

MINUTES

ORDINARY MEETING OF COUNCIL

TUESDAY, 28 MAY 2019

7.00PM

**COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL
LITTLE MALOP STREET, GEELONG**

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 Murrhy (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 ORDINARY MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD AT THE COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL, LITTLE MALOP STREET, GEELONG
TUESDAY, 28 MAY 2019
COMMENCING AT 7.03 PM**

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

Also present: M Cutter (Chief Executive Officer), B Luxford (Director Economy,
Investment & Attraction), Gareth Smith (Director Planning, Design &
Development), G Wilson-Browne (Director City Services), M Dugina
(Director Customer & Corporate Services), R Stevens (Director
Community Life), R Leonard (Acting Director Governance, Strategy &
Performance), Kaarina Phyland (Executive Manager People &
Culture)

OPENING: The Mayor declared the meeting open at 7.03pm.

The Mayor welcomed the Junior Mayor and Junior Councillors from the 2019 Youth Council to the meeting. Also in attendance was the 1st Highton and Grovedale Scout Group.

ACKNOWLEDGEMENTS:

Council acknowledged Wadawurrung Traditional Owners of this land and all Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

APOLOGIES: Cr Grzybek

LEAVE OF ABSENCE:

Cr Asher moved, Cr Mason seconded –

That Leave of absence be granted to Cr Harwood:

1. From 6 June 2019 to 9 June 2019 inclusive; and
2. From 16 June 2019 to 27 June 2019, inclusive.

Carried.

Cr Kontelj moved, Cr Mansfield seconded -

**That leave of absence be granted to Cr Aitken from 31 May 2019 to 9 June,
inclusive.**

Carried.

Cr Aitken moved, Cr Mansfield seconded –

That leave of absence be granted to Cr Grzybek from 21 June 2019 to 8 July 2019, inclusive.

Carried.

Cr Murrphy moved, Cr Asher seconded -

That leave of absence be granted to Cr Mansfield from 22 July 2019 to 2 August 2019, inclusive.

Carried.

CONFIRMATION OF MINUTES:

Cr Sullivan moved, Cr Murnane seconded –

That the Minutes of the Special Meeting held on 30 April 2019 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil

ADDRESS BY JUNIOR MAYOR

The Mayor invited the Junior Mayor Josie Horne to address Council.

The Junior Mayor acknowledged the Wadawurrung Traditional Owners of this land.

I am proud to be the Junior Mayor and to present our future plans to Council on behalf of the Youth Council Advisory Committee. We have made tremendous progress with an Annual Plan, protocols and a youth charter. Our four key priority areas are:

- Mental Health and Wellbeing;
- The Environment;
- Community Safety and Homelessness; and
- 2019 Geelong Annual Youth Summit.

As a diverse group we are working well together to incorporate respect, empathy and inclusiveness into our projects and this is reflected in our goals.

Our inaugural 2019 Geelong Annual Youth Summit will be held on Saturday 26 October 2019. This event will represent the interests and beliefs that relate to issues that are important to young people in our communities.

We have developed a survey to gain awareness of the four issues and the responses will assist us with our future planning.

I will be presenting to Council on a quarterly basis. On Tuesday 23 July I will advise Council on the outcome of the Youth Survey, our progress to date and on the Community Safety & Homelessness key area.

QUESTION TIME:

Questions were submitted to Council prior to the meeting from Damien Cox and Linda Gleave. As they were not present at the meeting a written response will be forwarded to them.

Phil Baulch asked

Since 2010-11, Australia's net petroleum stock holdings have fallen from its International Energy Agency (IEA) obligations of 90 days' worth, in the event of market failure, to just 50 days. The Government's Australian Petroleum Statistics published in November said this would amount to 21 days of petrol for automobiles, 18 days of diesel and 20 days of aviation fuel. Retired air vice-marshal John Blackburn, who has been lobbying the Government to improve fuel security since 2014, said if the public panicked or an active military needed to draw from domestic stocks, reserves would be burned much faster. He said he believed the country would be brought to its knees within a week of a major fuel disruption because Australia's food, pharmaceutical supplies, water and energy – including the distribution of fuel itself – were all reliant on petrol. What oil we do have cannot meet our demand. Australia's oil production is now 59% less than it was at its peak in 2000. What plans do the CoGG have to manage the consequences of a disruption to our liquid fuel supply? Which parts of the CoGG operations do not fit the definition of an 'authorised user under the recent amendments to the Liquid Fuel Emergency Act?

The Mayor responded that the control agency for such an emergency is the Department of Environment, Land, Water and Planning.

Our multi-agency Municipal Emergency Management Planning Committee has not considered this particular risk as yet and as such no planning has been undertaken to this point.

If you are referring to 'essential users' the Minister can in writing define an essential user of a particular refined liquid petroleum product if the activities of that user involve defence, provision or export of fuel, or have been the subject of a determination by the Minister.

Currently, the other activities determined by the Minister involve the following:

- (a) An ambulance, service;*
- (b) A corrective service;*
- (c) A fire or rescue service;*
- (d) A police service;*
- (e) a public transport service*
- (f) a State Emergency Service or an equivalent organisation;*
- (g) a taxi service.*

The City's role in supporting coordination and resourcing of emergency response and recovery activities would seem to qualify under this determination.

Vicky Grosser from Geelong One Fire Reconciliation Group attended the meeting in support of item 4. Official Renaming of Stewarts Reserve, Armstrong Creek to 'Dooliebeal'. Vicky acknowledged that this is a positive name change to reflect our local heritage. Reconciliation Week is also an appropriate time for this to occur.

PETITIONS: Nil

1. AMENDMENT C363 CENTRAL ROAD DRYSDALE - RESOLUTION TO PREPARE AND EXHIBIT THE AMENDMENT

Source: Planning, Design & Development - Strategic Implementation
Director: Gareth Smith
Portfolio: Sustainable Development

Purpose

1. To seek a Council resolution to prepare and exhibit Planning Scheme Amendment C363.

Background

2. In July 2017, the consultant acting for McLeods Developments Pty Ltd lodged a planning scheme amendment request to rezone Rural Living Zone land (subject land) on either side of Central Road, Drysdale to facilitate conventional residential development.
3. The subject land is shown in **Attachment 2** and consists of 28 individual properties.
4. Prior to receiving the request, officers had engaged all of the directly affected landowners regarding the City's intentions to accept and consider a developer initiated proposal.

Key Matters

5. The subject land is within the Drysdale Clifton Springs settlement boundary and identified in the Greater Geelong Planning Scheme (planning scheme) for rezoning to the General Residential Zone.
6. Because the subject land is in fragmented ownership, the rezoning is supported by planning controls to require the form of future use and development to be shown on a plan, and for the levying of contributions to deliver shared infrastructure.
7. Since lodging the rezoning request, the proponent, in consultation with the City, has prepared planning and technical reports as discussed in **Attachment 3**. Adjoining underutilised residential zoned land east of the Central Road properties provides an opportunity to improve connectivity and also forms part of the Amendment.
8. The proposal is now recommended to be exhibited inviting submissions.

Cr Mansfield moved, Cr Mason seconded -

9. **That Council:**

9.1 Support the preparation and exhibition of Amendment C363 to the Greater Geelong Planning Scheme to:

- (a) **Rezone the land bounded by Jetty Road, Wyndham Street, Thomas Street, and the rear of Central Road properties from Rural Living Zone to General Residential Zone Schedule 1 (the subject land as shown in Attachment 2);**
- (b) **Apply a Development Plan Overlay to the subject land;**
- (c) **Apply a Development Contributions Plan Overlay to the subject land;**

- (d) **Rezone 91-101 Central Road Drysdale from Rural Living Zone to General Residential Zone Schedule 1 to reflect the existing retirement village developed on the property; and**
 - (e) **Apply a Design and Development Overlay to 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, Drysdale, to facilitate future road connectivity to the subject land.**
- 9.2 Request the Minister for Planning to authorise the preparation and exhibition of Amendment C363.**

Carried.

Attachment 1

Financial Implications

1. It is proposed to apply a Development Contributions Plan Overlay Schedule (DCPO) to the subject land. The *Central Road Drysdale Draft Development Contributions Plan* (DCP) has been prepared in support of the amendment.
2. The DCP is proposed to become an incorporated document in the planning scheme which would legally tie Council to the provisions of the plan. The DCP identifies \$10m in new infrastructure including the upgrade of Jetty Road and pedestrian signals, local parks, open space trails and drainage basins. Contributions towards the Drysdale Regional Community and Learning Hub will also apply.
3. The DCP will enable the collection of levies to ensure the identified shared infrastructure is funded to enable the City and developers to provide the infrastructure. The City will act as the collecting agency and may deliver infrastructure or enter into agreements with developers to provide land and works in-kind.

Community Engagement

4. In reaching this report's position to recommend preparation and exhibition of Amendment C363, the City has undertaken landowner engagement as follows;
 - 4.1 November 2014: letter sent to landowners and a public meeting convened to inform of the possible future land-use direction of the subject land;
 - 4.2 December 2014: questionnaire sent to landowners to survey views about rezoning the subject land to enable conventional residential development;
 - 4.3 February 2015: letter sent to landowners advising of a generally favourable survey response in support of rezoning. Advised landowners that the absence of a developer to initiate the process meant rezoning was unlikely;
 - 4.4 May 2016: letter sent to landowners advising that there is active developer interest in pursuing a residential rezoning of the subject land;
 - 4.5 June 2016: letter sent to landowners, including landowners in the wider area, inviting them to a presentation and workshop;
 - 4.6 June 15 2016: landowner workshop held at the Springdale Community House;
 - 4.7 August 2016: letter sent to landowners summarising the outcomes of the workshop and next steps;
 - 4.8 December 2016: further update to landowners advising of the City's intention to accept and consider a developer initiated rezoning application;
 - 4.9 July 2017: rezoning application received from St Quentin Consulting on behalf of the developer; and
 - 4.10 May 2019: letter sent to landowners advising of the listing of a report to Council at its 28 May Ordinary meeting recommending a planning scheme amendment to rezone the subject land to the General Residential Zone.

