect and enhance important views across, and to Corio Bay, as well as vistas to buildings and other landmarks of heritage and cultural significance, enhance the views of the waterfront from the north-south streets of Central Geelong;

The protection & enhancement of existing views across Corio Bay has been addressed by way of the low horizontal built form proposed, which will not only retain key view lines but also create opportunity for new views/vistas in and around the precinct.

6. Promote pedestrian priority, improved pedestrian links back to the city, East and West Geelong and aim to achieve a continuous path of travel along the water's edge;

Pedestrian movement in the precinct has been clearly prioritised over vehicular movement in the masterplan by way of providing a variety of routes, widened public realm areas and reduction on carpark areas as well as the proposed pedestrianisation of Eastern Beach Road itself .

7. Promote waterfront development that is environmentally, socially and economically sustainable and responsible;

The increased public realm offered by the "up and over" concept, will positively promote pedestrianisation of the waterfront, provide enhanced social opportunities for locals and visitors and contribute to the future economic growth of the broader waterfront and city context.



DESIGN RESPONSE TO ORIGINAL MASTERPLAN PRINCIPLES 2011

8. Avoid over-development and ensure protection and adaptive reuse of heritage buildings and places;

The “up and over” concept provides new functional area below whilst presenting as a low-scaled public-space, thereby avoiding a sense of over-development of the site.

Whilst most of the precinct has undergone significant change in buildings and landform in the past, significant heritage items will be protected and incorporated which will benefit the multi-layered interpretive stories of the precinct.

9. Contain active frontages at ground level to encourage street life.

The organic form of the building creates a series of activated sheltered spaces along the Eastern Beach Road frontage which will contain commercial tenancies, pedestrian entry/egress as well as offering shade & weather protection.

10. Include on-site screened enclosures for rubbish, recycling and other utilities to ensure they are visually unobtrusive.

The retention of the club’s operations within a safe and secure precinct, enables waste and other service facilities to be visually unobtrusive to the public passing by at street or elevated levels.

11. Provide a harmonious variety of activities and events while maintenance of public open space should continue to a high standard.

The masterplan vision proposes a wide variety of activities, user experiences and events of varying scales to operate harmoniously.

These range from large scale club events such as Festival of Sails, Victorian Sailing School educational uses, commercial boat and punt operators in Fishermen’s Basin and “fine grain” open space opportunities.

12. A healthy balance between commercial and free activities should be promoted in the waterfront precinct with the aim of maintaining the precinct as a busy, vital location.

Offering an appropriate mix of activities including both commercial operators and free activities is important to retain the existing vitality and character of this precinct, and to create a destination as well as to provide variety and choice for users.

Examples of this mix are the proposed café on Eastern side of Fishermen’s Basin which will activate this part of the site, while the elevated “up & over” walkway offers a free activity and new viewing opportunities for the public.



MASTERPLAN VISION

Addressing the masterplan principles from 2012

Masterplan Principles (2011)

1. Protect and enhance the coastal environment;
2. Attractive & accessible destination offering a range of experiences and places;
3. Prevent the alienation of public open space and maximise public access throughout the waterfront precinct;
4. Development makes a positive contribution to adjoining public space and contribute to the prevailing character of the precinct;
5. Protect and enhance important views across, and to Corio Bay and other landmarks of heritage and cultural significance;
6. Promote pedestrian priority and achieve a continuous path of travel along the water's edge;
7. Promote waterfront development that is environmentally, socially and economically sustainable and responsible.
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12. A healthy balance between commercial & free activities should promoted with the aim of maintaing a busy, vital location.

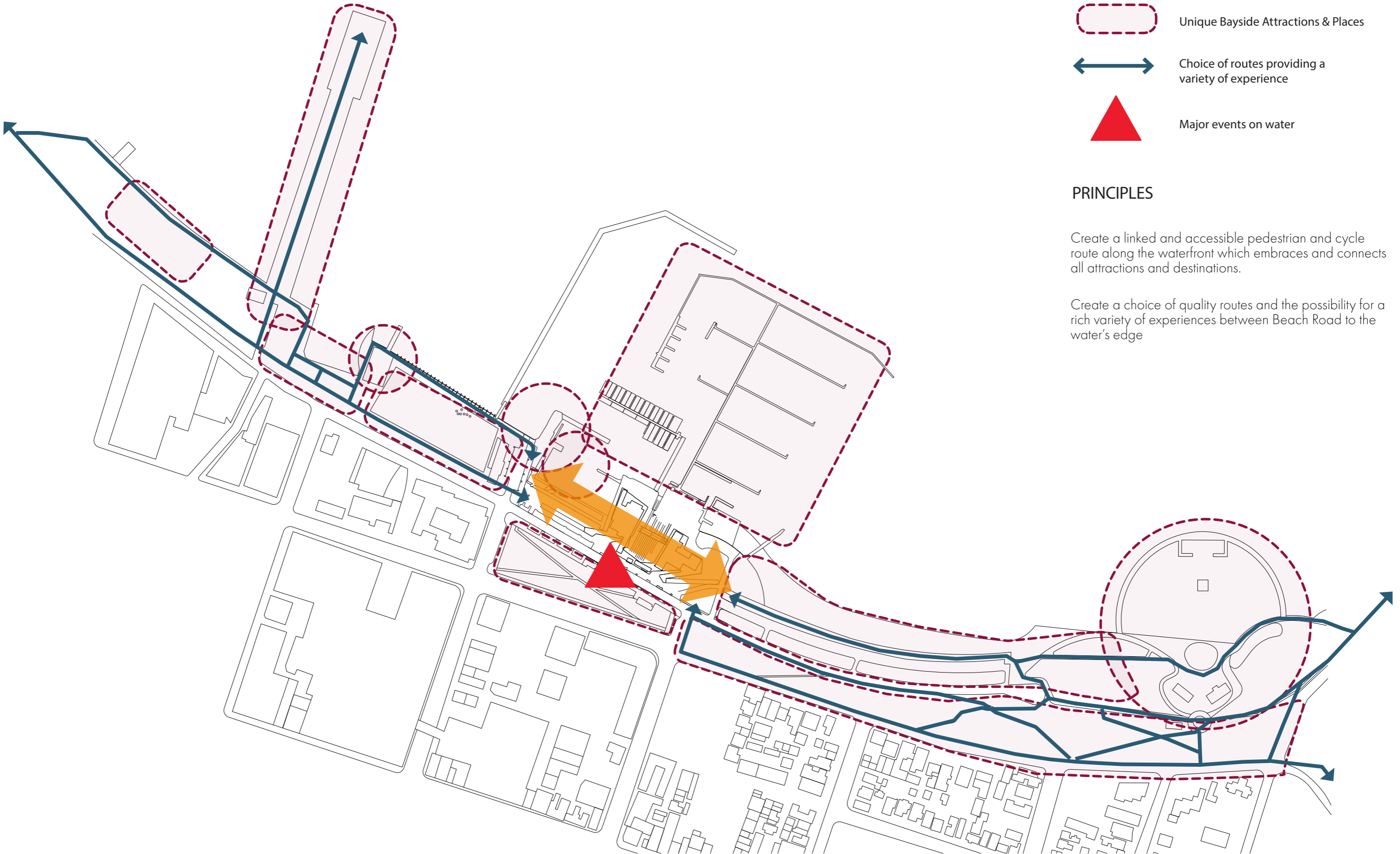






SCALE 1:1000 (A1)

ADDRESSING THE MASTERPLAN PRINCIPLES

DESIGN RESPONSE: KEY URBAN DESIGN PRINCIPLES

Complete Geelong's world class waterfront experience



-  Linkage to be enhanced
-  Unique Bayside Attractions & Places
-  Choice of routes providing a variety of experience
-  Major events on water


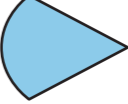
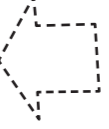

PRINCIPLES

Create a linked and accessible pedestrian and cycle route along the waterfront which embraces and connects all attractions and destinations.

Create a choice of quality routes and the possibility for a rich variety of experiences between Beach Road to the water's edge

DESIGN RESPONSE: KEY URBAN DESIGN PRINCIPLES

Strengthen connections from the city to the bay

-  Key Visual Corridors
-  Key panoramas
-  Opportunity to enhance connectivity & wayfinding between CBD & Waterfont
-  Opportunities for further viewing & water experience

PRINCIPLES

Strengthen city connections including sight lines from the upper levels of CBD through improved wayfinding and pedestrian links

Enhance existing and create new opportunities for public over water experiences



DESIGN RESPONSE: KEY URBAN DESIGN PRINCIPLES

Enhance public access & visual connections to the waterfront



- Up & Over Connection
- New viewing opportunities
- Improved accessibility, upgraded/amended public realm
- Improved public access
- Shared Zone / Pedestrian Priority
- Opportunities for improved public connectivity
- Possible Up & Over expansion to Transvaal Square

PRINCIPLES



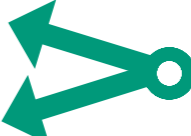
Maximise shared routes and pedestrian priority areas within the precinct and reduce risk of conflicts with cars and parking areas

Unlock and create new long distance and up-close waterfront viewing opportunities

DESIGN RESPONSE: KEY URBAN DESIGN PRINCIPLES

Celebrate & engage with an authentic water's edge



-  Working environments
-  Public engagement opportunities
-  Elevated Public Viewing opportunities





PRINCIPLES

- Open up opportunities to safely experience RGYC activities, boating and harbourside areas
- Retain authentic working port elements and intimate character of Fishermen's Basin

DESIGN RESPONSE: KEY URBAN DESIGN PRINCIPLES

Create an interconnected & varied public realm of high quality



-  Reinforced connections between existing assets
-  New public plaza plaza space upgrade opportunity (Hard)
-  New public realm nodes / activated edges
-  New public open space opportunity (Soft)

PRINCIPLES

Establish new public realm localities that celebrate the journey, 'gateways' and places along the waterfront

Exploit underutilised assets and create stronger connections between the nearby green spaces and between these and the waterfront

CURRENT MASTERPLAN VISION

- Design response to masterplan principles
- Addressing the master plan principles 2012
- Master plan vision - stage 1 & 2
- Master plan vision - stage 1
- Master plan vision - stage 2
- Future vision
- Concept vision - elevations
- Concept vision - artists impression 01
- Concept vision - artists impression 02
- Concept vision - artists impression 03



MASTERPLAN VISION

Landscape master plan stage 1 & 2

- ① Public Promenade & Wave Attenuator (Provide Safe Harbour)
- ② Fisherman's Basin
- ③ Marina Yard
- ④ Public Realm Upgrades
- ⑤ Royal Geelong Yacht Club Building
- ⑥ Victorian Sailing School / Off The Beach Building
- ⑦ Marina





- ① Stage 1: Public Promenade & Wave Attenuator (Provide Safe Harbour)
- ② Stage 1: Area to be retained for commercial operations
Further work required to define demand for provision of additional berths, turning basin for larger vessels (consideration of ferry requirements)
- ③ Stage 1: Existing Yarra Street Pier
Existing pier to have fenders & ladders refurbished to allow berthing on the northern side.
- ④ Managed Vehicular Access (Retained)
Maritime loading and Unloading retained
- ⑤ Existing Bollard Trail
- ⑥ Existing Car Parking
- ⑦ Stage 1: Fisherman's Basin (incl. Public Marina)
Commercial berths & operations maintained
Future consideration of berthing layout to allow more on-water food sales / optimise berthing for commercial users.
- ⑧ Stage 1: Pedestrian Link
- ⑨ Existing Rock Groyne to be retained
- ⑩ Existing Fairnie Reserve
- ⑪ Existing Tree Planting (Hoop Pine) Araucaria sp.
- ⑫ Stage 1: Western Staircase to 'Up & Over'
- ⑬ Existing Royal Geelong Yacht Club Building
- ⑭ Existing Royal Geelong Yacht Club Hardstand & Slipyards
- ⑮ Stoney Pier to be retained
Sewer Pump Out to be relocated prior to Stage 2 works
- ⑯ Stage 1: Royal Geelong Yacht Club re-configured Marina & Main Arm
- ⑰ Stage 1: Victorian Sailing School / Off The Beach Upgraded Building
- ⑱ Stage 1: Bike Racks
- ⑲ Stage 1: Public Realm Surface Upgrade
Final extent subject to budget
- ⑳ Existing Palm Grove
- ㉑ Stage 1: East Public Realm Walkway 'Up & Over'
- ㉒ Stage 1: The Public Lawn, Palm Planting subject to slope
- ㉓ Existing Restrooms



- ① Stage 1: Public Promenade & Wave Attenuator (Provide Safe Harbour)
- ② Stage 1: Area to be retained for commercial operations
Further work required to define demand for provision of additional berths, turning basin for larger vessels (consideration of ferry requirements)
- ③ Stage 1: Existing Yarra Street Pier
Existing pier to have fenders & ladders refurbished to allow berthing on the northern side.
- ④ Managed Vehicular Access (Retained)
Maritime loading and Unloading retained
- ⑤ Existing Bollard Trail
- ⑥ Stage 1: Fisherman's Basin (incl. Public Marina)
Commercial berths & operations maintained
Future consideration of berthing layout to allow more on-water food sales / optimise berthing for commercial users.
- ⑦ Stage 2: Fairnie Reserve Upgrades
- ⑧ Stage 2: West Public Realm Walkway 'Up & Over'
- ⑨ Stage 1/2: Bike Racks
- ⑩ Existing Tree Planting (Hoop Pine) Araucaria sp.
- ⑪ Stage 2: Relocated Café/Fish n Chip Shop
- ⑫ Stage 2: Retail Tenancy
- ⑬ Stage 2: Public Cafe / Outdoor Eating
- ⑭ Stage 1/2: Public Realm Surface Upgrade
Final extent subject to budget
- ⑮ Existing Rock Groyne to be retained
- ⑯ Stage 2: Stoney Pier to be removed
- ⑰ Stage 2: Royal Geelong Yacht Club Upgraded Building
- ⑱ Stage 2: Members Deck/Lawn
- ⑲ Stage 1: Royal Geelong Yacht Club re-configured Marina & Main Arm
- ⑳ Future Marina
Replacing existing timber marina to floating marina
- ㉑ Royal Geelong Yacht Club Hardstand & Slipyards
- ㉒ Stage 1: Victorian Sailing School / Off The Beach Upgraded Building
- ㉓ Existing Palm Grove
- ㉔ Stage 1: East Public Realm Walkway 'Up & Over'
- ㉕ Stage 1: The Public Lawn
Palm Planting subject to slope
- ㉖ Stage 2: Land Reclamation
With pontoon & ramp
- ㉗ Existing Restrooms
- ㉘ Future Potential Shared Zone
- ㉙ Future Potential Transvaal Square Upgrades & Bridge link
- ㉚ Stage 2: Public Use Land Reclamation