5. It is worth noting that the subject land was considered suitable for conventional residential development in the 1992 Drysdale Clifton Springs Structure Plan and carried over to the 2010 structure plan. Preparation of these plans included community engagement and opportunity for submissions, as did the amendment processes to implement the structure plans into the planning scheme.

Social Equity Considerations

6. The amendment has appropriately considered social equity principles. The City has engaged with the affected landowners about the potential future rezoning to facilitate housing development. Further engagement will occur as part of exhibiting the amendment.

Policy/Legal/Statutory Implications

7. There is strong support for the amendment in the planning scheme's Municipal Strategic Statement. Most notably, at Clause 21.14 *Bellarine Peninsula*, the subject land is identified for rezoning to the General Residential Zone. This area is located within the Drysdale Clifton Springs settlement boundary, close to the retail centre, schools and developing housing estates at Jetty Road, Ada Street and the retirement village on Central Road.
8. The recently adopted 2018 Settlement Strategy recognises Drysdale as a district town on the Bellarine Peninsula capable of accommodating population growth. The settlement strategy directs that district town boundaries will be based generally on existing urban areas and areas already identified in policy.

Alignment to Council Plan

9. The amendment aligns with the Sustainable, Built and Natural Environment and Growing our Economy strategic directions in the Council Plan 2018-22.

Conflict of Interest

10. No City officer involved in the preparation of this report has declared any direct or indirect interest.

Risk Assessment

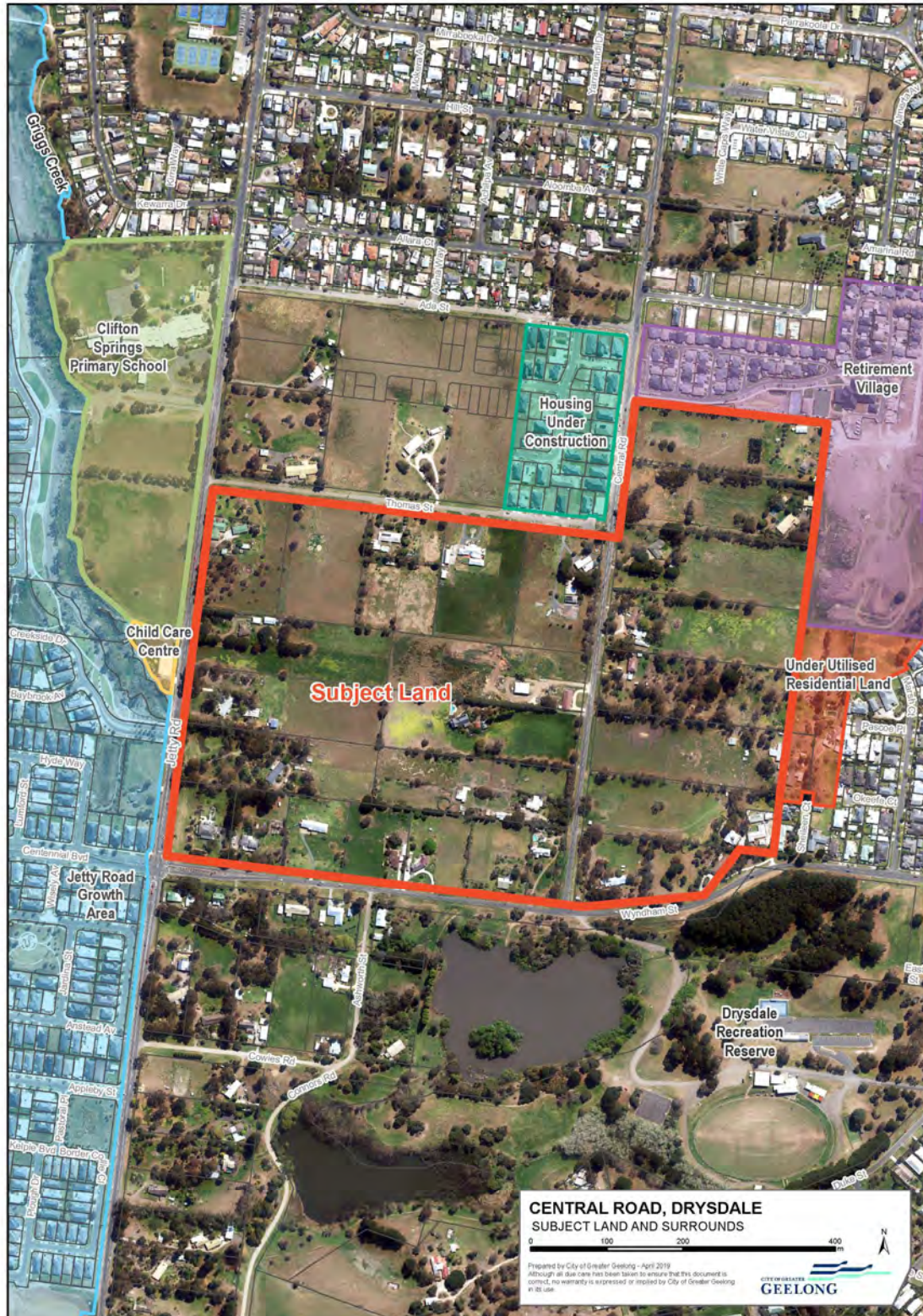
11. Deferral or delay in proceeding to exhibition is likely to cause confusion and uncertainty for directly affected landowners.

Environmental Implications

12. The amendment is supported by technical assessments to address stormwater quantity and quality management, native fauna and vegetation, and public open space. This information has informed the proposed development framework plan and discussed further in **Attachment 3**.

Attachment 2

The subject land (within red line) and surrounds



Attachment 3

Discussion

Strategic basis for the Amendment

1. When the City first informed landowners of the potential to rezone the subject land, it did so on the basis of clear strategic direction in the planning scheme. This area is located close to the Drysdale Town Centre, schools, local parks and community facilities.
2. Preparation and adoption of the Drysdale Clifton Springs Structure Plan in 2010 considered the subject land suitable for residential development. Pages 8-9 of the 2010 structure plan refers to the subject land as 'Central Road' and notes the area was originally identified for rezoning in the 1992 structure plan. The 2010 structure plan also states that land east of the Central Road properties should be integrated with the future development.
3. Following adoption of the Drysdale Clifton Springs Structure Plan 2010, Amendment C194 implemented the structure plan into the Planning Scheme at Clause 21.14. The clause designates Drysdale as one of three development hubs on the Bellarine for residential growth and service provision.
4. Clause 21.14 includes specific strategies for Drysdale including to contain urban development within the defined settlement boundary on the Drysdale Clifton Springs structure plan map at Clause 21.14-11. The map is copied at **Attachment 4** showing the subject land as 'rezone to general residential'.
5. The area directly north; bounded by Thomas Street, Jetty Road, Ada Street and Central Road, was rezoned from Rural Living Zone for residential development in 2010. Construction is currently underway. This area, together with the subject land, is designated in the Clause 21.14-11 map as 'rezone to general residential'.
6. Drysdale Clifton Springs is also identified at a regional level as a district town where growth is supported (Clause 11.01-1R *Settlement - Geelong G21*). The role of district towns includes to provide for new housing within existing settlement boundaries. The recently adopted 2018 Settlement Strategy is consistent with this policy position.

Site constraints and opportunities

7. Prior to lodging the amendment request, the proponent commissioned a number of technical assessments to inform the future development layout. This work was undertaken in consultation with the City and officers provided direction on the type and location of infrastructure required.
8. Assessments were prepared for service infrastructure, stormwater drainage, public open space, traffic, bushfire hazard, native vegetation and fauna, planted trees and cultural heritage. The urban servicing investigations confirm that the subject land is able to efficiently connect to all necessary infrastructure (i.e. water, sewer, gas, electricity, drainage, roads and telecommunications).
9. Based on this work the future development layout is intended to include the following features:
 - 9.1 Dwelling yield of approximately 550 lots;
 - 9.2 A one hectare park located on the east side of Central Road;

- 9.3 A strategic open space shared path link and co-located park through the subject land that will connect the Griggs Creek trail to the Drysdale Recreation Reserve. The crossing at Jetty Road will be signalised and there will be Wyndham Street improvements to allow safe crossing to the recreation reserve;
 - 9.4 Retention of canopy trees with high arboricultural value in the public open space network;
 - 9.5 New roads to intersect with Jetty Road and Wyndham Street, and the upgrade of the Central Road and Wyndham Street intersection; and
 - 9.6 Two new drainage retardation basins.
10. Properties located at the south-west corner of the subject land are partly encumbered by a Council stormwater drainage easement. This area forms part of the principle waterway connection between McLeods Waterholes and Griggs Creek. Development of Wyndham Street land parcels will be dependent on full (ultimate) construction of the proposed Jetty Road drainage basin reserve.
 11. There is no available road and drainage connection to the residential land east of the Central Road properties. Development of the subject land presents an opportunity to provide a connection and can be facilitated when the adjoining underutilised residential land is also redeveloped.
 12. The cultural heritage due diligence included desktop and field assessments. The assessment finds that Aboriginal burials have been identified within similar landform types within 1km of the subject land and the site will need to be managed in accordance with the *Aboriginal Heritage Act 2006*.
 13. A Cultural Heritage Management Plan (CHMP) prepared prior to development will be a mandatory requirement for the land close to McLeods Waterholes. The assessment recommends a CHMP covering the entire subject land should be considered by the proponent. While a request to rezone land does not trigger a requirement to prepare a CHMP, subdivision permits cannot be issued until the responsible authority receives an approved CHMP. Permits must also be consistent with any approved CHMP.