SCALE 1:500 (A1)

LANDSCAPE MASTERPLAN - STAGE 1 & 2

FUTURE VISION

Unfunded elements

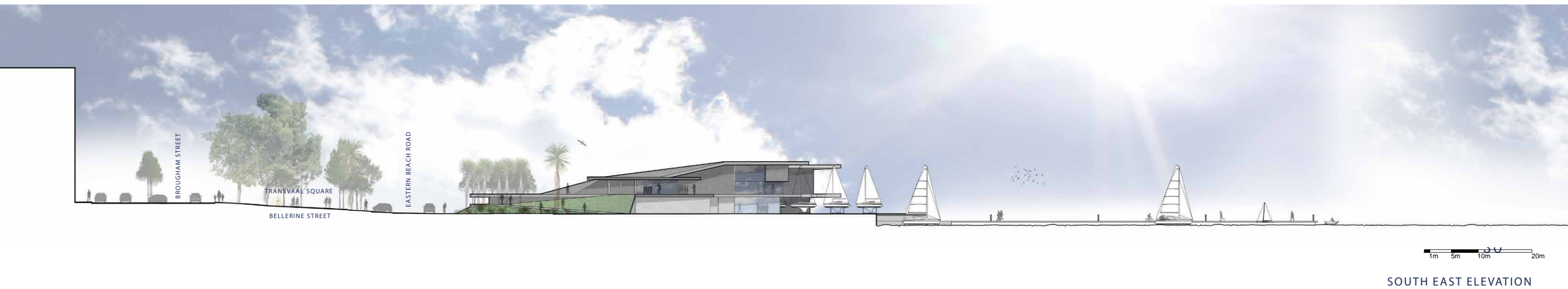
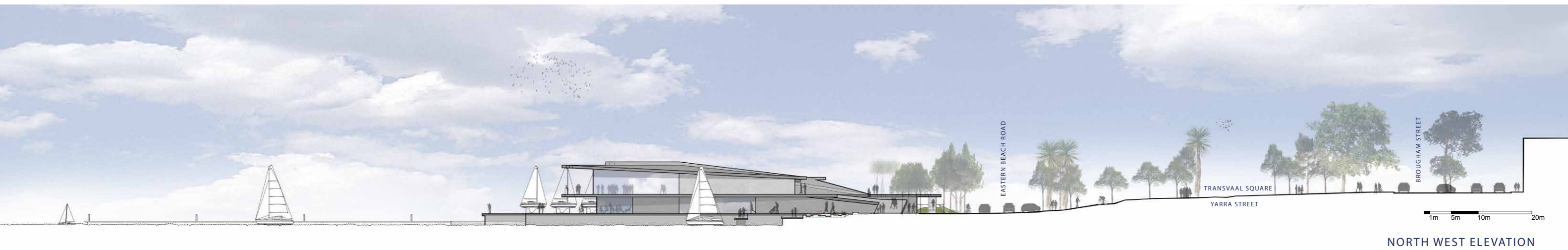
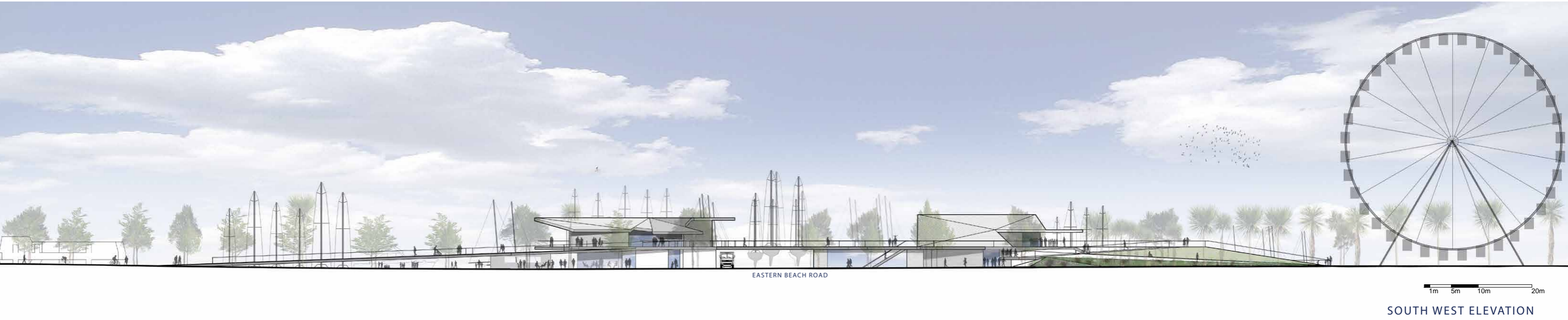


SCALE 1:1000 (A1)

A FUTURE VISION

CONCEPT VISION

Elevations



CONCEPT VISION

Level 1 - Looking north west over marina yard



CONCEPT VISION

Eastern Beach access



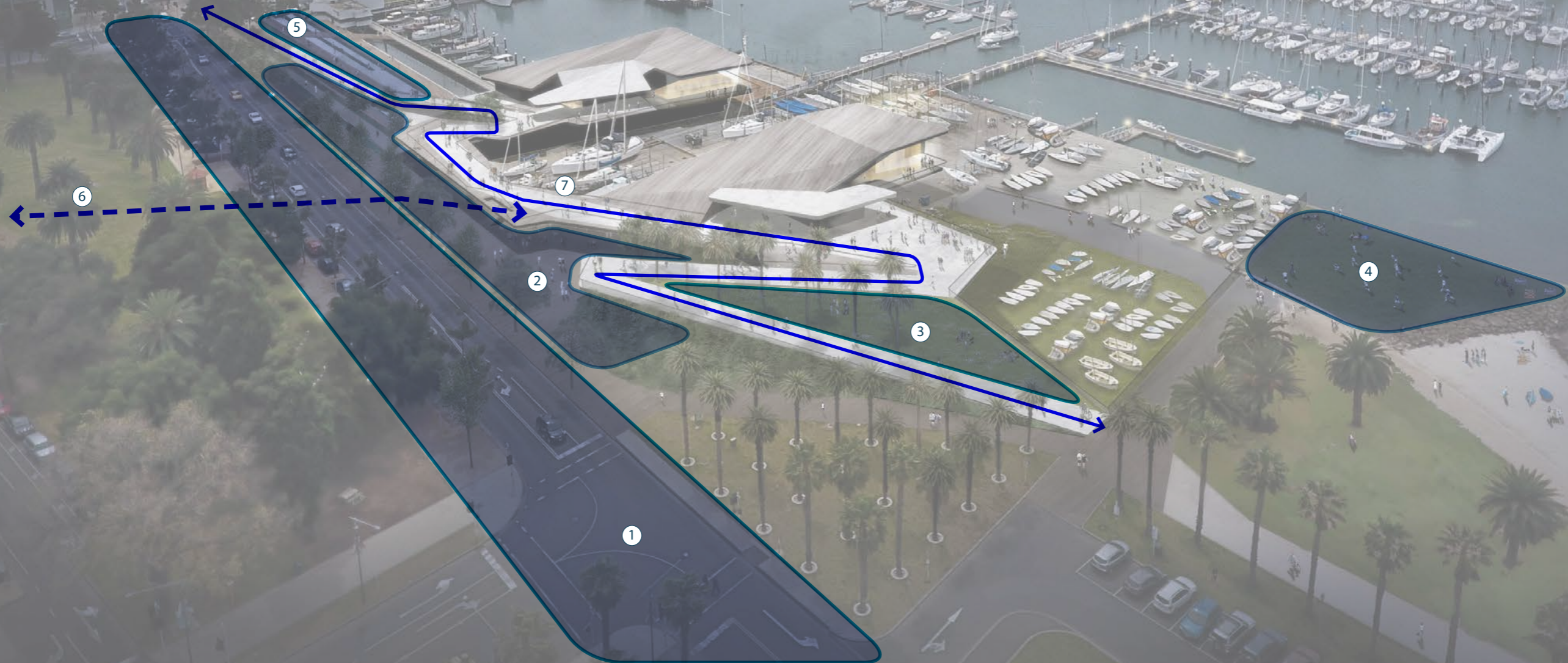
CONCEPT VISION

Aerial



PROPOSED URBAN DESIGN PRINCIPLES

- 1 Widened public realm "pedestrian priority" zone.
- 2 Activated building frontage to Eastern Beach Road
- 3 Integration of built form / landscape to address Eastern Beach interface
- 4 New opportunity for open public space
- 5 Enhanced public realm to Fisherman's Plaza as a "fine grain" urban plaza which creates a new destination
- 6 Potential connections to broader open space and CBD
- 7 "up and over" as a unique elevated pedestrian experience providing choice, variety, permeability and accessibility



IMPROVED PEDESTRIAN MOVEMENT

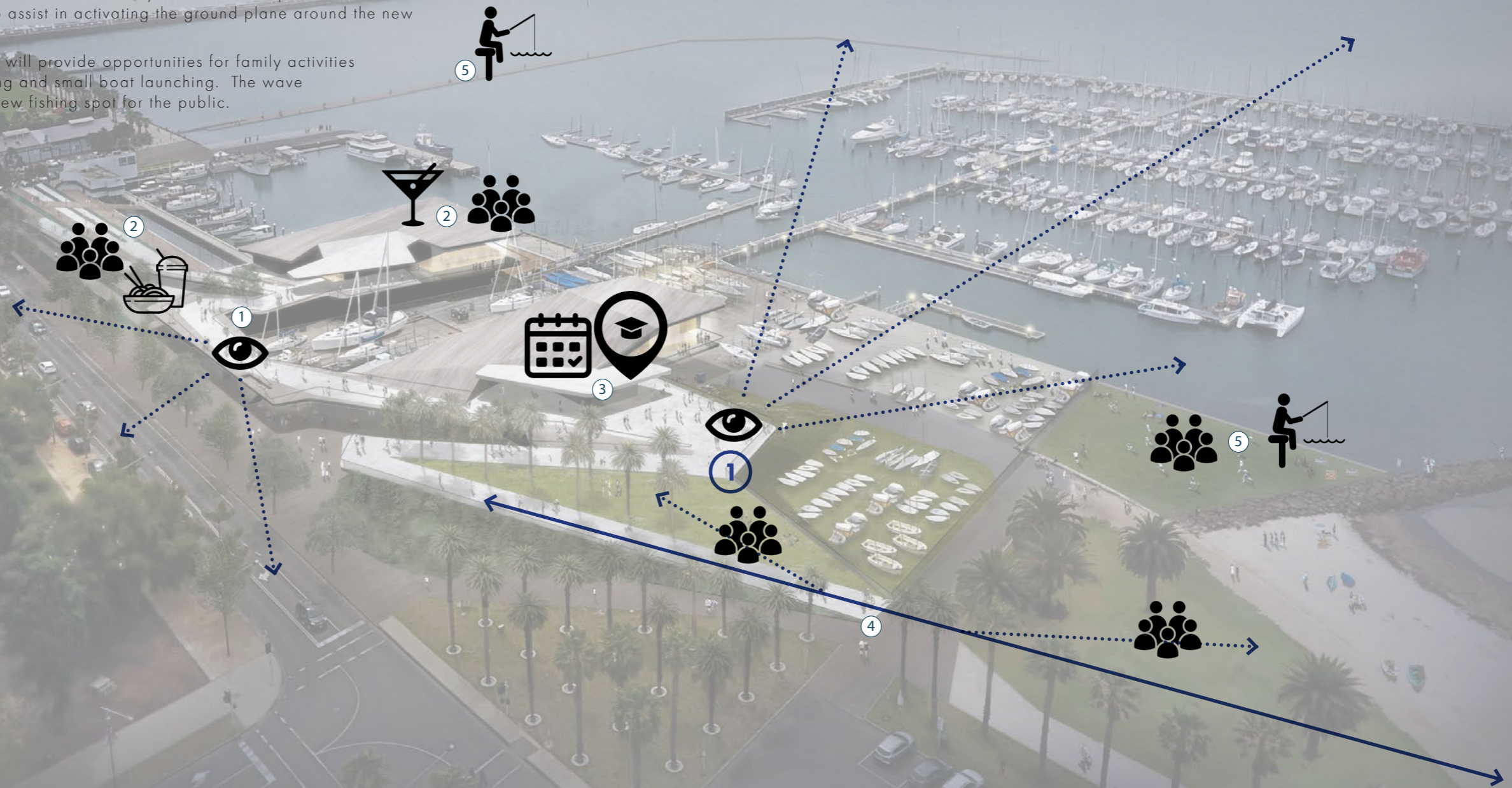


- ↳.....↳ Pedestrian movement - ground
- ↳.....↳ Pedestrian movement - level 1
- //// Shared pedestrian/cycle path
(Increased width to min 4m)
- Small vehicles (3.5M clearance)
- Oversized vehicles (super yachts etc.)
- ↳.....↳ Managed vehicular access