Amendment documents

14. The subject land is currently zoned for rural living. In order to permit conventional residential subdivision, it is proposed to rezone the subject land to the General Residential Zone Schedule 1. This zone is consistent with the surrounding developing estates in the Jetty Road Growth Area and between Ada Street and Thomas Street.
15. Directly north of the subject land is 91-101 Central Road, also applied with the Rural Living Zone. This property is currently under construction as part of the Bellarine Springs Retirement Village and should be rezoned. The property will not however be subject to other planning controls proposed as part of Amendment C363.
16. The area south of Wyndham Street will remain in the Rural Living Zone and Public Park and Recreation Zone (Drysdale Recreation Reserve) consistent with the directions of the Drysdale Clifton Springs Structure Plan.
17. It is proposed to apply a Development Plan Overlay and Development Contributions Plan Overlay to the subject land. The map at **Attachment 5** shows the land proposed to be applied with the overlay provisions and the land to be rezoned.

18. The purpose of a Development Plan Overlay is to identify areas which require the form and conditions of future use and development to be shown on a development plan before a planning permit can be granted. There are 24 individual owners that make up the subject land which means it is essential for development to occur in a planned and coordinated manner.
19. Once the subject land is rezoned and a development plan has been prepared to the satisfaction of the responsible authority, subsequent planning permit applications are exempt from the notice and review requirements of the *Planning & Environment Act 1987*. Planning Practice Note 23 (p.3) states: "Appropriate strategic planning and community consultation from the start also ensures that once the overlays are in place the council is able to make decisions on planning applications without the need to further consult".
20. It is intended that the land owned by the proponent, and land that the proponent has agreement with other owners to develop, will be the first stage of construction and the planning provisions have been structured to allow for this to occur.
21. The proposed DCPO will include a framework plan map similar to that shown in **Attachment 6**.
22. The purpose of a DCPO is to identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.
23. In the past when rezoning similar, relatively small areas in fragmental land ownership, Council has tended to enter into section 173 agreements with individual owners to provide for shared infrastructure. Entering agreements with multiple owners is a time-consuming and uncertain process. It has therefore been decided that the use of the development contributions plan planning tool is the preferred approach.
24. The proposed DCPO is informed by the preparation of a draft DCP. The DCP will become an incorporated document in the planning scheme. The draft DCP lists the infrastructure items required to service the future residents, states timing of delivery and calculates a development contribution rate. The draft DCP is supported by a land valuation report and costings for road, drainage and open space infrastructure.
25. The specific details of the draft DCP are currently being resolved with the proponent. The timing of exhibition of Amendment C363 will be subject to finalising the draft document acceptable to Council officers.
26. In order to improve connectivity between the subject land and existing residential land to the east, it is proposed to apply a Design and Development Overlay to 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, Drysdale (shown in **Attachment 5**). The purpose of a Design and Development Overlay is to identify areas which are affected by specific requirements relating to the design and built form of new development. In this instance, the overlay control will require any subdivision permit application to provide for a road reserve connection.
27. All amendment and supporting documentation will be exhibited and any affected or interested person may lodge a submission about the amendment.

Impacts on landowners

28. **Attachment 1** includes a summary of the community engagement with directly affected owners. From previous engagement, the majority of landowners support the proposed amendment, though at least four owners were known to be in opposition when surveyed in December 2014.

29. Eight of the 28 properties are owned by land developers.
30. Landowners who continue to live on their property while development takes place on neighbouring land are likely to be subject to construction amenity impacts. These impacts would be mitigated by conditions on subdivision permits as would normally be expected in this situation.
31. It is important to note that should the proposed overlays be applied to the subject land, there is no automatic requirement for landowners to deliver works or pay levies or develop their land for housing. Owners can continue to reside on their property and undertake improvements or additions to their dwelling, outbuildings and gardens as they see fit. The overlays will only place statutory requirements when or if owners decide to seek permits for subdivision and or development for accommodation.
32. Owners who would seek to subdivide their property (for example, into two lots to retain an existing dwelling and sell a new lot) once the subject land is rezoned, can only apply after a development plan has been approved by the responsible authority.
33. Further fragmentation of the subject land will make coordinated development more difficult and would generally not be supported. It is likely that developers will acquire properties over time.
34. With regards to 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, Drysdale, this part of the amendment has been instigated by the City.
35. The parcels at 2-20 Sheileen Court and 23 Marsh Court are owned by a land developer. It is noted that a planning permit application was lodged in 2008 seeking multi-lot residential subdivision of 1 Sheileen Court and 2-20 Sheileen Court. The application was ultimately withdrawn by the proponent as the proponent was unable to satisfactorily address drainage and road connection constraints.