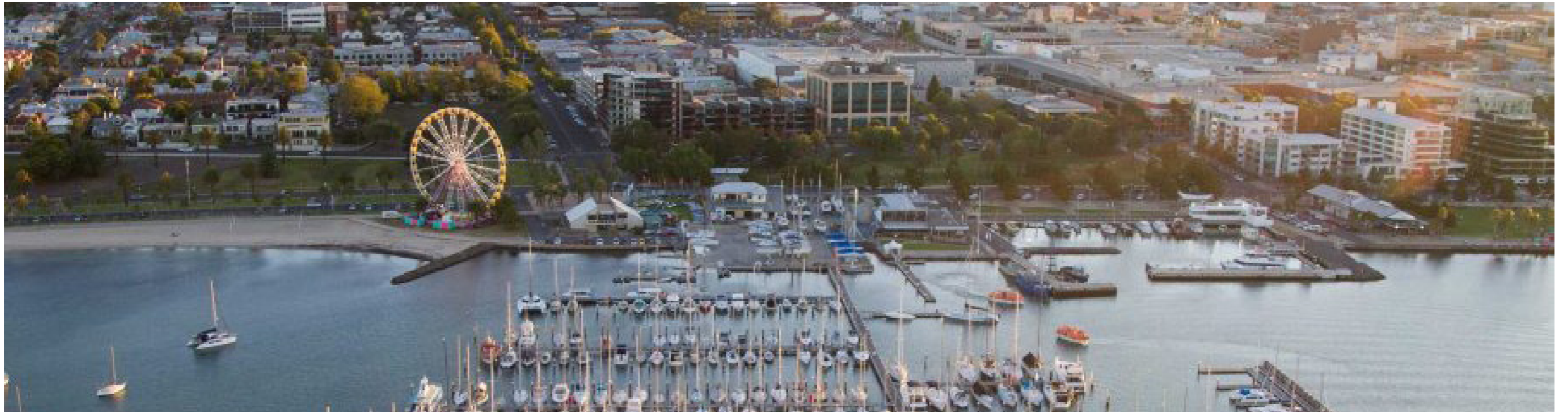
NOT JUST A YACHT CLUB

Public activities offered to Ground Level and Level 1

- 1 The elevated boardwalk not only serves as a wonderful vantage point for views out over Stingaree Bay but will also provide elevated viewing spaces, and reduce congestion, for public events held along Beach Road, such as the Geelong Revival Motoring Festival, Cadel Evans Great Ocean Road Race, Festival of sails, and the Wooden Boat Festival.
- 2 An elevated function space, with commanding indoor and outdoor views can be booked for private functions and accessed directly from the raised boardwalk, whilst the general public and RGYC uses remain unaffected. In addition to this elevated function space, the ground level will host a cafe space adjacent to the Fisherman's Basin, aimed to assist in activating the waterfront public realm at ground level.
- 3 Whilst the raised boardwalk is designed to increase public amenity and continuous foreshore access, specific areas will be able to be closed off to the public, creating private classroom areas for the Sailing School that will maintain a visual connection to the waterfront without distractions from the boardwalk. A private courtyard for outdoor teaching is provided on the north. There will also be a shared multipurpose space for sailing and events.
- 4 A strong link will be created between Eastern Beach and "the Lawn", a sloped grassy area between the eastern ramp leading to the up and over walkway. This will be a perfect area for picnics and people watching, and will also assist in activating the ground plane around the new building.
- 5 The reclaimed land near the eastern beach will provide opportunities for family activities such as picnics and sports, as well as fishing and small boat launching. The wave attenuator to the west will also provide a new fishing spot for the public.



AREA SUMMARY: EXISTING, PROPOSED & STAGED



AREA SUMMARY

TOTAL EXISTING AREA SUMMARY

	AREA
TOTAL BUILDING FOOTPRINT	3,112M ²
TOTAL EXTERNAL DECKS	968M ²
TOTAL RGYC HARDSTAND	6,519M ²
TOTAL VSS HARDSTAND	713M ²
TOTAL PUBLIC REALM ON WATER	235M ²
TOTAL PUBLIC REALM RGYC LEASE	0M ²
• GROUND	0M ²
• LEVEL 1	0M ²
TOTAL PUBLIC REALM COGG	1,749M ²
• GROUND	1,749M ²
• LEVEL 1	0M ²

TOTAL PROPOSED STAGE 1 AREA SUMMARY

	AREA
TOTAL BUILDING FOOTPRINT	1,884M ²
TOTAL EXTERNAL DECKS	55M ²
TOTAL RGYC & VSS HARDSTAND	8,064M ²
TOTAL PUBLIC REALM ON WATER	2,951M ²
TOTAL PUBLIC REALM RGYC LEASE	31M ²
• GROUND	31M ²
• LEVEL 1	0M ²
TOTAL PUBLIC REALM COGG	3,227M ²
• GROUND	1,853M ²
• LEVEL 1 *	1,374M ²

TOTAL PROPOSED STAGE 1 & 2 AREA SUMMARY

	AREA
TOTAL BUILDING FOOTPRINT	3,848M ²
TOTAL EXTERNAL DECKS	942M ²
TOTAL RGYC & VSS HARDSTAND	8,380M ²
TOTAL PUBLIC REALM ON WATER	2,715M ²
TOTAL PUBLIC REALM RGYC LEASE	463M ²
• GROUND	463M ²
• LEVEL 1	0M ²
TOTAL PUBLIC REALM COGG	6,799M ²
• GROUND	4,111M ²
• LEVEL 1 *	2,688M ² *

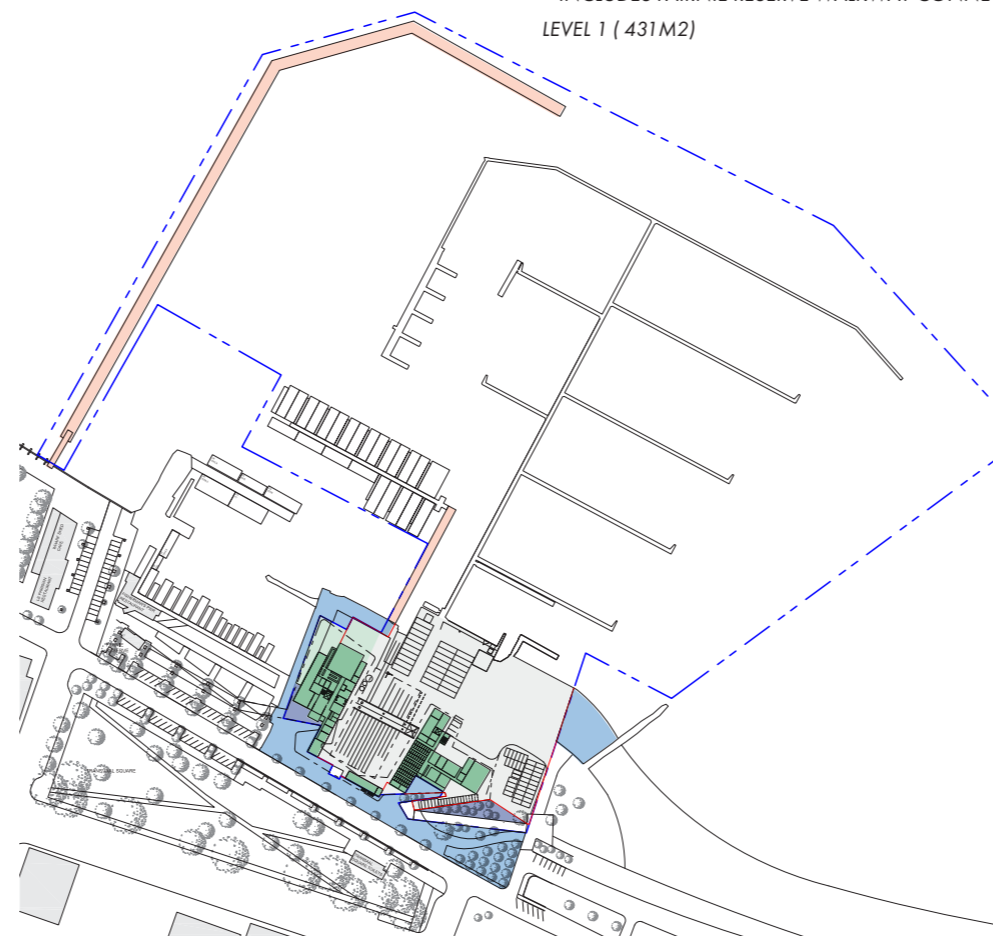
AREA DIFFERENCE (EXISTING VS. COMBINED STAGE 1 & 2)

	DIFFERENCE
TOTAL BUILDING FOOTPRINT	+ 736M ²
TOTAL EXTERNAL DECKS	- 26M ²
TOTAL RGYC HARDSTAND	+1,841M ²
TOTAL VSS HARDSTAND	- 713M ²
TOTAL PUBLIC REALM ON WATER	+ 2,480M ²
TOTAL PUBLIC REALM RGYC LEASE	+ 463M ²
• GROUND	+ 463M ²
• LEVEL 1	0M ²
TOTAL PUBLIC REALM COGG	+ 4,619M ²
• GROUND	+ 2,362M ²
• LEVEL 1	+ 2,257M ² **

* INCLUDES FAIRNIE RESERVE WALKWAY CONNECTING PUBLIC TO LEVEL 1 (431M²)



EXISTING SCALE 1:4000



STAGE 1 & 2 SCALE 1:4000

EXISTING TOTAL PUBLIC REALM ON GROUND = 1,984M²

PROPOSED TOTAL PUBLIC REALM ON GROUND = 7,289M²

PROPOSED TOTAL PUBLIC REALM ON LEVEL 1 = 2,257M²

TOTAL PUBLIC REALM = 9,546M²

THIS PROVIDES A 381% (7,562M²) INCREASE OF PUBLIC REALM.

IN TOTAL THE PROPOSED DESIGN PROVIDES 9,546M² (1 HECTARE) OF PUBLIC REALM, GREATLY ENHANCING THE ACTIVATION OF THE GEELONG WATERFRONT SAFE HARBOUR PRECINCT.

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.

** EXCLUDES FAIRNIE RESERVE WALKWAY CONNECTING PUBLIC TO LEVEL 1 (431M²)

EXISTING SITE AREAS

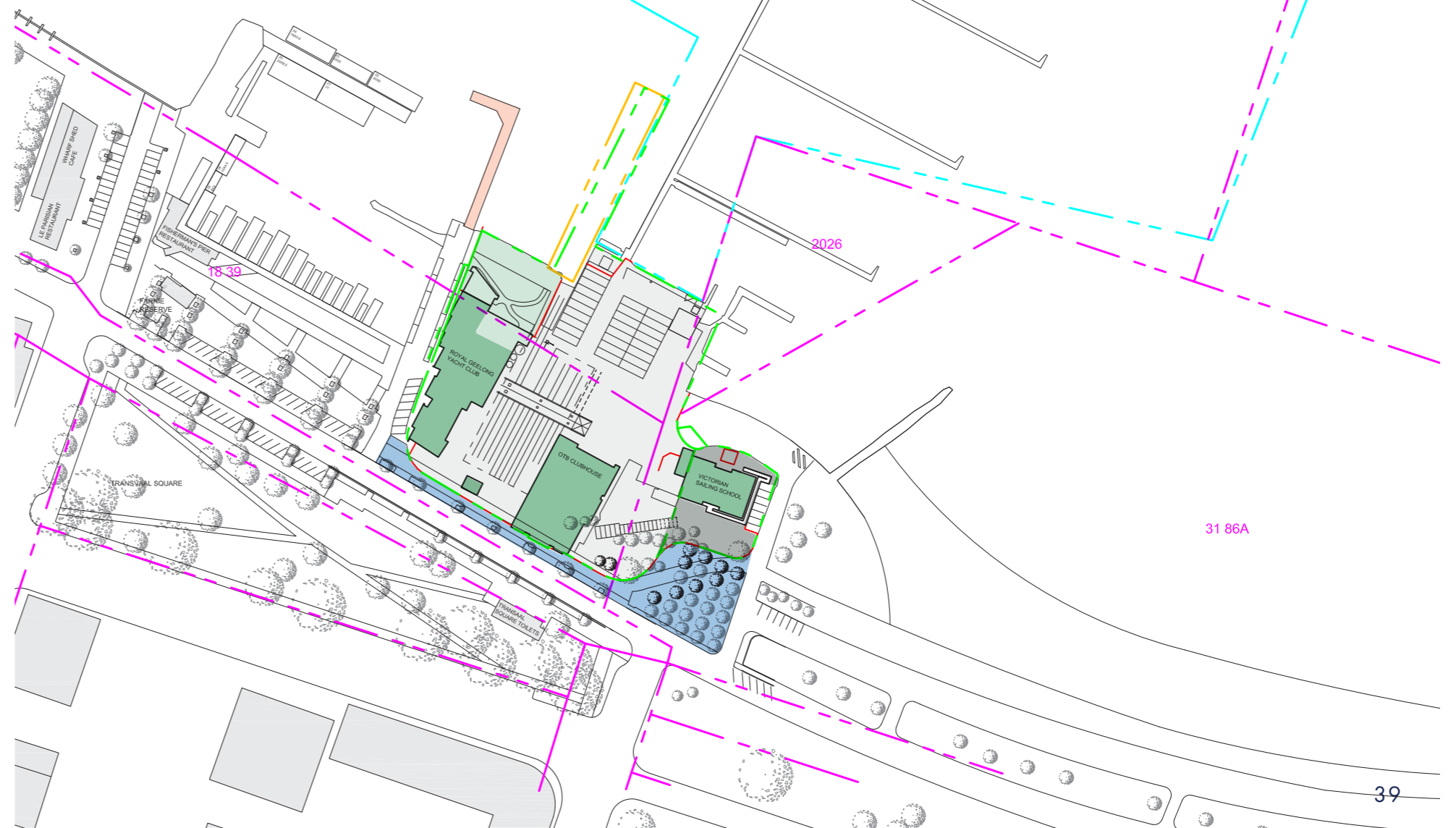
GROUND LEVEL AREAS

	AREA
BUILDING FOOTPRINT	2,417M ²
RGYC HARDSTAND	6,519M ²
VSS HARDSTAND	713M ²
EXTERNAL DECKS	805M ²
PUBLIC REALM RGYC LEASE	0M ²
PUBLIC REALM ON WATER	235M ²
PUBLIC REALM COGG	1749M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.

- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC / VSS HARDSTAND
- VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER
- EXISTING FENCE
- CROWN TITLE BOUNDARIES*
- SURVEYED RGYC LEASE
- MARINA LEASE*
- PIER LEASE*

* INDICATES BOUNDARIES SCALED FROM PLAN SUPPLIED ON 25/01/2019.