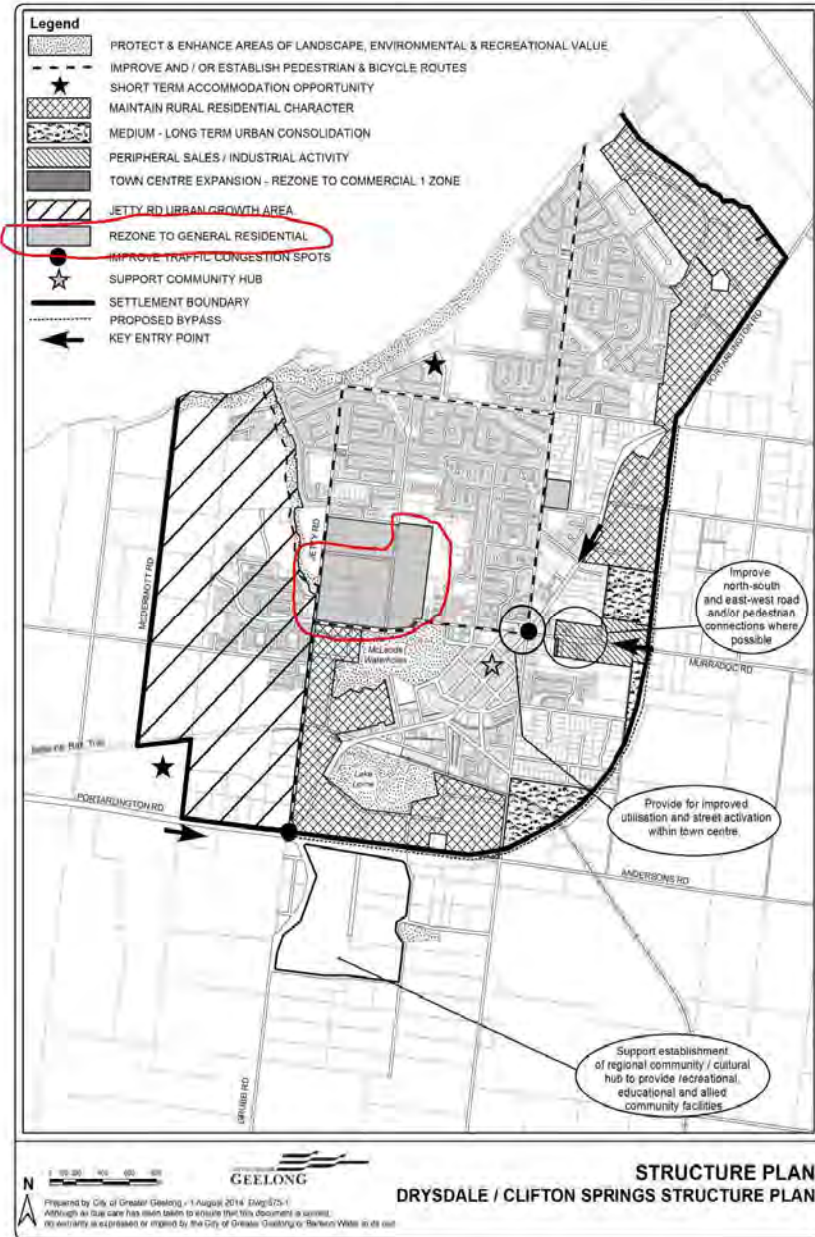
Attachment 4

Clause 21.14-11 Drysdale Clifton Springs Structure Plan map

GREATER GEELONG PLANNING SCHEME

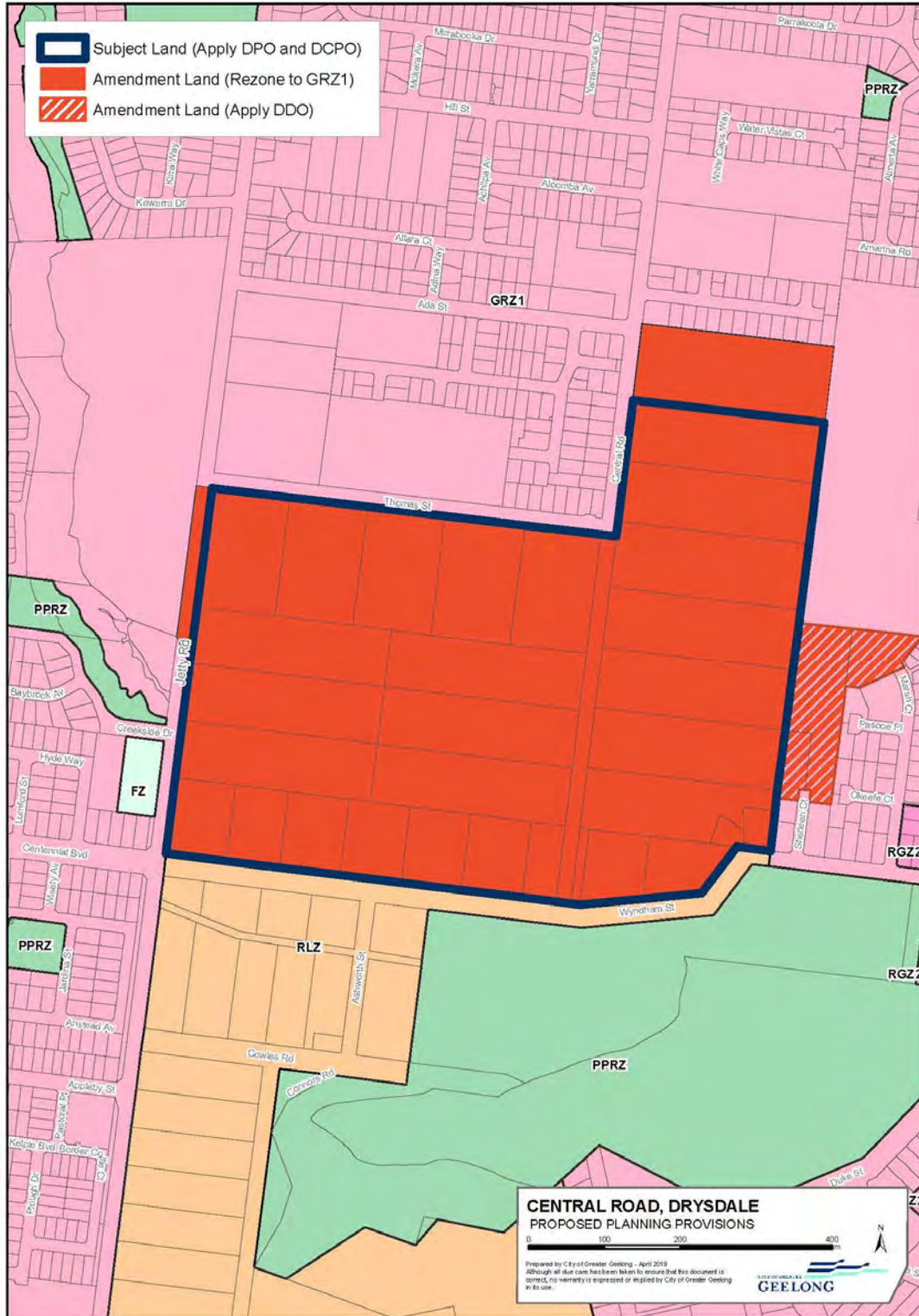
21.14-11 Drysdale Clifton Springs Structure Plan map

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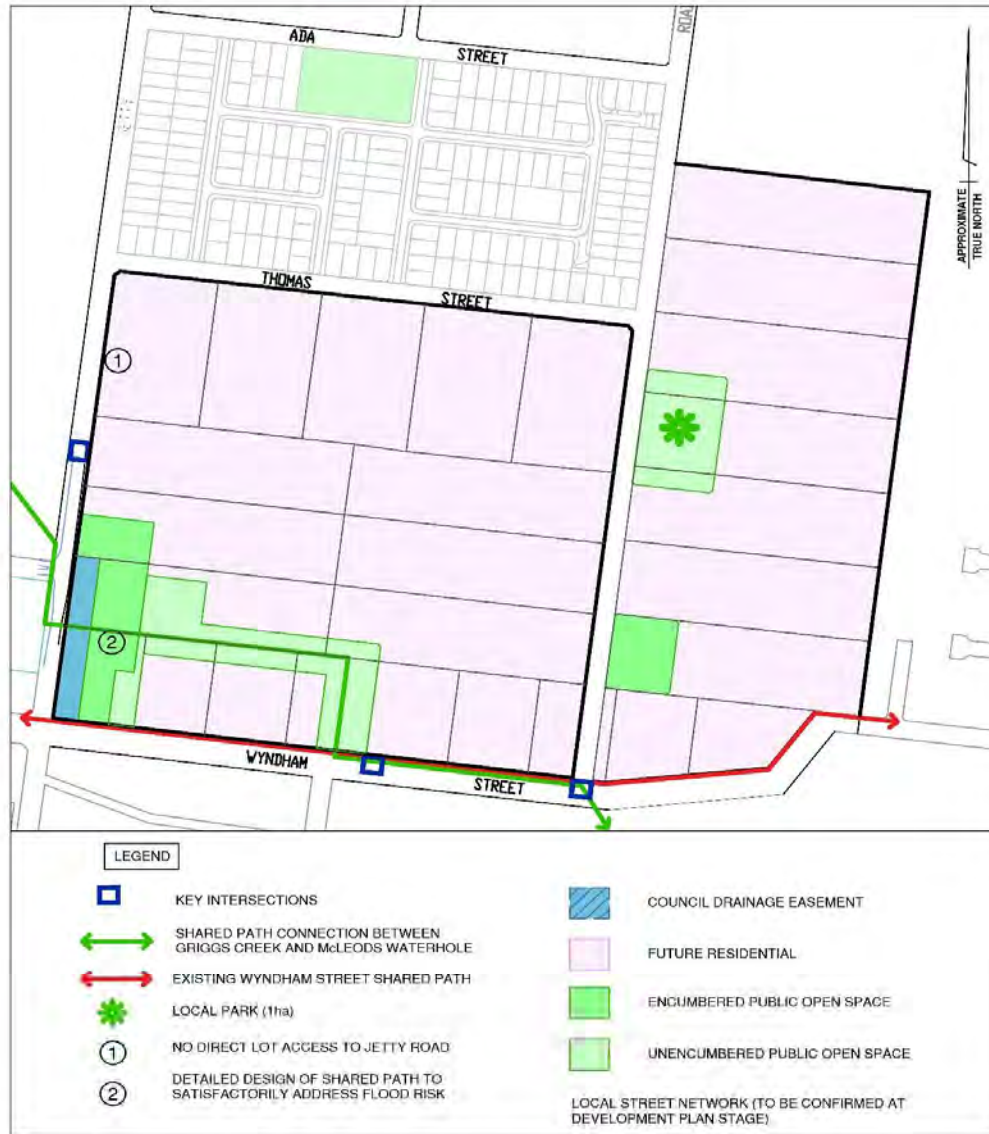
Attachment 5

Proposed Amendment C363 Planning Provisions map



Attachment 6

Draft Central Road Drysdale Framework Plan map



2. YOUTH COUNCIL ADVISORY COMMITTEE

Source: Community Life – Connected Communities
Director: Robyn Stevens
Portfolio: Leadership and Governance

Purpose

1. To note the first report to Council from the Youth Council Advisory Committee, including the 2019 Youth Council Advisory Committee Annual Plan and Protocols, meeting schedule for 2019 and date of the Geelong Youth Summit.

Background

2. Twelve local young people have been elected to the new Greater Geelong City Council Youth Council Advisory Committee (Committee), and during their 12 month term will serve as the region's official 'youth voice'.
3. Aged between 12 and 16, the youth councillors represent a wide spread of local towns and suburbs, with three representatives from each of the four Council wards - Bellarine, Brownbill, Kardinia and Windermere.
4. Elected by members of youth advisory groups from within their wards, the youth councillors were successful from a total pool of 49 nominees.
5. The Committee will meet once a month at City Hall. The Junior Mayor will then present the group's findings and recommendations to Council on a quarterly basis.
6. The Committee will also be responsible for organising an annual youth summit.

Key Matters

7. A *2019 Youth Council Advisory Committee Annual Plan and Protocols (Annual Plan)* – **Attachment 2** – has been developed and was endorsed by the Committee at their meeting on 29 April 2019.
8. At the same meeting the Committee adopted their *Youth Council Charter*.
9. The Committee will meet each month.
10. Junior Mayor, Josie Horne, will present to Council four times during 2019 about the Committee's findings and recommendations as set out in the annual plan. The Junior mayor's presentation is included in – **Attachment 3**.
11. Key priorities, as set by the Committee in their annual plan, include mental health and wellbeing, community safety and homelessness, the environment and the 2019 youth summit.
12. The 2019 youth summit will be held on Saturday, 26 October 2019.
13. The 2019 youth survey questions will also be developed by the Committee and delivered through the City's 'Have your Say' engagement platform.

Cr Sullivan moved, Cr Mansfield seconded -

14. That Council:

14.1 Note the first report to Council from the Youth Council Advisory Committee including the *2019 Youth Council Advisory Committee Annual Plan and Protocols*;

14.2 Note the Youth Council Advisory Committee 2019 meeting schedule, including the presentation program to Council; and

14.3 Note a Youth Council Summit will be held on 26 October 2019.

Carried.

Attachment 1

Financial Implications

1. There are no significant budget implications resulting from the adoption of the Youth Council Advisory Committee's annual plan.

Community Engagement

2. The report adheres to Committee's terms of reference. A range of community engagement activities will be delivered as part of the implementation of the action plan.

Social Equity Considerations

3. The Committee provides an opportunity for young people to contribute to and be included in civic life.

Policy/Legal/Statutory Implications

4. The proposal complies with the Committee's terms of reference.

Alignment to Council Plan

5. The key priorities outlined in the annual plan align with council plan priorities of:
 - 5.1 Improved health and safety of our community – consult with the community on safety issues that are impacting them;
 - 5.2 A more inclusive and diverse community – further developing programs that support young people in our community;
 - 5.3 Effective environmental management – educating and assisting our community; and
 - 5.4 Organisational leadership, strategy and governance – communicating and engaging with the community.

Conflict of Interest

6. No City 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

7. The Committee will provide advice to Council on specific issues relating to young people in our community.

Environmental Implications

8. There are no environmental implications.

THE CITY OF
GREATER GEELONG

YOUTH COUNCIL ANNUAL PLAN AND PROTOCOLS 2019-20

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The Youth Council acknowledges Wadawurrung, Traditional Owners of this land, and all Aboriginal and Torres Strait Islander people who are part of the Greater Geelong community today.

Junior Mayor's Message

As Junior Mayor, I will be leading and working alongside the Geelong Youth Council to recommend projects and initiatives that make a positive change for young people and their communities. This youth council aims to engage with as many young people as possible, and target areas such as youth mental health access and awareness, environmental sustainability and safety within all neighbourhoods, especially central Geelong.

A major focus for the Youth Council will be to engage with as many young people in the community as possible – young people from all different socio-economic and cultural backgrounds. Doing so will ensure our recommendations benefit the whole community. Whether it be asking a few specific questions, organising open youth forums or just having a conversation. A key role of the Youth Council is to listen to the collective voice of our youth and act upon it.

Thank You
Junior Mayor, Josie Horne



OUR REGION – COUNCIL PLAN 2018-22



YOUTH COUNCIL ADVISORY COMMITTEE

Name	Ward	Most Important Issues
Josie Horne (Junior Mayor)	Bellarine	Youth employment opportunities, community safety in central Geelong, public transport
Jaeger Fawcett	Bellarine	Cyber bullying/social media, school transport, accessible music classes
Elkin Wittenberg	Bellarine	Community safety, accessible transport on the Bellarine, the environment
Carmen MacLeod	Windermere	Equality, mental health, understanding others
Erin Robertson	Windermere	Bullying, alcohol and other drugs, safe homes and education for young people
Logan Chandler	Windermere	Stress, mental health and suicide
Amelia Charleson	Kardinia	The environment, homelessness, graffiti
Georgia Delaney	Kardinia	Body image, the environment, homelessness, education
Lainey Karlich	Kardinia	Mental health, education and support
Jesse Pappalardo	Brownbill	Mental health, drugs and alcohol, cyber bullying
Lulu Joske	Brownbill	Bullying, online safety, environment and sustainability, homelessness, helping those who need it
Matty Pisotsky	Brownbill	Safety, cleaning up central Geelong, tourism and trade in central Geelong

OUR PURPOSE

The Youth Council provides opportunities for young people to participate and learn about civic and democratic processes and provides a mechanism for Council to receive advice and input from young people about youth-specific issues. The Youth Council also aims to provide young people with opportunities to:

- Develop a better understanding of the role and function of local government, our community and local issues.
- 'have a voice' and raise issues, exchange ideas, discuss community issues, provide input in to Council planning, programs and services and influence local government decision making processes.

OUR PRIORITIES



**Mental
Health and
Wellbeing**

**2019 Geelong
Annual Youth
Summit**

**Community
Safety and
Homeless-
ness**

**The
Environment**

HOW OUR PRIORITIES ALIGN WITH THE COMMUNITY

Our priorities were born from key areas of focus during the 2019 Youth Council election campaign, with a strong emphasis on what issues were important to young people in their community. These priorities recognize that supporting young people to explore, experience and navigate the many challenges and opportunities present during this phase of their life is an important responsibility of the entire community therefore creating an environment in which young people feel safe, valued, respected and able to participate is essential in underpinning a strong community.

Priorities	Objective	Council Strategic Documents	Links to Council Priorities	Links to Clever and Creative Vision
Community Safety	To ensure all young people always feel safe – at home, in learning environments, at work, in service settings and throughout the wider community	Council Plan 2018-22 Putting Our Community First	Improved Health and Safety of our Community	People feel safe wherever they are An inclusive, diverse, healthy and socially connected community
Homelessness	To raise awareness to improve access to outreach services for young people who are at risk of homelessness	Council Plan 2018-22 Putting Our Community First	Improved Health and Safety of our Community	People feel safe wherever they are An inclusive, diverse, healthy and socially connected community
Mental Health and Wellbeing	To raise awareness to ensure young people have the opportunity to achieve positive physical and mental wellbeing	Municipal Public Health and Wellbeing Plan 2018-21	Improving social connections and mental wellbeing	People feel safe wherever they are An inclusive, diverse, healthy and socially connected community
The Environment	Our aim is to raise awareness by connecting young people with the environment to enhance their desire to care for the environment	Council Plan 2018-22 Putting Our Community First	Effective Environmental Management	<i>Development and implementation of sustainable solutions</i> Sustainable development that supports population growth and protects the natural environment

PORTFOLIOS AND WORKING GROUPS

There shall be four (4) standing working groups. These are:

WORKING GROUPS	
2019 Geelong Annual Youth Summit	Community Safety and Homelessness
Jaeger Fawcett	Josie Horne (Chair)
Amelia Charleson	Lainey Karlich
Georgia Delaney	Lulu Joske
Mental Health and Wellbeing	The Environment
Logan Chandler (Chair)	Elkin Wittenberg (Chair)
Carmen MacLeod	Matty Pisotsky
Jessie Pappalardo	Erin Robertson

Each advisory group member have nominated to participate in a portfolio working group. Portfolios will be in accordance with the Youth Council priorities areas and/or emerging trends identified. Committee members can hold only one (1) portfolio; however it is expected all committee members contribute to other portfolios to ensure an inclusive participation is achieved.

Each Youth Council Working Group will be led by a chairperson who is nominated by the advisory group members. The Chair of the working group is responsible for managing the group and reporting on the progress of the group back to the Youth Council.

The role of each working group is to work toward completing the objectives of each portfolio ensuring to seek regular feedback and provide regular progress reports to the Youth Council as per action plan

YOUTH COUNCIL ACTION PLAN

Priority	Objectives	What are our actions	By whom	Completion date	Report to Council
Youth Council Annual Plan and Protocols	Endorse and support the 2019 Youth Council Annual Plan and protocols	Develop and adopt the 2019 Youth Council Annual Plan and Protocols	Youth Council	10/05/19	21/05/19
Youth Survey	Develop and design a survey targeted at Young people	Develop, design and send out a Survey to gather feedback from young people about what issues are important to them	Youth Council	1/07/19	21/05/19
Community Safety and Homelessness	To ensure all young people always feel safe – at home, in learning environments, at work, in service settings and throughout the wider community and raise awareness to improve access to outreach services for young people who are at risk of homelessness	Deliver a number of activities that raise awareness to improve access to outreach services for young people who are at risk of homelessness	Josie Horne (Chair) Lainey Karlich Lulu Joske	27/10/19	16/07/19
2019 Geelong Youth Summit	Coordinate the 2019 Geelong Youth Summit event	Select venue; identify a theme, design a project plan; communications and marketing plan	Jaeger Fawcett (Chair) Amelia Charleson Georgia Delaney	26/10/19	17/09/19
Mental Health and Wellbeing	To raise awareness to ensure young people have the opportunity to achieve positive physical and mental wellbeing	Develop and deliver a marketing and media campaign	Logan Chandler (Chair) Carmen MacLeod Jessie Pappalardo	R U OK Day 12/09/19	17/09/19
The Environment	Our aim is to raise awareness by connecting young people with the environment to enhance their desire to care for the environment	Design and develop Eco Friendly workshops	Elkin Wittenberg (Chair) Matty Pisotsky Erin Robertson	11/09/19	19/11/19

YOUTH COUNCIL CHARTER

The Youth Council advisory committee has developed a set of ten fundamental guiding principles that will assist the group to effectively engage with Young People across the City and provide Council with information to best understand the needs of young people who live, work or recreate in the City of Greater Geelong.

Each Youth Council member has contributed to the development of this charter as has committed to the following.

As a member of the City of Greater Geelong's Youth Council, we will:

- Not take this opportunity for granted
- Not judge people for what they are and respect them for who they are and identity as
- Take into consideration Community needs and wants and not make decisions for personal gain
- Represent all young people of Geelong with respect and maturity
- Be open to and try to understand other people's ideas
- Listen, respect and advocate as for the needs of all in the Community
- Be welcoming of others
- Actively listen
- Show immense commitment to our roles as Youth Councillors
- Adhere to all relevant Council documents and agreement

Youth Council Advisory Committee Roles

The role of Youth Council Advisory committee member's role is to provide a voice for young people in the City of Greater Geelong.

Youth Councillors will:

- Participate in the development of priorities and that improve outcomes for young people in the community.
- Advocate on behalf of all young people in the City of Greater Geelong.
- Provide written quarterly advice to the City of Greater Geelong Council on the progress of Youth Council Annual Plan priorities and actions
- Oversee and coordinate the Geelong Annual Youth Summit to Celebrate young people in the community "*Explore, Engage, Empower*"

Role of the Junior Mayor

The Junior Mayor, with assistance from the Youth Development Coordinator will:

- Chair advisory committee meetings.
- Ensure that the overall direction of the City of Greater Geelong Youth Council Advisory committee is in accordance with the Youth Council annual plan priorities and operate as per the terms of reference.
- Represent advisory committee at community meetings/events functions when requested by the Mayor, Councillors or City staff.
- Provide a public figure and spokesperson for the Greater Geelong Youth Council Advisory Committee
- Work with committee members and the Youth Development Coordinator to compile meeting agendas.
- Attend relevant and approved Civic and community events

Youth Council Meetings and Schedule

The Youth Council shall meet as set out in this annual plan:

- Meeting agendas shall be set by the Director, Community Life or delegate based on the Youth Survey and the Council Plan, or any other relevant matters at the discretion of the Director, Community Life or delegate.
- The Council may request that the Committee consider specific issues or reports at a meeting and provide advice by a report to Council
- Meetings of the Committee will be conducted in accordance with the procedures set out in Council's Meeting Procedures Local Law 2017
- Secretariat support for the Committee will be provided by the Director, Community Life or delegate
- Meetings of each Committee meeting shall be published on the City's website
- All necessary administrative resources shall be provided to support the Committee by the Director, Community Life or delegate

Refer Appendix A – Full meeting schedule

YOUTH COUNCIL PROTOCOLS

These protocols outline the agreement between the Youth Council Advisory Committee and the City of Greater Geelong in relation to the roles and responsibilities of the committee. All members of Youth Council are expected to demonstrate high standards of professional conduct and behaviour in accordance with the terms of reference.