SCALE 1:2000

EXISTING SITE AREAS

GROUND LEVEL AREAS

	AREA
BUILDING FOOTPRINT	2,417M ²
RGYC HARDSTAND	6,519M ²
VSS HARDSTAND	713M ²
EXTERNAL DECKS	805M ²
PUBLIC REALM RGYC LEASE	0M ²
PUBLIC REALM ON WATER	235M ²
PUBLIC REALM COGG	1749M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.

- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC HARDSTAND
- VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER



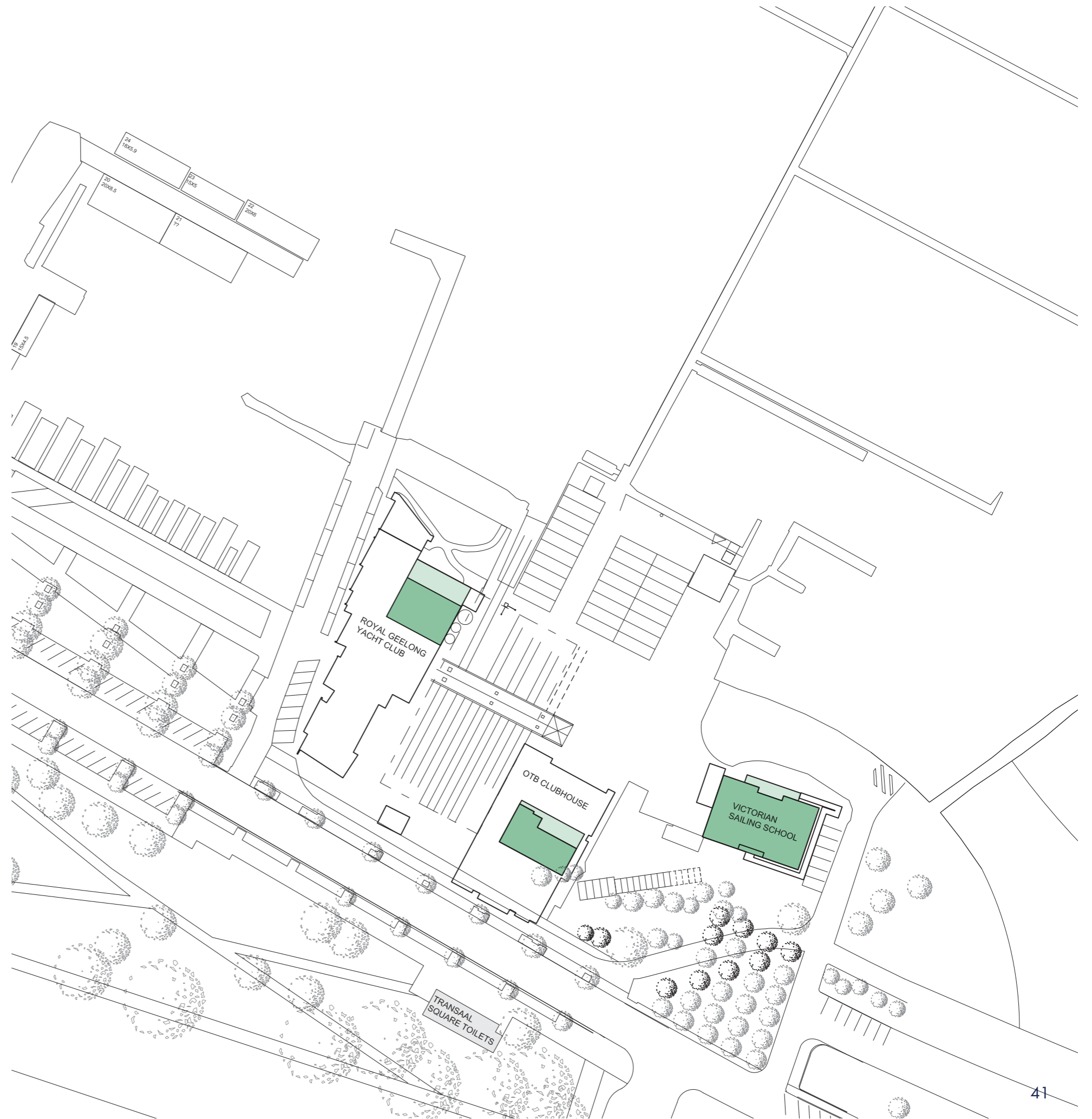
SCALE 1:1000

EXISTING SITE AREAS

LEVEL 1 AREAS

	AREA
BUILDING FOOTPRINT	695M ²
EXTERNAL DECKS	163M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC HARDSTAND
- VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER

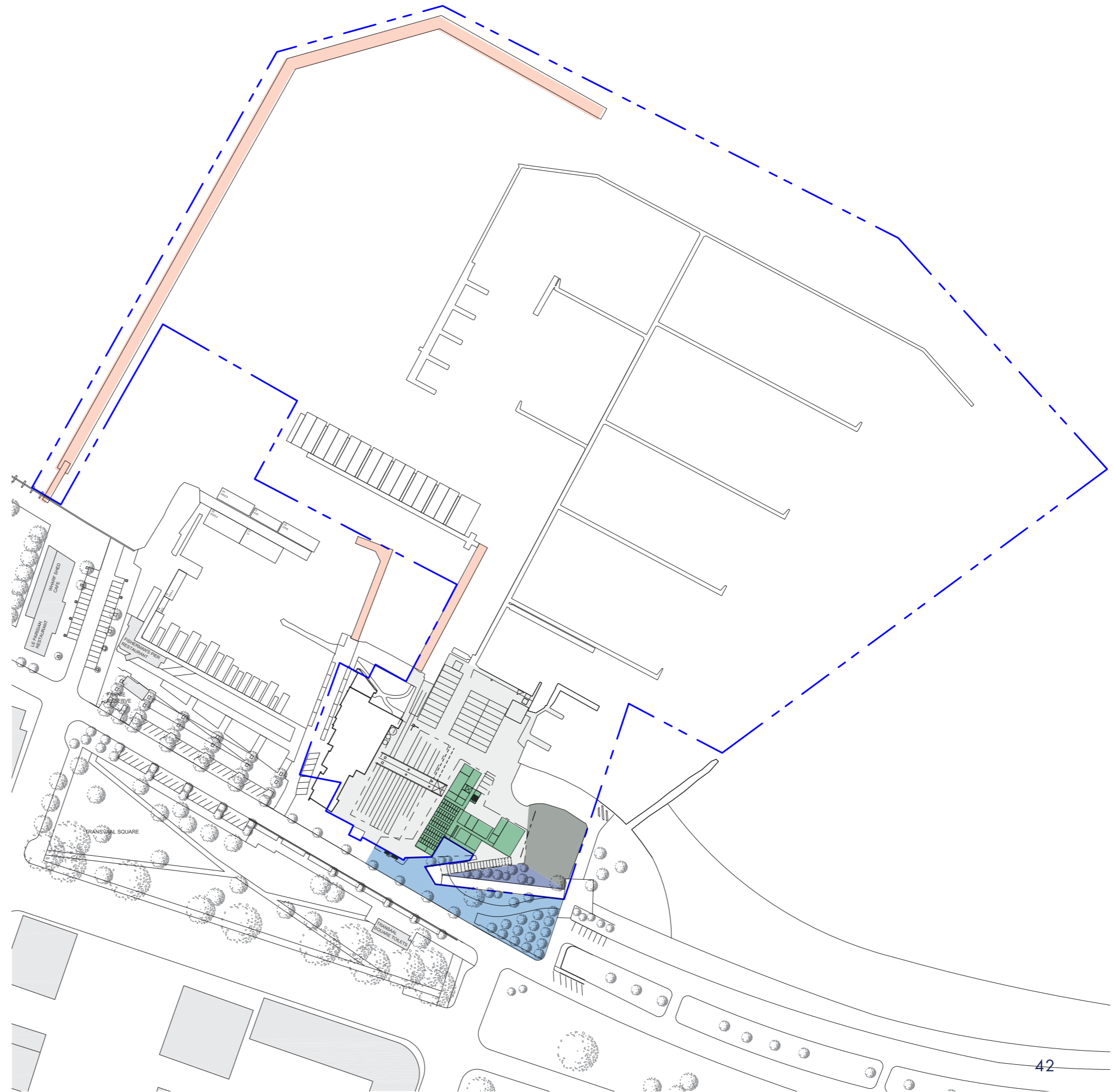
SCALE 1:1000

PROPOSED STAGE 1 SITE AREAS

GROUND LEVEL AREAS

	AREA
BUILDING FOOTPRINT	966M ²
RGYC HARDSTAND	7,188M ²
VSS HARDSTAND	876M ²
EXTERNAL DECKS	0M ²
PUBLIC REALM RGYC LEASE	31M ²
PUBLIC REALM ON WATER	2951M ²
PUBLIC REALM COGG	1853M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC HARDSTAND
- VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER

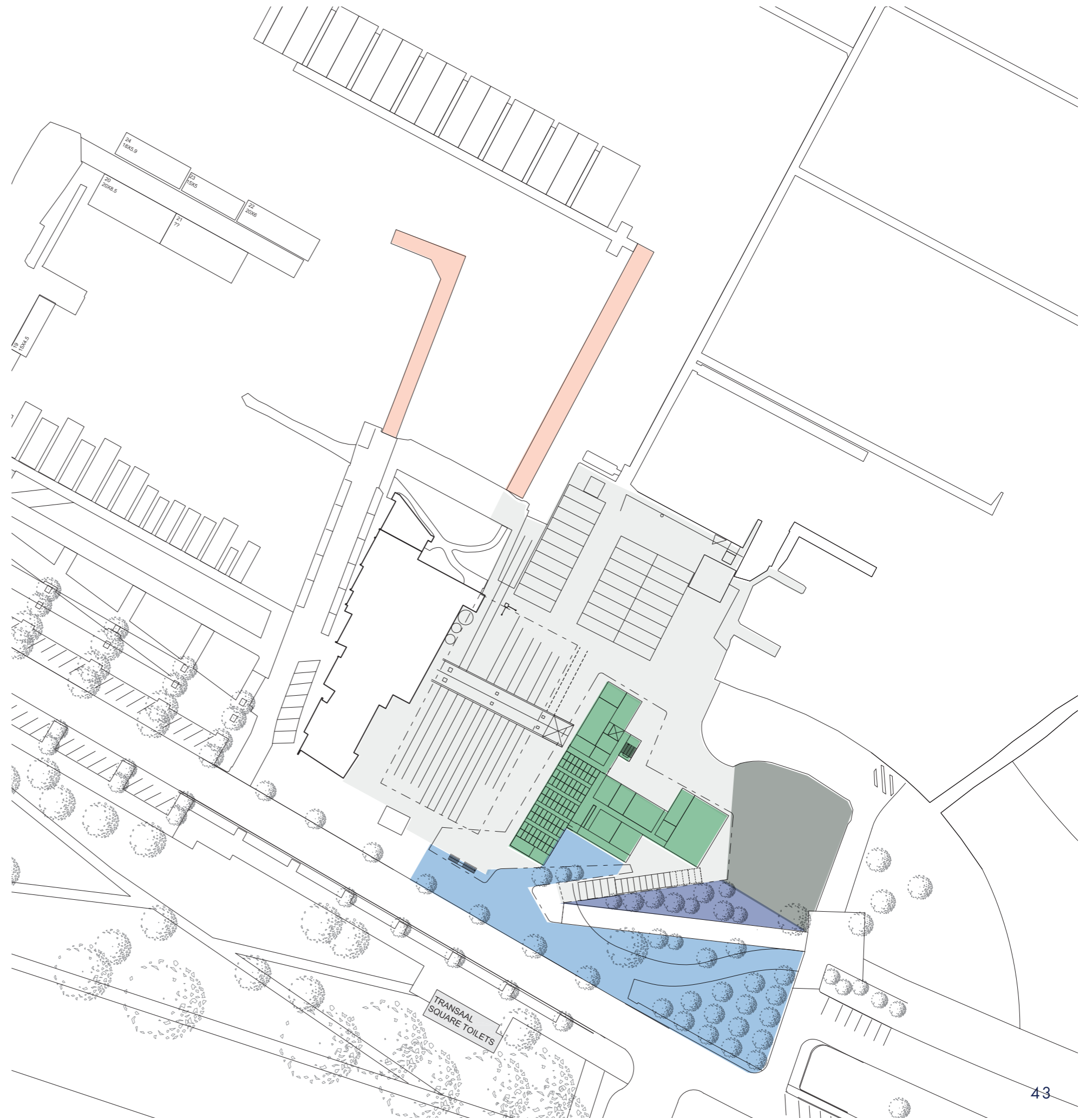
SCALE 1:2000

PROPOSED STAGE 1 SITE AREAS

GROUND LEVEL AREAS

	AREA
BUILDING FOOTPRINT	966M ²
RGYC HARDSTAND	7,188M ²
VSS HARDSTAND	876M ²
EXTERNAL DECKS	0M ²
PUBLIC REALM RGYC LEASE	31 M ²
PUBLIC REALM ON WATER	2951M ²
PUBLIC REALM COGG	1853M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



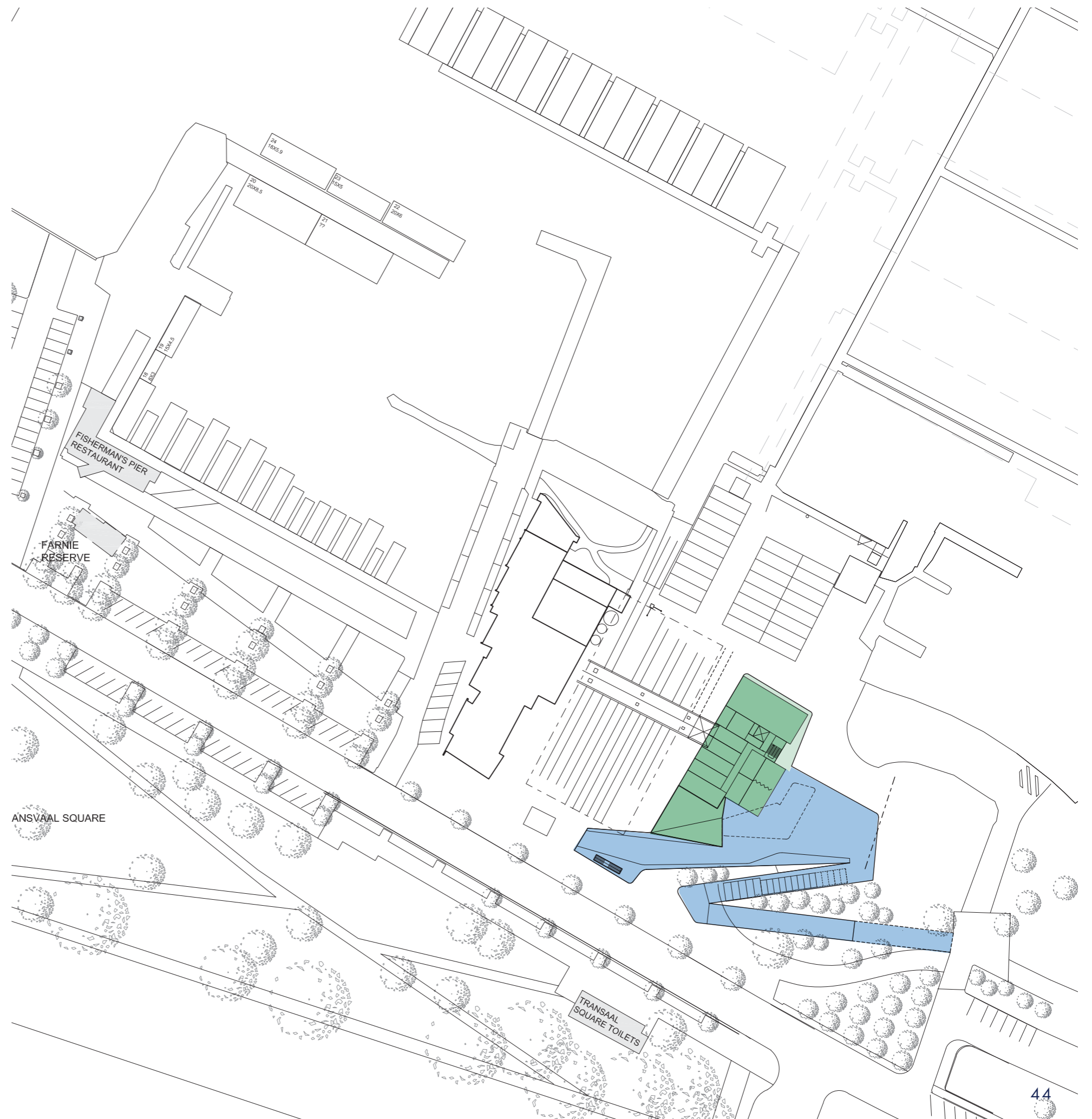
- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC HARDSTAND
- VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER

PROPOSED STAGE 1 SITE AREAS

LEVEL 1 AREAS

	AREA
BUILDING FOOTPRINT	730M ²
EXTERNAL DECKS	55M ²
PUBLIC REALM COGG	1,374M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



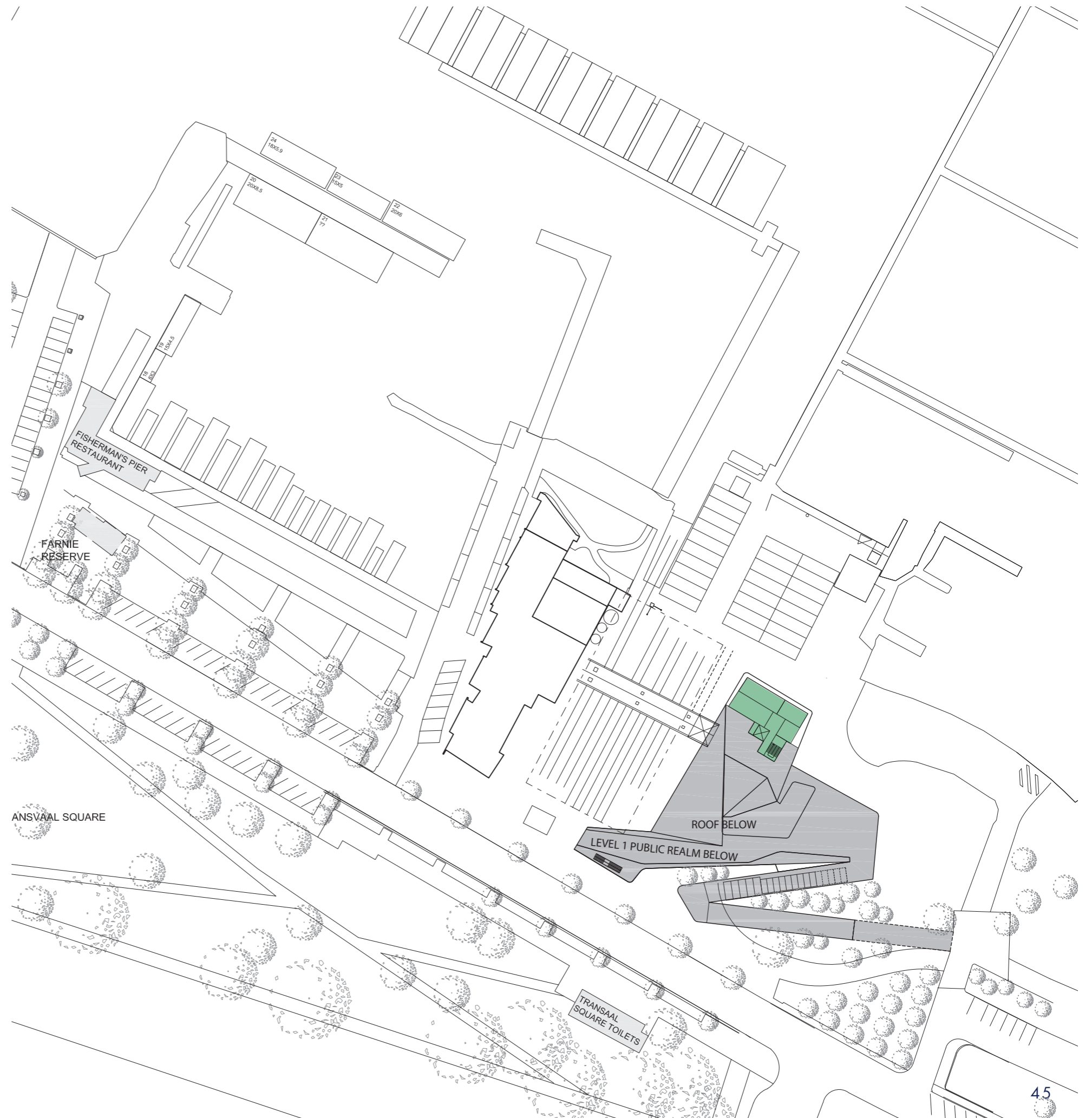
- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC HARDSTAND
- VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER

PROPOSED STAGE 1 SITE AREAS

LEVEL 2 AREAS

	AREA
BUILDING FOOTPRINT	188M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



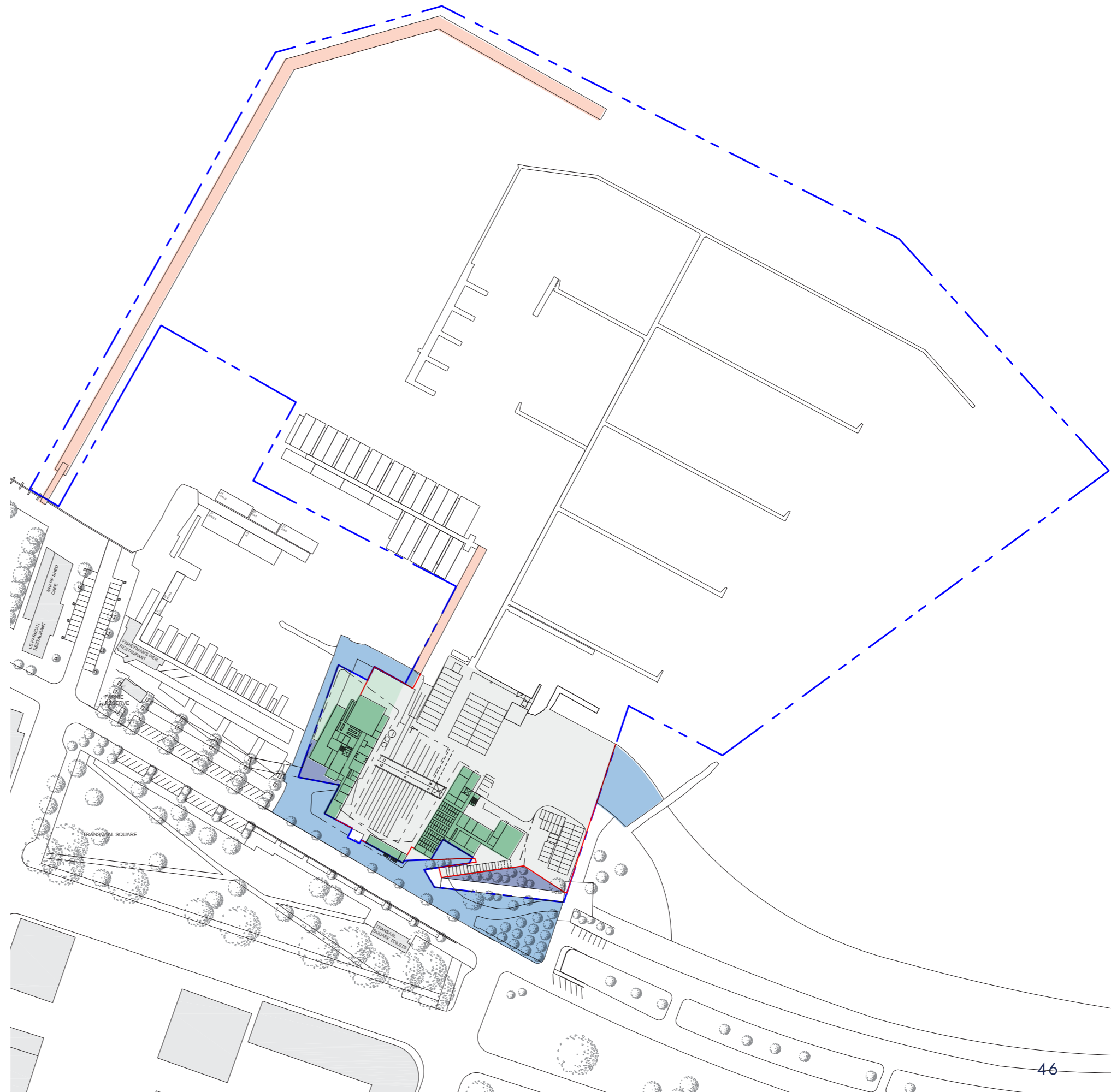
- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC / VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER

PROPOSED STAGE 1&2 SITE AREAS

GROUND LEVEL AREAS

	AREA
BUILDING FOOTPRINT	2,122M ²
RGYC & VSS HARDSTAND	8,380M ²
EXTERNAL DECKS	598M ²
PUBLIC REALM RGYC LEASE	463M ²
PUBLIC REALM ON WATER	2,715M ²
PUBLIC REALM COGG	4,111M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC & VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER
- PROPOSED LEASE
- PROPOSED FENCE

SCALE 1:2000

PROPOSED STAGE 1&2 SITE AREAS

GROUND LEVEL AREAS

	AREA
BUILDING FOOTPRINT	2,122M ²
RGYC & VSS HARDSTAND	8,380M ²
EXTERNAL DECKS	598M ²
PUBLIC REALM RGYC LEASE	463M ²
PUBLIC REALM ON WATER	2,715M ²
PUBLIC REALM COGG	4,111M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC & VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER

SCALE 1:1000

PROPOSED STAGE 1&2 SITE AREAS

LEVEL 1 AREAS

	AREA
BUILDING FOOTPRINT	1,538M ²
EXTERNAL DECKS	344M ²
PUBLIC REALM COGG	2,688M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.



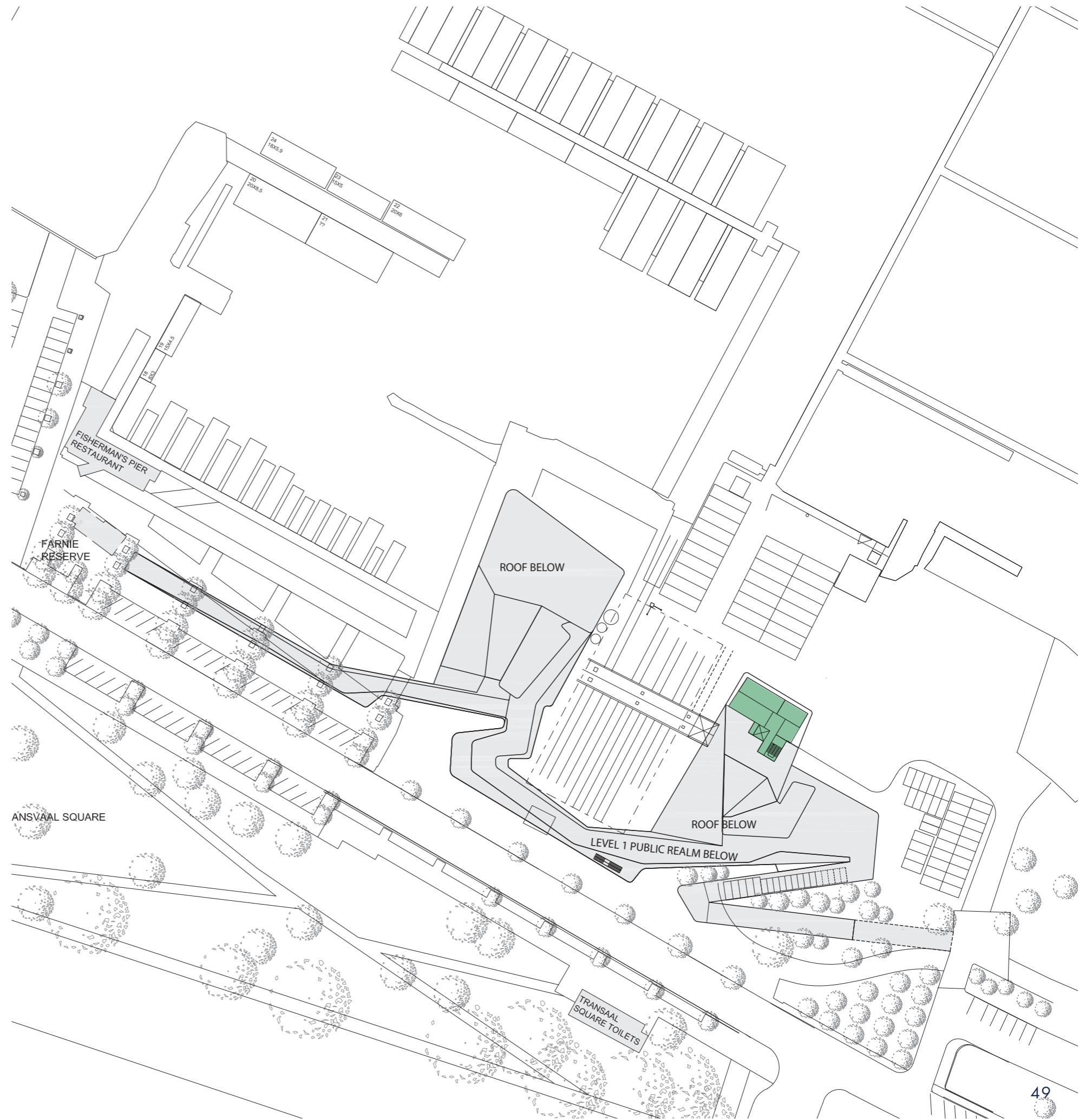
SCALE 1:1000

PROPOSED STAGE 1&2 SITE AREAS

LEVEL 2 AREAS

	AREA
BUILDING FOOTPRINT	188M ²

ALL AREAS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN AND DEVELOPMENT APPROVALS.