Engagement and Planning

The Youth Council shall:

- Act as an advisory committee and respond to enquiries from the Council regarding youth specific issues in the City of Greater Geelong
- The Youth Council Advisory Committee must establish an annual work plan that outlines their goals for twelve (12) months and must collectively lead the development of an annual plan. The Annual Plan must be completed and presented to City of Greater Geelong Councillors in the first four (4) months of the elected year
- Consult with young people to provide advice to Council on a range of issues relevant to young people
- Assist Council to communicate and engage with Greater Geelong's young people, and end encourage other young people to become more involved in local decision-making processes

Communication – Media + Social Media

The Youth Council shall:

- Only participate in communications via media or social media under the guidance of the Communications and Marketing unit and the Youth Development Coordinator
- If approached by media outlets, in the first instance, redirect enquiries to the Communications and Marketing Unit and or Youth Development Coordinator
- Seek authorisation before making media statements. Response to any media enquiries will be done in consultation with the Communications and Media unit and the Youth Development Coordinator
- Endorse the Junior Mayor as spokesperson for statements about the strategic direction of the Youth Council. The Junior Mayor can delegate their authority to other Youth Councillors under certain circumstance in accordance with the terms of reference

Attendance of Events

The Youth Council shall:

Attend the following events during their elected term on Youth Council. Requests and invitations to attend additional events are to be forwarded to the Director, Community Life or delegate for consideration and approval.

- Youth Awards
- Annual Youth Summit

Connecting with the Mayor and Councillors

The Youth Council shall:

- Attend scheduled Council meetings on a quarterly basis throughout the length of their term and provide an update on the progress of the agreed priorities and actions as per the Annual Youth Council Action Plan.

Training and Development Opportunities

All Committee members will be provided with opportunities to attend various training and professional development sessions throughout their term. This may include:

- Training in meeting procedures
- Governance
- Public Speaking
- Leadership
- Event Management

COUNCIL OFFICERS – KEY CONTACTS

Name	Position	Youth Council Role
Robyn Stevens	Director, Community Life	Mentor/Support
Hinga Fletcher	Acting Manager, Connected Communities Telephone: 5272 4718 Mobile: 0407823378 Email: youthcouncil@geelongcity.vic.gov.au	Youth Development Support
Rebecca Leonard	Acting Director Governance, Strategy and Performance	Governance Support
Blake Edwards	Coordinator, Youth Development Telephone: 5272 4558 Mobile: 0438 075432 Email: youthcouncil@geelongcity.vic.gov.au	Secretariat/Youth Development Support
Tony Raven	Coordinator, Governance	Governance Support
Jake Brown	Coordinator, Mayor and Councillor Support	Governance Support

Appendix A –2019 Youth Council Meetings and Program

2019 Youth Council Advisory Committee meetings dates			
Youth Council meeting dates	Purpose	Report to Council meeting dates	Purpose
Monday 29 April	Present Draft Youth Council Annual Plan and Protocols Establish Youth Survey Questions Set Date and Venue for 2019 Youth Summit	Tuesday 28 May	Council Report Topic: <ul style="list-style-type: none"> • Present Youth Council Annual Plan and Protocols • Present Youth Survey Questions • Announce Date for Youth Summit
Monday 27 May	Event Management Presentation Marketing and Communication Presentation Working Group discussion and Priority Updates Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment		
Monday 24 June	Working Group discussion and Priority Updates Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment	Tuesday 23 July	Council Report Topic: <ul style="list-style-type: none"> • Community Safety and Homelessness • Youth Survey Outcome
Monday 22 July	Working Group discussions and Priority Updates Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment		
Monday 19 August	Working Group discussions and Priority Updates Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment		
Monday 16 September	Working Group discussions and Priority Updates Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment	Tuesday 24 September	Council Report Topic: <ul style="list-style-type: none"> • Youth Summit • Mental Health and Wellbeing
Monday 14 October	Working Group discussions Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment		
Monday 11 November	Working Group discussions and Priority Updates Youth Summit Mental Health and Wellbeing Community Safety and Homelessness The Environment	Tuesday 26 November	Council Report Topic: <ul style="list-style-type: none"> • The Environment • Youth Summit Update
Monday 9 December	End of Year Christmas Function 'Celebrate Road to Success' 2020 Youth Council Election		

Appendix B – Youth Survey – Suggested Questions

Youth Survey 2019

Purpose

The Youth Survey is a simple way to help the Geelong Youth Council understand what's important to young people within the City of Greater Geelong region, so we can advocate on your behalf about issues that are important. It also allows us to hear what you want to see more of in your community.

Suggested Survey Questions

What are the most important issues to you and/or your friends?

Gender Equality, Relationships, Community Safety, Bullying, The Environment, Body Image, Family Conflict, Public Transport, Money Worries, School, Racism, LGBTIQ+ support issues, Drug and Alcohol Use, Homelessness, Food Insecurity, Animal Welfare, Mental Health and Wellbeing,

What Youth Services are important for local young people today?

Working with young people with disabilities; speaking up for the rights of young people; working with people from different cultural backgrounds; spaces for young people to create; promoting the positive things about youth culture; helping with future life and job skills; having youth workers to support young people; Using social media to connect with and inform you; events and activities for young people; opportunities for young people to have a voice; school workshops; working with LGBTIQ+ young people

What makes you the happiest?

—





CITY OF GREATER GEELONG

PO Box 104
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E: contactus@geelongcity.vic.gov.au
www.geelongaustralia.com.au

CUSTOMER SERVICE CENTRE

Geelong
100 Brougham Street
Geelong VIC 3220
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THE CITY OF
GREATER GEELONG

**YOUTH COUNCIL
PRESENTATION TO COUNCIL**

Tuesday 28 May 2019



JUNIOR MAYOR – JOSIE HORNE

Contents

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Junior Mayor's Message

On behalf of the Greater Geelong Youth Council, I am proud to present this report detailing the outcomes of our first three meetings together and our plans for the year ahead.

The Youth Council has so far shown itself to be a very positive initiative, with all 12 youth councillors engaging enthusiastically and working as a team to identify our key priorities.

We're all grateful to be members of the group, and we have created a supportive environment where new ideas are welcomed. We are excited and optimistic about what we can achieve.

The Youth Council's diverse range of personalities and ideas is reflected in our Youth Charter, which commits us to upholding the values of respect, empathy and inclusiveness.

We have also developed an Annual Plan that will form the basis of our actions, and have set four priority areas of focus. These are detailed on the following pages.

As the nominated 'youth voice' for our region, we have a responsibility to represent the interests and beliefs of Greater Geelong's young people.

We take this responsibility seriously, and our decisions so far have set a strong platform.

We now look forward to implementing the actions set out in our plan for the benefit of all young people in our wonderful community.

JOSIE HORNE
JUNIOR MAYOR

PURPOSE

- The purpose of this presentation is to deliver the first presentation to Council as Junior Mayor on behalf of the Youth Council Advisory Committee and recommend that Council note the following information:
- 2019 Youth Council Annual Plan & Protocols
- Youth Council 2019 Meeting Schedule and Presentation Program to Council
- Announcement date of the 2019 Geelong Annual Youth Summit

OUR PRIOTITIES

As Youth Council, our priorities were born from key areas of focus during the 2019 Youth Council election campaign, with a strong emphasis on what issues were important to young people in our communities. These priorities recognize that supporting young people to explore, experience and navigate the many challenges and opportunities present during this phase of their life is an important responsibility of the entire community therefore creating an environment in which young people feel safe, valued, respected and able to participate is essential in underpinning a strong community. Our priorities are:

- **Mental Health and Wellbeing**
- **Community Safety and Homelessness**
- **The Environment**
- **2019 Geelong Annual Youth Summit**

PRESENTATION HIGHLIGHTS

- The 2019 Youth Council Advisory Committee Annual Plan and Protocols has been developed and endorsed by the Youth Council on 29 April 2019.
- At the same meeting the Youth Council adopted the Youth Council Charter
- The Youth Council will meet each month.
- As Junior Mayor, I Josie Horne, will present to Council four times during 2019 about the Youth Council's findings and recommendations, as set out in the 2019 Annual Plan.
- I am pleased to announce the 2019 Geelong Annual Youth Summit will be held on **Saturday, 26 October 2019**.
- The 2019 youth survey questions will be developed by the Youth Council and delivered through the City's 'Have your Say' community engagement program.

NEXT PRESENTATION TO COUNCIL

- 23 July, 2019
- Presentation Topic – Community Safety & Homelessness and present outcome of Youth Survey

3. 2018-19 LOAN BORROWING PROVISION OF \$26M

Source: Customer & Corporate Services – Financial Services
Director: Michael Dugina
Portfolio: Finance

Purpose

1. To authorise the Chief Executive officer to commence the procurement process for the provision of a \$26m loan, and to accept or reject the lowest conforming tender and to authorise the Chief Executive Officer and Mayor to execute the necessary documentation to secure the loan.

Background

2. Council adopted its 2018-19 Budget on 26 June 2018. The budget provides for loan borrowings of \$42m.
3. Loan borrowings are timed based on working capital requirements and expenditure forecasts for each specific capital project.
4. A review of project cash flows by project has been completed and loan borrowing requirements for the 2019-20 financial year identified to be \$26m.

Key Matters

5. The 2018-19 budget included provisions for new borrowings of \$42m, including \$27.1m deferred borrowings from 2017-18.
6. It is proposed that, based on project cash flow requirements, a loan tender for a \$26m loan be issued. A total of \$6.4m will be carried over in the 2019-20 budget mainly due to retiming of Developer Contribution projects. A total of \$9.6m planned borrowings including Hendy Street Community Hub and Developer Contribution Plan projects have been deferred from 2018-19 and may be reassessed in future budgets.
7. The 2018-19 loan borrowing is sought for construction of community facilities, Developer Contribution Plan projects and other projects.
8. Tight timeframes apply to acceptance of loan borrowing tenders with financial institutions only holding quoted interest rates for a short period of time, requiring draw down within one week in some cases. This constraint prevents Council from having an opportunity to formally consider the tender prior to acceptance.
9. In accordance with the Council Borrowing Policy, authorisation is sought for the Chief Executive officer to commence a procurement process for a \$26m loan for a term of 10 years, with principal and fixed interest repayments. Authorisation is also sought for the Chief Executive Officer to accept the lowest conforming tender, and for the Mayor and Chief Executive Officer to sign and seal the necessary documentation to secure the \$26m loan (such documentation would include: Bank – Letter of Offer; Deed of Charge and Certificate in relation to Deed of Charge).
10. An updated report will be presented to Council to notify the final rate settlement agreed for the loan.
11. The revised loan borrowings will result in a loan balance as at 30 June 2019 of \$65.6m.