- BUILDING FOOTPRINT
- EXTERNAL DECKS
- RGYC / VSS HARDSTAND
- PUBLIC REALM RGYC
- PUBLIC REALM COGG
- PUBLIC REALM ON WATER





SCALE 1:1000






















PROPOSED SITE SERVICES

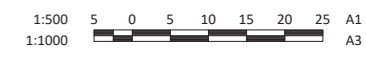
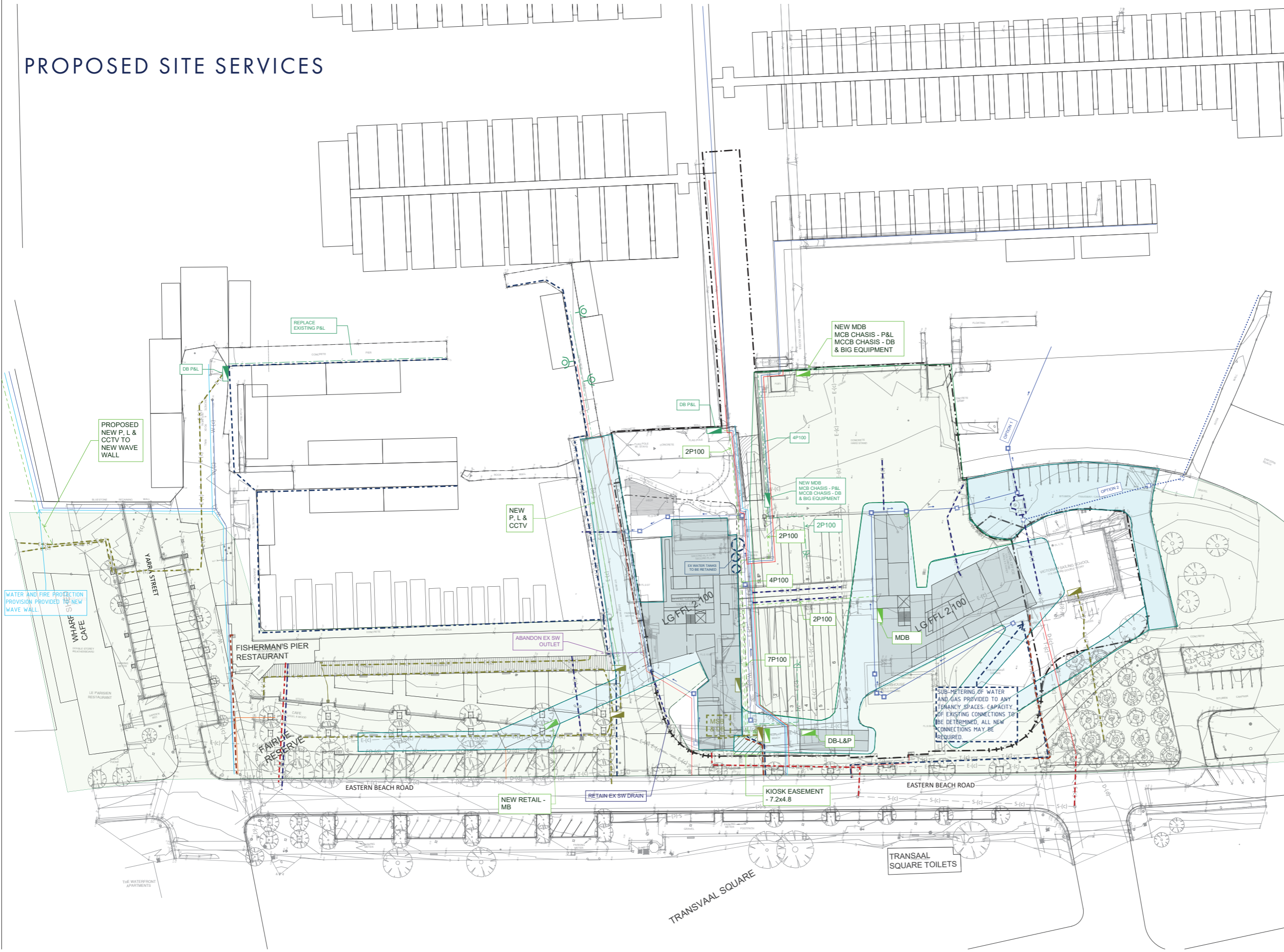
NOTES:
1.

LEGEND

-  LEASE BOUNDARY
-  EXISTING DRAINAGE
-  EXISTING WATER
-  EXISTING ELECTRICAL
-  EXISTING GAS
-  EXISTING TELECOMMUNICATIONS
-  EXISTING FIBRE OPTIC
-  EXISTING SEWER

-  PROPOSED BUILDINGS
-  PROPOSED AREA - NEW
-  EXISTING AREA - RETAIN
-  EXISTING AREA - REPLACE / DEMOLISH


-  STORMWATER EXISTING - RETAIN
-  STORMWATER EXISTING - REPLACE
-  STORMWATER - NEW
-  ELECTRICAL EXISTING - RETAIN
-  ELECTRICAL EXISTING - REPLACE
-  ELECTRICAL - NEW
-  TELECOM EXISTING - RETAIN
-  TELECOM EXISTING - REPLACE
-  TELECOM - NEW
-  WATER EXISTING - RETAIN
-  WATER EXISTING - REPLACE
-  WATER - NEW
-  FIRE EXISTING - RETAIN
-  FIRE EXISTING - REPLACE
-  FIRE - NEW
-  GAS EXISTING - RETAIN
-  GAS EXISTING - REPLACE
-  GAS - NEW
-  SEWER EXISTING - RETAIN
-  SEWER EXISTING - REPLACE
-  SEWER - NEW



FILE: 39826-CI-060-SK03.DWG				
A	PRELIMINARY ISSUE	DG	DMCG	28/11/18
REV	DESCRIPTION	DRAWN	APP'D	DATE

ARCHITECT/CLIENT			

GEELONG WATERFRONT	GENERAL ARRANGEMENTS
	PLAN
PROJECT	TITLE



PRELIMINARY
NOT FOR CONSTRUCTION

1:500	39826	CI-060-SK03	A
SCALE @ A1	PROJECT No.	DRAWING No.	REV

APPENDICES

- Existing and proposed site activities
- Community Consultation Report - week 1
- Community Consultation Report - week 2
- Wave Wall

APPENDIX A - EXISTING AND PROPOSED SITE ACTIVITIES

Introduction

The following table provides a summary list of the existing and proposed site uses, programs and operations within the Geelong Waterfront Safe Harbour Precinct. The capacity of the precinct and Geelong waterfront to cater for the growing users has been considered within the developed site layout.

Changes in Site Use

The precinct includes various users and operating hours depending on the specific function being considered. The various operate hours can be either 24-hour access (general public areas), overnight accommodation (new Victorian Sailing School building), cadet sailing programs (day sailing outside of school hours), late night functions (Clubhouse), or three day Festivals with 24-hour operations (Festival of Sails). The principal change in use are as follows:

- Improve public realm to allow new user experience with the ‘up and over’ element, improved foreshore access on east side of Fisherman’s Basin, wave attenuator promenade experience, smaller grassed area on the west side of the precinct.
- Combined Victorian Sailing School and Off The Beach (RGYC) facilities, minimise building footprint. The new building will become a maritime education centre. The new building will have operating hour rung for 7 days a week and increased evening programs and night usage with overnight accommodation. This is a considerable change from the existing Sailing School building that only operates during school hours.
- Improved Clubhouse facilities to cater for functions, conferences and a general public café. The improved facilities will attract more conference and function usage increasing the daily usage. The Clubhouse will maintain RGYC members areas and the improved facilities are likely to result in a growth in members.
- Improved marina hardstand storage (stacking vessels) and 15% increase in hardstand area. This will allow more programs, specialist user groups, event set up to access and use the site.
- Reduced slipway footprint, maintaining the current level of service with improved operating procedures.
- Optimise the safe harbour potential (protected water as a result of investment in new wave screen) with improved marina berth layout.

Table of Contents Site Use / Program / Operation

1. Victorian Sailing School
2. Tourism, Promenading, Commuters, Fitness, Community
3. Recreational Fishing

Site Events

4. Festival of Sails
5. Sailing and Marine Events
6. Other land-based Waterfront Events

Royal Geelong Yacht Club Use / Programs

7. Slipway and Vessel Maintenance
8. Discover Sailing Program
9. General Public Sailing Programs
10. Tiny Tackers, Tackers Introduction, Tackers 1, Tackers 2, Tackers 3
11. School Programs
12. Specific women’s sailing programs
13. Maritime Education Programs
14. Realink Australia Program

15. Sailability Program
16. Royal Geelong Yacht Club Members
17. Twilight Day Pass Members
18. Non-members Day Pass to be involved in boating activities on Friday, Saturday & Sunday Sailing & Navigation Rallies
19. Kindred Club Members
20. Volunteers (non members)
21. Vessel Hardstand Storage
22. Vessel on water storage
23. Private conferences or course
24. Private Functions
25. Café

Fisherman’s Basin

26. Commercial Berths within Fisherman’s Basin
27. Recreation berths within Fisherman’s Basin
28. Transfer of goods / materials / guests to and from vessel safely within Fisherman’s Basin.

APPENDIX A - EXISTING AND PROPOSED SITE ACTIVITIES

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
1	Victorian Sailing School	Program is managed by Newcomb Secondary College and runs through the school calendar year, during school hours. There are approximately 2000 participants each year. The program requires a dedicated building with classrooms, vessel hardstand storage and dedicated private car parks (which will also accommodate a minibus).	Child Safe Standard Classroom Changing facility and amenities Sailing and power Vessels need to be stored in a secure location	Continue operating existing program ran by Newcomb Secondary College. Improve the building facilities to allow overnight accommodation for students and teachers. This is aimed to lower the costs for participating schools and allow access to the widest school demographic throughout Victoria. The new facility will allow other education partners to use the facility for a wide range of maritime education programs.
2	Tourism / Promenading / Commuters / Fitness / Community	Pedestrian traffic along the foreshore passes through the precinct and uses the surrounding public open space. The precinct fits within the Central Geelong Waterfront Masterplan as documented by City of Greater Geelong in 2011.	Minimum widths for shared footpath. Minimum width for small tourist train and pedestrians Safety from crossing vehicle paths	Enhance pedestrian access and experience with new up and over feature, improve public realm on the eastern side of Fisherman's Basin, wave attenuator and marina berth public promenade, small grassed area on the western side of the precinct.
3	Recreational Fishing	This is a popular activity in and around the precinct that occurs throughout the calendar year. The activity is enhanced as a result of the structures within	There are various safety requirements for fishing. These shall	Continue the existing site usage of fishing.
	Operation		Requirements	
		RGYC marina and Fisherman's Basin. These provide shelter, infrastructure for mussels, oysters and aquatic plants. This improves the habitat to the surrounding area and attracts fish to the foreshore, benefitting recreational fisherman. Currently there are land based users, fish from a boat in and around the outer wave screen and kayak fisherman who regularly enter the marina to fish in around the moored vessels.	be addressed for specific project elements that will be support recreational fishing.	Proposed new wave attenuator will provide an excellent new land-based fishing destination. The alignment follows the existing dredge pocket for the old Yarra Pier, which will allow land-based fisherman to gain access to deep water up to 8m. The existing Stoney Pier is proposed to be removed.
Site Events				
4	Festival of Sails	Festival of Sails (FoS) is an annual three-day festival that occurs on the Australia Day long weekend. FoS is ran by RGYC. The Festival of Sails is the largest annual keel boat regatta in the Southern Hemisphere with over 300 yacht entries and 3,000 competitors annually taking part in the event. First held in 1844, the Festival of Sails Regatta is one of the nation's oldest sporting events, and has evolved over many years culminating in its current format as Australia's foremost keelboat regatta. Running alongside the sailing action, the free community Waterfront Festival features numerous acts across three stages and a multitude of stallholders to provide you with fine food and wine, live music, entertainment and roving performers, art and craft market stalls, novelty stalls, an on-water Come & Try Zone and a dedicated family friendly kids zone all along the stunning Geelong Waterfront and in the Royal Geelong Yacht Club.	A safe harbour, with adequate wave protection. Capacity for at least 100 to 200 visiting yacht.	RGYC to continue to coordinate and host FoS. Improved site wave protection (safe harbour) and improved capacity for temporary berths, that may allow more visiting yachts. New building layout to better accommodate large events and offset temporary works.