Cr Murnane moved, Cr Murrhy seconded -

12. That Council:

- 12.1 Authorise the procurement process for a \$26m principal and fixed interest loan for a term of 10 years;**
- 12.2 Authorise to the Chief Executive Officer its powers and functions to accept or reject the lowest conforming tender for the provision of a \$26m loan; and**
- 12.3 Authorise the Mayor and Chief Executive Officer to execute the necessary documentation to secure the loan.**

Carried.

Attachment 1

Financial Implications

1. Table 1 summaries the forecast annual principal repayments, and loan balance amounts to 30 June 2019.

Year	Opening loan Balance \$'000	New Borrowings \$'000	Principal Repayments \$'000	Loan Balance \$'000
2018-19	48,677	26,022	(9,127)	65,572

2. Table 2 summarises the planned loan borrowings relative to the original budget provision.

Project	Budget borrowings 2018-19 \$'000's	Carryover 2019-20 \$'000's	Deferred Borrowings \$'000's	Borrowings 2018-19 \$'000's
Highton enhanced early learning centre	3,500			3,500
Leopold community hub stage 2	2,200			2,200
Rosewell community hub	2,350	20		2,330
Drysdale Integrated children's centre	3,080			3,080
Cloverdale community centre	2,000			2,000
Purnell Road CFC	2,480			2,480
Armstrong Creek projects	18,268	4,200	5,295	8,773
Other	8,169	2,210	4,300	1,659
Total	42,047	6,430	9,595	26,022

3. Financial performance indicators for loans & borrowings indicate that Council can be described as having low debt levels with significant capacity to increase debt levels into the future for significant infrastructure projects such as Civic Accommodation.

Indicator	Greater Geelong	Similar council comparison 2017-18
Interest bearing loans / rate revenue	28.85%	30.01%
Interest & principal repayments / rate revenue	5.10%	4.39%
Non-current liabilities / own source revenue	24.0%	33.47%

Community Engagement

4. Provision for loan borrowings was communicated through the 2018-19 budget process.

Social Equity Considerations

5. There are no social equity considerations associated with the acceptance of this tender.

Policy/Legal/Statutory Implications

6. The report is required to comply with Council's Loan Borrowing Policy.

Alignment to Council Plan

7. This report contributes to responsible and sustainable financial management as aligned to the council plan strategic objective 'Innovative Finances and Technology'.

Conflict of Interest

8. No officer involved in the preparation of this report has any direct or indirect conflict interest in the matters raised in this report.

Risk Assessment

9. There are no risks associated with the acceptance of this tender.

Environmental Implications

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

4. OFFICIAL RENAMING OF STEWARTS RESERVE, ARMSTRONG CREEK TO 'DOOLIEBEAL'

Source: City Services - Environment and Waste
Director: Guy Wilson-Browne
Portfolio: Environment and Sustainability

Purpose

1. To seek Council approval to rename Stewarts Reserve in Armstrong Creek to Dooliebeal, the Wadawurrung Traditional Owner name for the site.

Background

2. Council is responsible as a naming authority designated under the *Local Government Act 1989* and is required to use the Naming Rules for Places in Victoria. The City is the Committee of Management for the reserve which is crown land (see map in **Attachment 2: Stewarts Reserve Renaming Proposal - Frequently Asked Questions**).
3. The proposed name, Dooliebeal, is a Wadawurrung word that references the river red gums found in the reserve and the Armstrong Creek valley more broadly. Dooliebeal was also the name the Stewart family, who settled the area in the 1850's, called their homestead, which according to family history was in reference to Wadawurrung words used to describe the vegetation of the area. The Stewart name is proposed to be retained through the naming of the walkway through the reserve. An information brochure was prepared as part of the public consultation process (**Attachment 2**).
4. The proposed renaming will help build a greater understanding of Wadawurrung history and Geelong's shared history.
5. Council adoption of the proposal as part of National Reconciliation Week is symbolic of our commitment towards meaningful and practical reconciliation between the broader community and all Aboriginal and Torres Strait Islander peoples.

Key Matters

6. Public notification of the proposal was carried out in accordance with the Naming Rules for Places in Victoria
7. The proposed name change reflects the significance of the site to the traditional owners of the land, the Wadawurrung people. It also reflects the wishes of the Stewart family.
8. Eleven submissions were received. Ten strongly support the proposal and one proposed the alternate name of Red Gum Reserve.
9. A summary of submissions and the City's responses is provided in **Attachment 3**.
10. Submissions were considered and Dooliebeal remains the preferred name.
11. The proposal will be submitted to Geographic Names Victoria for approval. If approved a new place name sign and interpretive sign will be erected and an official renaming ceremony held with the Wadawurrung traditional owners.

Cr Mansfield moved, Cr Mason seconded -

12. **That Council approve the renaming of 'Stewarts Reserve' to 'Dooliebeal'.**

Carried.

Attachment 1

Financial Implications

1. The costs associated with this project include public notices, letters to adjoining property owners, consultation and design, the preparation of an information brochure and construction and installation of new signage. The City has set aside \$10,000 to complete the brochure and signage.

Community Engagement

2. Prior to the proposal being advertised, the City gained in principle support from the relevant key stakeholders.
3. The proposed name change has the support of the Wadawurrung Aboriginal Corporation as the Registered Aboriginal Party and Traditional Owners of this site. The City has signed a Wadawurrung Language Use Agreement for the use of the name Dooliebeal.
4. John Stewart, who is the great-great-grandson of the original land purchaser (John Stewart), has been consulted regarding the proposed change. As part of the public consultation process, another two descendants provided supporting submissions.
5. The Mount Duneed History Group and Progress Association were informed and were supportive of the name change subject to the Stewart name being retained in some way.
6. The City is proposing to retain the Stewart name by including it in the name of the walking path adjoining the reserve.
7. Consultation has been conducted in accordance with the 'Naming rules for places in Victoria, statutory requirements for naming roads, features and localities –2016' prepared by Geographic Names Victoria.
8. Letters were sent to all adjoining property owners advising them of the proposed renaming and inviting a submission.
9. The proposal was advertised via City News in the Geelong Indy and Geelong Advertiser on 8 March 2019 and 9 March 2019 and on the Geelong Australia website for 30 days.
10. Eleven submissions have been received. Ten submissions were in favour of the renaming and one submission proposed the alternate name of Red Gum Reserve for ease of use including by emergency services. A summary of submissions and City responses is provided in **Attachment 3**. Submitters received written acknowledgement and were advised of the Council meeting to consider the proposal.
11. Subject to the Registrar of Geographic Names approval, the relevant notifications about the renaming will be made.

Social Equity Considerations

12. Council has a responsibility to the community to ensure that all properties are able to be identified in a clear and logical manner for emergency services and visitors to the area. The proposed name will provide this.

Policy/Legal/Statutory Implications

13. The reserve is a former government road that was discontinued by the City under the provisions of the *Local Government Act 1989*. The land reverted to unreserved Crown Land and has subsequently been reserved for public purposes under the provisions of

the *Crown Land (Reserves) Act 1978* with the City appointed as Committee of Management.

14. The *Local Government Act 1989*, the *Geographic Place Names Act 1998* and the Naming Rules for Places in Victoria have been followed. There is a street named Dooliebeal Avenue in Armstrong Creek, however this is not considered a duplication as a feature is not considered a duplicate with a road (under section 2.2 of the Naming Rules). This was confirmed with Geographic Names Victoria.
15. The reserve renaming to reflect traditional owner language is consistent with the City's *Municipal Heritage Strategy* and *Karreenga Aboriginal Action Plan* which support initiatives for recognising and respecting Aboriginal culture and history and building positive relationships and respect between Aboriginal and non-Aboriginal people.

Alignment to Council Plan

16. This proposal aligns with improved health and safety of our community (providing safer public spaces) and vibrant arts and culture (recognising and celebrating Geelong's Aboriginal culture and history) council plan objectives.

Conflict of Interest

17. There is no City officer direct or indirect interest involved in this report.

Risk Assessment

18. There are no notable risks arising from this report.

Environmental Implications

19. There are no environmental issues arising from this report.

THE CITY OF GREATER GEELONG

STEWARTS RESERVE RENAMING PROPOSAL



FREQUENTLY ASKED QUESTIONS

Frequently Asked Questions

What is the site being renamed?

The reserve is currently known as Stewarts Reserve, named after settler John Stewart who purchased land south of the Reserve in the mid 1830's. This name is listed on official maps however it is not registered with VICNAMES registry.

The Reserve is located approximately 9km south of Geelong CBD on Warrally Boulevard (The Boulevard runs adjacent to the old Stewart's Road now permanently closed to traffic) which runs between Torquay Road and Horseshoe Bend Road. See Figure 1 below.

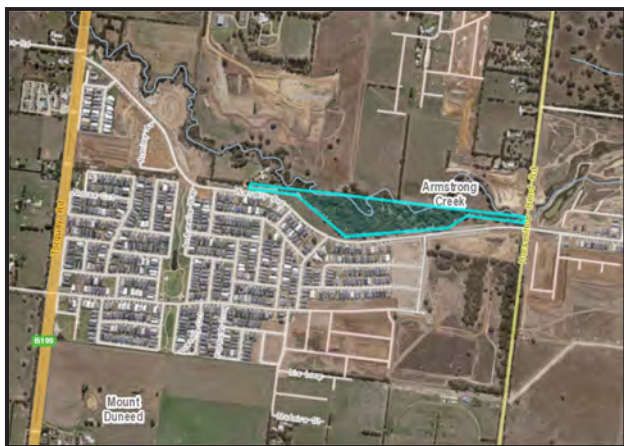


Figure 1 – Stewarts Reserve (outlined in blue)

What is the proposed name change?