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
5	Sailing and marine events	Wooden Boat Festival; Held every two years, the unique Wooden Boat Festival community event attracted more than 37,000 visitors to the Geelong waterfront in 2018 and included more than 150 unique wooden boat entries, bringing almost \$2m of economic benefit to the region. The Wooden Boat Festival is a celebration of all things relating to the design, construction and sailing of wooden boats, and incorporates community activations with local schools, cultural groups and businesses. World Class Racing; The Laser Masters Worlds are the second of two major world championships in early 2020. RGYC are also hosting the 49er/49er FX/ Nacra 17 World Championship. This event is a lead up to and part of the qualification system for the 2020 Tokyo Olympics. The schedule is as follows: Oceania Australian Championship on 30 January to 3 February 2020. World Championship 8 Feb – 16 Feb 2020. National Sailing Events 4 February to 8 February 2019, RGYC is hosting the Fireball National Championships, which involves 25 vessels, 50 competitors from around Australia. The sailors and coaches will start arriving from the third week of December 2019 and will practice on Corio Bay from that period through to the 2020 Festival of Sails (25 – 27 Jan 2020) where they will compete in their respective classes.	Safe harbour to protect visiting vessels. Specific to the	Hosting marina and sailing events will continue with the proposed layout. The precinct will continue to host maritime events. The proposed safe harbour, wave protection and new facilities will significantly enhance the potential for more sailing and marine events to utilise the precinct.
6	Other land-based	The facilities within the precinct, specifically buildings and open space continually support other Geelong Waterfront events.	Specific to the events	The precinct will continue to support and allow access for Geelong waterfront events.
	Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements
		Events such as the Geelong Revival and Cadell Evans bike race have used the site facilities to support their events. Other minor events such as Geelong Ironman and triathlons have also been able to make use of the site and its facilities.		Specific design requirements are to be delivered within the new layout to better support events, the modern new facility may attract more events to the Geelong waterfront.
Royal Geelong Yacht Club – Use / Programs				
7	Slipway and Vessel Maintenance	This is an operation that allows for vessel maintenance for RGYC members and other commercial operators within Port Phillip. The activities occur continuously throughout the calendar year. In the past 12 months 230 vessels have been slipped (total 460 movements, i.e. retrieve and launch), of which 26 were other commercial operators (non RGYC members). The slipway area makes up area 1920m ² and would be reduced to 1640m ² in the proposed layout. This will require improved management of the facility to continue to support the existing demand. Up to 6 dedicated private car parks for contractors to bring tools and parts to the site for vessel maintenance operations. The slipway is limited to a 15-tonne load limit, maximum 5-meter width, 20m long vessels.	The slip operations limits foreshore access for all users within the precinct for between 20 minutes to 2 hours. Maintenance contractors require security to work with the tools and equipment. Vessel maintenance requires screens and offsets to control air pollutants. Slipping must operate as per RGYC By Laws.	Operation will continue with the footprint slightly decreased. The facility is currently at or near capacity so unlikely for further growth in number of users.
8	Discover Sailing Program	Free program for the general public to have a sailing experience. Generally, operates during events and ran by Off The Beach sailors and parents. 2019 Festival of Sails attracted 260 guests.	Child Safe Standards Sailing and power Vessels need to be	Program will continue and could occur during other Geelong foreshore events.

APPENDIX A - EXISTING AND PROPOSED SITE ACTIVITIES

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
		2018 Geelong Revival attracted 200 guests.	stored in a secure location Vessel launching infrastructure	Look to grow the program to operate over weekends, this will significantly increase the number of users and tourism activities along the Geelong waterfront.
9	General Public Sailing Programs	RGYC offer various sailing programs for the general public to experience and participate in sailing as one off. The programs, <i>Sail Experience</i> and <i>Out There Sailing</i> vary from a 2-hour program to a multi-day program. Annually these programs attract up to 80 participants.	Child Safe Standard Classroom Changing facility and toilets Sailing and power Vessels need to be stored in a secure location Vessel launching infrastructure	Continue to run sailing programs for the general public.
10	Tiny Tackers Introduction Tackers 1 Tackers 2 Tackers 3	Various junior sailing programs covering different ages and ability. The programs run throughout the calendar year with more targeted programs during school holiday periods. The programs allow parents to drop off children, leaving them in the safety and security of the RGYC facility.	Child Safe Standard Classroom Changing facility and toilets Sailing and power Vessels need to be stored in a secure location	Continue to operate the junior sailing programs to advance skills and experience in the sport. A new modern facility will significantly aid the program and improve the quality of the training.

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
			Vessel launching infrastructure	
11	School Programs	Students from Kardinia College and Holy Spirit and Holy Family Primary School, currently there are approximately 24 students that are active in the program. This program operates separate from Victorian Sailing School and is ran by RGYC.	Child Safe Standard Classroom Changing facility and toilets Sailing and power Vessels need to be stored in a secure location Vessel launching infrastructure	Continue operating the existing program.
12	Specific women's sailing programs	There are specific programs managed by RGYC to facilitate women in sailing. The programs are <i>Women's Dinghy – Wednesday Training</i> and <i>Women's Pacers Race and Training</i> .	Changing facility and toilets Sailing and power Vessels need to be stored in a secure location Vessel launching infrastructure	Continue operating the program.
13	Maritime Education Programs	RGYC offer various training and education programs for participants to improve the <i>Start Racing, Start Skippering, Start Helming, Starting Crew, Coaching Camps and Sailing Coaching Program</i>	Child Safe Standard Classroom	Continue operating the various maritime education programs.

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
		Annually there are approximately 50 participants for the offered programs.	Changing facility and toilets Sailing and power Vessels need to be stored in a secure location Vessel launching infrastructure	
14	Reclink Australia Program	RGYC support Reclink Australia to run sailing programs for their clients.	Child Safe Standard Classroom Changing facility and toilets Sailing and power Vessels need to be stored in a secure location Vessel launching infrastructure	Continue supporting Reclink Australia to run sailing programs for their clients.
15	Sailability Program	Highly specialised program that occurs 3 days per week throughout the daylight savings period. The program supports the following organisations; Gen-U, Nelson Park, Leisure Networks, Barwon Valley Special School. The program currently has capacity for the following; 60 clients, 32 volunteers (50% members and 50 percent non-members)	Child Safe Standard Classroom Changing facility and toilets	Continue Sailability program

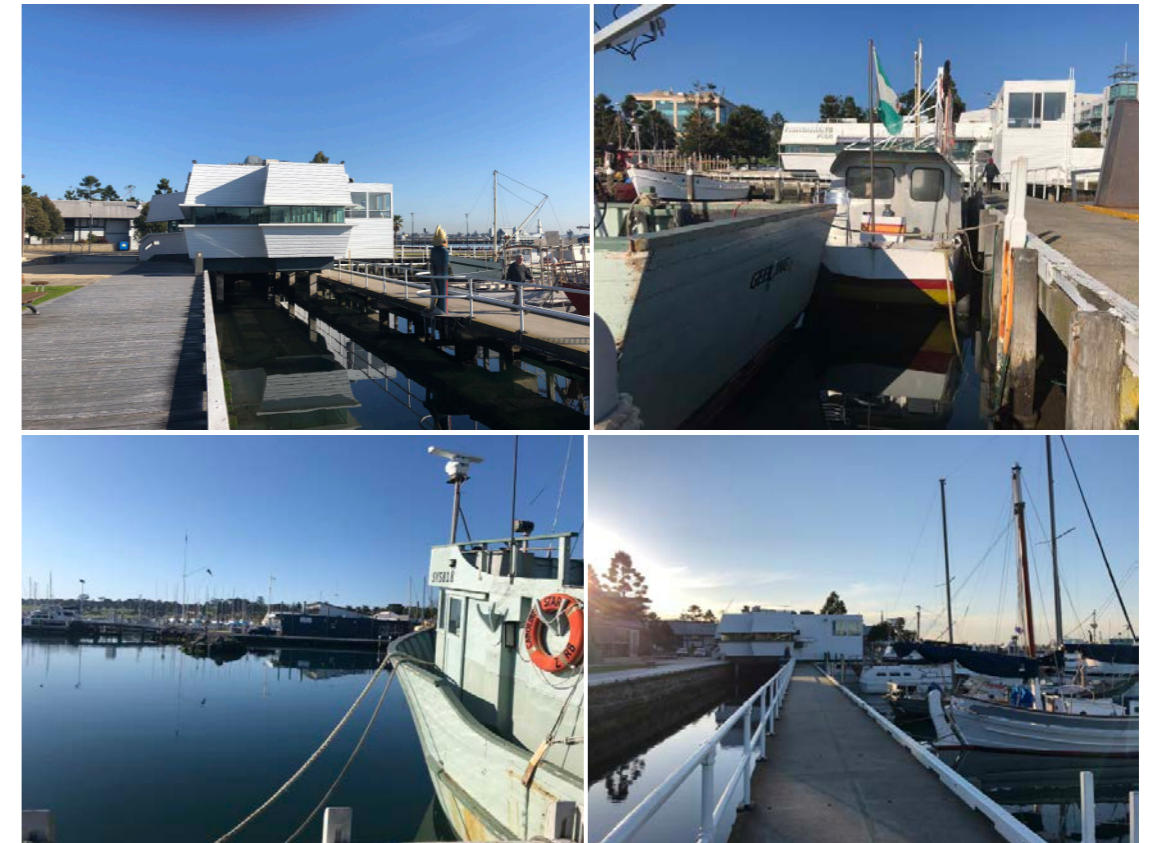
Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
		The program operates within RGYC's secure waterfront. This is a specific requirement that allows some clients with special needs to participate in the program.	Sailing and power Vessels need to be stored in a secure location Vessel launching infrastructure	
16	Royal Geelong Yacht Club Memebers	Allows participation in all boating and social activities, use of club facilities including boat storage in marina or on hardstand. There are approximately 1200 members who are broken down to the following groups; Gold membership, yacht and boat owners, 18+ years old Silver membership, 25+ years old Bronze membership, 18-25 years old Blue membership, 5-17 years old	Access to secure sailing and yacht club facilities.	Continue membership program
17	Twilight Day Pass Membership	The Twilight Sailing Season is a unique highlight of the Summer Sailing Season. The club regularly attracts between 50 and 60 keelboats each week in a season that spans approximately 19 weeks. Conducted on a Wednesday evening during the daylight saving period the 2012/13 program attracted an average of 43 visitors each week, up to 850 per year. The program has a very high profile throughout the Geelong business community and skippers have been traditionally very supportive in taking guests on board as crew. Additionally, the club operates "Corporate Sailing" within the Twilight Sailing Program, including traditional events such as the Ford and Master Builders events and recent Deakin University and fund raising events. During the 2019 Cadell Evans race there were 54 cyclists that used the program.	Change rooms and amenities Secure area to leave personal belonging while sailing. Hardstand vessels launched at the beginning and end of the Twilight Sailing need a safe launch and retrieval area around the existing crane.	Continue operating program

APPENDIX A - EXISTING AND PROPOSED SITE ACTIVITIES

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
			Secure vessel storage between events. Personal Accident Insurance for Day Pass Members, individual may opt to take a \$5 Yachting Australia insurance per race.	
18	Non-members Day Pass to be involved in boating activities on Friday, Saturday & Sunday Sailing & Navigation Rallies	To allow non-members to become involved in sailing activities throughout the calendar year on a pay as you go basis. Works on a basis that after 12 visits the guest will have the amount paid offset to become a member. First six (1-6) day passes \$15 each Second Six (7-12) day passes \$35 each	Access to secure facilities	Continue operating program
19	Kindred Club Members	A Kindred club member can purchase a day pass for \$15 and there is no limit to how many can be purchased. The following Victorian clubs are defined by RGYC as kindred Clubs; Royal Brighton, Royal Melbourne, Royal Yacht Club of Victoria, Hobson's Bay YC, Blairgowrie YS, Sorrento SCBC and Mornington YC.	Access to secure facilities	Continue operating program
20	Volunteers (non members)	Day memberships are offered to volunteers who are actively involved in the running of any of our races – this will enable them to patronize the clubhouse post race (on the day they volunteer only). This is most applicable to our OTB community and authorization will be determined by the relevant club captain or delegate.	Access to secure facilities	Continue operating program

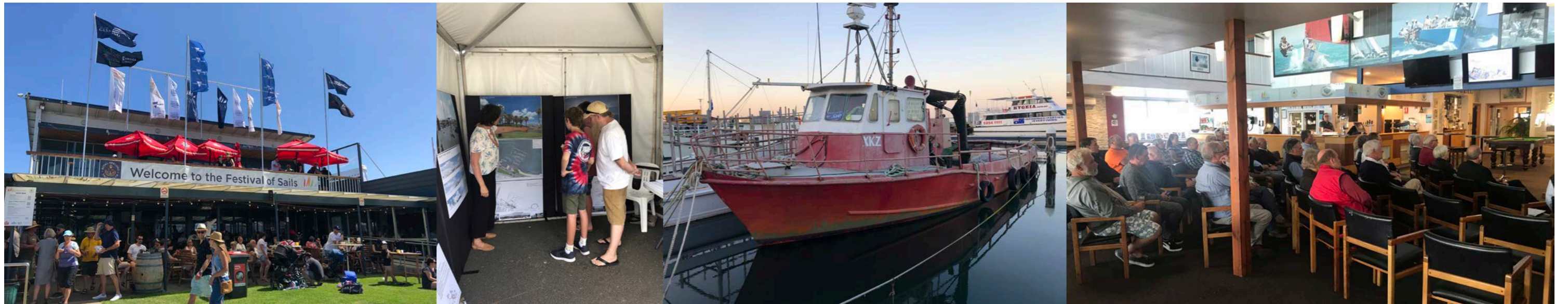
Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
21	Vessel Hardstand Storage	All the sailing related site usages within this table require some form of vessel hardstand storage. Vessel hardstand storage is the most cost effective and affordable way to participate in sailing. Advances in vessel technology are seeing growth in certain types such as VX1 which can only be stored on vessel hardstands. An additional table is available with the existing vessel hardstand usage and the forecast 10-year demand.	Secure vessel storage Vessel launching and retrieval facilities. Secure rigging and de-rigging areas.	Site reconfiguration of some of the vessel hardstand, this will involve shifting the vessel storage from the grassed area new Eastern Beach Road (allowing a new up and over promenade) to a proposed reclaimed area. Make the existing vessel storage more efficient with more stackable vessels.
22	Vessel on water storage	On water vessel storage is utilised by various boat owners which include, power boats for cruising and fishing, racing yachts, cruising yachts, Victorian Sailing School, RGYC maintenance and race starting power boats, character boats, marine services operators, Victorian Regional Channel Authority. There is storage capacity for 243 vessels on a fixed timber marina.	Vessel storage requires secure access from the general public.	The existing fixed timber marina will be replaced with a new floating marina. This will commence north of Stoney Pier and look to optimise the storage capacity within the Safe Harbour Precinct.
23	Private conferences or course	On average there are approximately 90 conferences/courses per year with 10 guests. These are external programs, whereby the site facilities are hired out for the specific use. The purpose for these varies from business meetings, annual general meetings, board meetings, study days, training courses	Amenities Private rooms linked to modern technology	Continue the hire out of the facility for various conferences and course. The new modern building will be specifically designed to better accommodate conferences and course.
24	Private Functions	The existing Clubhouse has capacity for private functions such as weddings, dinners, funerals, balls and Christmas parties. On average there are approximately 5 functions per month with 60 guests, which allows for up to 4,200 users annually.	Amenities and kitchen facilities Private room/areas	The function area proposed will allow up to 200 guests with a design layout to better cater for the function needs.

Item	Use / Program / Operation	Existing Use Description	Security, Safety Requirements	Proposed Usage
25	Café	The existing café operates with restricted accessibility to the general public.	Amenities Kitchen facilities to food preparation standards	Remove any café operating restrictions. Encourage and enhance the café offering to the general public along the foreshore.
Fisherman's Basin				
26	Commercial Berths within Fisherman's Basin	Currently there are 24 permanent berths with variable lengths within Fisherman's Basin. These are predominately made up of commercial operations/berths within Fisherman's Basin. The commercial activities vary between food sales, charters, maritime construction, vessels to hire for functions, and other marine based activities.	Vessels are moored on an open public walkway, improved vessel security at night is required. Safe harbour / wave protection.	Maintain all existing permanent berths, area set aside for the growth in commercial berth numbers to the north of Yarra Street Pier.
27	Recreation berths within Fisherman's Basin	There are recreation vessels berthed within Fisherman's Basin.	Vessels are moored on an open public walkway, improved vessel security at night is required. Safe harbour / wave protection	Recreational berths may be increased based on vessel type and appearance that add to character of Fisherman's Basin.
28	Transfer of goods / materials / guests to and from vessel safely within Fisherman's Basin.	Various commercial operations require a loading platform to safely transfer goods / materials / guests. Infrastructure to allow for land/water transfer for good/materials/guests to and from vessel safely.	Land approach to ensure safe vehicle movements to and from Fisherman's Basin, crossing pedestrian paths.	Enhance Yarra Street Pier facilities to better incorporate commercial usage and operations. Define and construct new multipurpose structure on the western side of Yarra Street Pier.



Existing Fisherman's Basin

APPENDIX B - COMMUNITY CONSULTATION REPORT 1 & 2



CONSULTATION AND COMMUNICATION

In the course of identifying the problems, benefits and potential solutions incorporated in the Business Case 2011 and Masterplan 2015, a wide range of key stakeholders have been consulted, as detailed below.

This consultation has occurred prior to the EOI + RFP process run in July 2018. As the successful architects for the delivery of the GWSHP project TERROIR Architects, together with the RGYC and the land manager GWSHP will continue to work with key stakeholders engaging and informing them of the design process. SMC Strategics will provide support in the delivery of the CEP (Community Engagement Plan)

City of Geelong

City of Greater Geelong – CoGG is a key stakeholder in the project. The Geelong Waterfront precinct is a primary focus for the local community and therefore the City of Greater Geelong is represented on the Project Working Group.

Other issues discussed at length with CoGG representatives include,

- Community access to the precinct
- On-going maintenance
- Return to open public space of the waterfront precinct and
- Increased employment and economic activity in central Geelong, through a redeveloped waterfront precinct.
- Investment in the project by COGG has been discussed at various levels.
- Geelong Major Events has provided significant information relating to event evaluation.
- There are currently business operators using Fishermen's Basin – helicopter joyflights and commercial vessels which will need to be relocated to allow this project to proceed.
- The three commercial vessels could be relocated to the northern side of Yarra Jetty with upgrades to the moorings.
- The relocation of the helicopter will prove more challenging but there is a possibility that a floating helipad could be utilised. These changes to existing arrangements could be funded from the public realm allocation.
- Regional Development Victoria - RDV is the lead Victorian Government agency in developing rural and regional Victoria.

Regional Development Victoria

RDV's core objective is to drive employment and investment in regional communities. As a key stakeholder of the project, RDV is represented on the Project Working Group. Investment from RDV in the project has been discussed at various levels. A letter outlining the work that RDV have been undertaking with the RGYC has been provided. (Appendix B)

Sport & Recreation Victoria - SRV

is the lead Victorian Government agency for sport and recreational activity and is responsible for industry policy, participation growth and community sporting infrastructure.

Communication with SRV on the project has been on-going.

Department of Environment, Land, Water & Planning - DELWP

and its agencies are accountable to the Victorian Government for managing, regulating, consulting and/or advising in relation to public land, water and environmental resources and planning and local infrastructure.

DELWP has been provided with information on the business case and master plan process and invited to contribute formally.

Tourism Victoria

Tourism Victoria is the Victorian Government's official tourism body with the responsibility for the maximisation of the Victorian visitor economy. The projects aligns with a number of Tourism Victoria's core objectives, including the promotion of Victoria's regions and the creation of economic impact through major events. Tourism Victoria has provided event related economic impact data and information for the business case.

Newcomb Secondary College

Newcomb Secondary College is funded by the Victorian Government's Department of Education to operate and manage the Victorian Sailing School and provide sailing related educational programs to Victorian state primary and secondary school students.

Newcomb Secondary College is a supporter of any investment into the Geelong Harbourside precinct and upgrading of Sailing School premises.

It wishes to maintain and increase access to the Sailing School at equitable levels for children/families of all socio/economic backgrounds.

A number of meetings and discussions have been undertaken with School Principal Mr Phil Honeywell and the communication process remains on-going. Newcomb Secondary College Principal has also provided a detailed level of information and data on the activities of the Sailing School.

Victorian Regional Channels Authority (VRCA)

The VRCA's key role in managing the commercial navigation of the channels in Geelong, includes, management of shipping control, channel management and marine environment protection.

The VRCA has been provided with information on the business case and master plan process and invited to contribute formally.

G21 Geelong Regional Alliance

G21 is a formal alliance of government, business & community organisations, across five LGAs, including Colac Otway, Golden Plains, Greater Geelong, Queenscliff and Surf Coast.

G21 is responsible for leading the region's strategic plan and works as forum to discuss regional issues.

Communication and project discussion with G21 has been ongoing and a formal meeting was held in November 2015.

G21 supports the project in principle.

CONSULTATION AND COMMUNICATION

Geelong Chamber of Commerce

The Geelong Chamber of Commerce is a leading regional body, which has over 800 members. Its role is to support, educate and facilitate a strong Geelong regional business community and stimulate interaction amongst local business organisations.

The Geelong Chamber of Commerce has been provided with information on the business case and master plan process and invited to contribute formally.

Boating Industry Association of Victoria (BIA)

The BIA is the peak body for the marine sector and aims to promote recreational boating and a progressive and sustainable industry. The BIA has provided relevant information relating to sailing and boating in Victoria and the region.

Committee for Geelong

The Committee for Geelong, is an independent, member based organisation, which works with its members, stakeholders and all levels of government to enhance investment in Geelong.

The communication with Committee for Geelong has been on-going.

Tourism Greater Geelong & the Bellarine Peninsula

Tourism Greater Geelong and the Bellarine Peninsula is the Regional Tourism Organisation spanning from Werribee to Barwon Heads, incorporating Bannockburn, Geelong, Portarlington and all the areas in between.

Its core role is to increase tourism visitation for the region. Tourism Greater Geelong and the Bellarine Peninsula has been provided with information on the business case and master plan process and invited to contribute formally.

Yachting Victoria

Yachting Victoria is the peak body for Yachting in Victoria and provides a range of advice to its members, on events, regattas, junior participation, governance and facilities.

Yachting Victoria is a strong supporter of the project and has provided a range of information for the business case.

4. COUNCILLOR APPOINTMENT TO TOURISM GREATER GEELONG AND THE BELLARINE INC. COMMITTEE

Source: Governance and Legal Services
Executive Manager: Rebecca Leonard
Portfolio: Tourism and Events

Purpose

1. To appoint a Councillor to the Tourism Greater Geelong and the Bellarine Inc. Committee (Committee).

Background

2. On 13 March 2018 Councillors were appointed to special and Advisory Committees that are established in accordance with the provisions of the *Local Government Act 1989* (Act). Council also appointed representatives to external boards, committees, associations and forums in accordance with the governance requirements of those bodies.
3. The Committee appointment was for a one-year term and Council appointed Cr Ron Nelson.
4. Council must appoint its representatives formally by a decision of Council in accordance with the Act.

Key Matters

5. The Committee appointment was for a one-year term. This report seeks a Councillor nomination to appoint a Councillor representative for a further year.
6. The Committee's Statement of Rules and Purpose allows for one Councillor representative.
7. The appointment of a Councillor to represent Council will continue to support the Council in its effective governance of the municipality.

Cr Nelson moved, Cr Sullivan seconded

8. **That Council call for nominations and appoint a Councillor to the Tourism Greater Geelong and the Bellarine Inc. Committee for a one-year term.**

Carried

Cr Nelson moved, Cr Sullivan seconded –

9. **That Cr Murrehy be nominated as Council's representative to the Tourism Greater Geelong and the Bellarine Inc. Committee for a one-year term.**

Carried.

As there were no further nominations Cr Murrehy was duly appointed to the position.

Attachment 1

Financial Implications

1. There are no financial implications with the appointment of a Councillor to the Committee.

Community Engagement

2. Councillors and officers have been consulted in the preparation of this report. The outcome of this report will be communicated to the Committee.

Social Equity Considerations

3. There are no social equity issues arising from the subject of this report.

Policy/Legal/Statutory Implications

4. This is an appointment to an external Committee that is governed by their Statement of Rules and Purpose. There is no legislative requirement to establish this Committee.

Alignment to Council Plan

5. The appointment of a Councillor to the Committee supports the growing our tourism and events strategic priority of the Council Plan 2018-2022

Conflict of Interest

6. No Council officers involved in the preparation of this report have any direct or indirect interest.

Risk Assessment

7. The appointment of a Councillor to the Committee mitigates the risk of the community being under-represented.

Environmental Implications

8. There are no environmental implications identified for the subject of this report.

5. PLANNING AUTHORISATIONS - COUNCIL TO STAFF

Source: Governance & Legal Services - Governance
Executive Manager: Rebecca Leonard
Portfolio: Sustainable Development

Purpose

1. To appoint Council officers as authorised officers under the *Planning and Environment Act 1987* (P&EA).

Background

2. Council officers are appointed as authorised officers to exercise statutory powers under various Acts and regulations. Appointments as authorised officers are to individual staff members.
3. The P&EA regulates enforcement and is reliant on authorised officers acting on behalf of the responsible authority (Council).

Key Matters

4. Where there is a specific power within an Act, Council should appoint authorised officers pursuant to that Act. This is the case for the P&EA.
5. Planning staff members have recently been employed by Council and are required to be authorised under the P&EA.
6. **Attachment 2** sets out the Instrument of Appointment and Authorisation under the P&EA and lists the staff members to whom this authorisation applies (instrument).

Cr Mason moved, Cr Asher seconded -

7. **In the exercise of the powers conferred by section 224 of the Local Government Act 1989 and the other legislation referred to in the attached instrument, Greater Geelong City Council (Council) resolves that the:**
 - 7.1 **members of Council staff referred to in the instrument be appointed and authorised as set out in the instrument;**
 - 7.2 **instrument comes into force immediately upon the common seal of Council being affixed to the instrument, and remains in force until Council determines to vary or revoke it;**
 - 7.3 **instrument be sealed.**

Carried.

Attachment 1

Financial Implications

1. There are no financial implications arising from the subject of this report.

Community Engagement

2. Relevant Council managers have been consulted regarding this recommended appointment and authorisation.

Social Equity Considerations

3. There are no social equity implications arising from the subject of this report.

Policy/Legal/Statutory Implications

4. The recommended appointment and authorisation of these staff members complies with the relevant provisions of the P&EA and the *Local Government Act 1989*.

Alignment to Council Plan

5. The recommended appointments and authorisations of these staff members supports the delivery of Council planning services.

Conflict of Interest

6. No Council officers who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

7. There are no significant or high risks associated with the subject of this report.

Environmental Implications

8. There are no environmental implications arising from the subject of this report.

Greater Geelong City Council

Instrument of Appointment and Authorisation

(Planning and Environment Act 1987 only)

Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

**Todd Beaglehall - Customer Service Town Planner
Shane Pritchard - Senior Statutory Planner
Tim Webb - Team Leader Senior Statutory Planner
Patrick Spinazzola - Town Planner
Anne Batson - Senior Planner**

By this instrument of appointment and authorisation Greater Geelong City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officers to be authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 232 of the *Local Government Act 1989* authorises the officers generally to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
- (b) remains in force until varied or revoked.

This instrument is authorised by a resolution of the Greater Geelong City Council on 12 March 2019

THE COMMON SEAL of GREATER)
GEELONG CITY COUNCIL was affixed)
hereto in the presence of:)

Mayor

Chief Executive Officer

Date: / /

CLOSE OF MEETING

As there was no further business the meeting closed at 9.51pm. Tuesday, 12 March 2019.

Signed: _____
Cr Bruce Harwood (Mayor)

Date of Confirmation: _____.