Stewarts Reserve is proposed to be changed to 'Dooliebeal' a Wadawurrung Aboriginal word associated with the area.

What is the history of the Reserve?

The following timeline presents a brief history of the site:

Prior to c. 1839

The Wadawurrung practised their traditional ways for thousands of years and moved and lived throughout the region of Armstrong Creek. The valley of Armstrong Creek would have been rich in vegetable food stuffs and raw materials for making utensils and weapons used in the processes for daily living.

Armstrong Creek would have provided an important link for Aboriginal people moving to and from inland areas to rich seasonal wetlands and coastal estuaries found along the Barwon River in the Lake Connewarre System and Bellarine Peninsula.

c. 1839

John Armstrong, a pioneering pastoralist from Scotland, arrives in the Port Phillip District and established a pastoral run extending from current day Geelong to near current day Torquay and Barwon Heads and, as a squatter, is offered pre-emptive purchase rights by the Crown to of a portion of the land c.1855. Part of the purchased land bordered the Reserve to the north. Grazing and new settler land use would have had an instant and ongoing impact to Wadawurrung food supply and access to traditional lands.

1856

Scottish settler John Stewart purchases approximately 45 hectares of land that bordered the Reserve to the south as part of the subdivision of the Armstrong pastoral run. Stewart establishes a farm and homestead on the property and according to family history names it Dooliebeal in reference to local Aboriginal words used to describe vegetation of the area. John Stewart's descendants lived on the Dooliebeal property until 1981.

There are few or no areas where the Wadawurrung are not restricted by landowners to access their traditional lands.

Stewart family history recalls small groups of Wadawurrung using the area currently known as Stewarts Reserve to camp and use as a refuge. Family history recalls the Wadawurrung using the area without interference.

Note:

Early maps for the Parish of Connewarre do not show the area currently known as Stewarts Reserve to form part of the Armstrong property to the north or the Stewart property to the south. One map of initial subdivision notes the area as a 'Water Reserve' and another notes it as a 'Dipping Yard'.

Timeline cont.

1861

There were only seven Aboriginal people recorded as remaining in the Geelong area. An acre of land on Ghazeepore Rd, Mt Duneed, located approximately 5km to the north-west of Stewarts Reserve, was established as the Duneed Aboriginal Land Reserve, consisting of a wooden hut for shelter.

How is the Reserve currently used?

The City of Greater Geelong is the Committee of Management for the Reserve which is used for passive recreation such as walking and cycling. The Reserve is managed to conserve and improve its values according to an established management plan, underpinned by a series of objectives including protecting:

- cultural heritage
- existing mature remnant trees and associated habitat and biodiversity values
- habitats for native fauna including small mammals, birds and bats

How will the Reserve be used in the future?

The site will continue to be a conservation reserve with passive recreation uses. As a result of residential development in Armstrong Creek the Reserve will form part of a network of 'Greenways' which provide landscaped corridors and walking trails. As part of the Stewarts Reserve Greenway plan there will be weed control works and revegetation of the grasslands and canopy trees within the Reserve.

Council will look to install interpretive signage in the Reserve to share the history and features of the site.

Are the Wadawurrung Traditional Owners supportive of the name change?

The Wathaurung Aboriginal Corporation (WAC), trading as Wadawurrung, are the Registered Aboriginal Party (RAP) for Wadawurrung country. The Wadawurrung chose the name Dooliebeal and support the use of the name for the Reserve.

Why 'Dooliebeal'?

Stewart family history recalls the word 'Dooliebeal' to be in reference to Wadawurrung language used to describe vegetation of the area, with specific prominence given to the red gums. The Stewart homestead was also called 'Dooliebeal'.

The word 'beal' and similarly pronounced words (beeyal, biel, piel) appear in several texts / traditional language dictionaries as reference to mean flooded gums, large gums, river red gums and the like.

There is less certainty about the word 'Doolie'.

Lou Lane, an amateur archaeologist and researcher and documenter of Wadawurrung culture, believed that the Stewarts may have misheard the initial pronunciation of the word/s used to describe the landscape / vegetation and that the Wadawurrung may have been using Toolim:beal or Toolie beal with Toolim being reference to 'Tussock or Wiry Grass'.

The Dictionary of Wathawoorroong records the word 'dooloo' as meaning 'stump' which may relate to the site / area and the use of the word Dooliebeal.

What about the Stewart name?

The Stewart family have been consulted and are supportive of the proposal. It is said that Mr J Stewart wished the Reserve to be designated as Dooliebeal. Stewarts Road which is now closed to traffic will form part of the Reserve. The Greenway or path that runs through the Reserve will keep the Stewart name.



Figure 2 – Picnic tables at Stewarts Reserve

Why is Council seeking to change the name of the Reserve?

The proposed name change reflects the significance of the site to the Traditional Owners of the land, the Wadawurrung people. It also reflects the wishes of the Stewart family.

Sites such as Stewart's Reserve are an important part of the story of the immense and rapid change experienced in the Greater Geelong region during the time of new settlers and subsequent decline of the local Aboriginal population. This proposal aims to build a greater understanding of Geelong's history.

The use of Aboriginal place names is supported in Council's Karreenga Aboriginal Action Plan and supports our commitment towards recognition and reconciliation with Greater Geelong's First Nations peoples.

The use of Aboriginal Place names is also encouraged under the '*Naming rules for places in Victoria, Statutory requirements for naming roads, features and localities – 2016*' which uphold the guidelines provided for in the *Geographic Place Names Act 1998*.

There is a street named Dooliebeal Avenue nearby however there are no issues around name duplication given one is classified a 'road' and one is a 'feature' under the guidelines.

What is the process for changing a place name?

Council must follow the process as set out in the '*Naming rules for places in Victoria, Statutory requirements for naming roads, features and localities – 2016*'. Visit the website for more information:

<https://www.propertyandlandtitles.vic.gov.au/naming-places-features-and-roads/naming-rules-for-places-in-victoria>

How can I have my say?

Council is inviting feedback on the proposal. Submissions close on **Monday 1st April 2019**. An online form is available at <https://www.geelongaustralia.com.au/yoursay>

Where can I get more information?

Please contact Jani Chalmers, Senior Strategic Planners on 52724167 or jchalmers@geelongcity.vic.gov.au on Monday, Wednesday and Thursdays.

This information has been compiled by the City of Greater Geelong with the assistance of Heather Threadgold, Higher Degree by Research Student with the School of Architecture and Built Environment at Deakin University.

Attachment 3 – Stewarts Reserve Renaming Proposal – Consideration of Submissions

Council's 'have your say' community consultation page was viewed 279 times and the information brochure was downloaded 40 times. Eleven submissions were received. A table summarising the submissions is provided below.

Supporting submissions

Of the 11 submissions received 10 strongly supported the proposal. Key points for support were:

- the importance of recognising the Traditional Owners of this land
- acknowledging the impact of colonisation on Traditional Owners
- support for sharing the story of the Reserve with the broader community
- support to preserve the Stewart name through naming the walking path
- support for interpretation to educate the community
- support for managing the reserve in a way that acknowledges the significance of the site

Response

Officers note that supporting submissions make up the overwhelming majority (90%) of submissions. The supporting submissions reinforce the reasons of why Council is seeking to rename the reserve.

Opposing submission

One submission was received raising concerns with the proposal, proposing an alternate name. Key points of concern were:

- the name Dooliebeal is hard to say and spell making it hard to remember from a safety perspective and for emergency responders.
- the name Red Gum Reserve is preferred as it is a common name all people are familiar with
- we don't need to learn Wadawurrung language

This submission also noted the interest in the history of the reserve and supported retaining the Stewart name for the walking path.

Response

The key concern raised that is relevant to the Naming Rules is in relation to public safety based on the ease of speaking and spelling the name. The proposed naming is deemed to comply with the principles, requirements and procedures outlined in the naming rules. While the concerns raised are not completely unfounded it is considered they can be addressed through community education such as signage. The community benefit of the proposal outweighs any perceived safety concerns and is discussed below.

As directed by Governor Sir George Gipps in the 1800's Australian place names were to be adopted from that 'already used by the natives, and to avoid the use of names already appropriated in other Countries.'¹ For this reason many place names are a derivation or anglicised version of local Aboriginal languages including the Wadawurrung language in Geelong. Bruce Pascoe, a prominent writer, Aboriginal language researcher and Bunurong man estimates something like 60-70 per cent of place names in Australia are Aboriginal names².

Local examples include Geelong "Djilang" (meaning tongue, the whole of the land of the Bellarine Peninsula that is in the shape of a tongue), Corio, Moolap, Moorabool, Gheringhap, Bellarine, Connewarre, Kardinia to name but a few.

Colonisers appropriated traditional language to create new colonial places, often without any understanding of the name or place, resulting in the significance of the name being lost. Up until the 1970s Government assimilation policies banned or discouraged Aboriginal people from practicing culture and using language which also contributed to a loss of connection between culture, language, places and their significance.

Since the 2000s more and more place names are being reclaimed or have had a dual name applied. Today, in contrast, using Aboriginal language in the naming process is led by or done in consultation with Traditional Owners. This is because language and place names are deeply rooted in spiritual connections to Country and culture and should not be applied without Traditional Owner guidance and consent.

More recent examples of renaming include Parks Victoria renaming Budj Bim National Park (formerly Mount Eccles) and dual names for the Grampians / Gariwerd) and Point Ritchie / Moyjil. The City of Melbourne named parkland along the Yarra Birrarung Marr. The use of Aboriginal language to celebrate Aboriginal people and culture has also been used such as Wurundjeri Way in Melbourne or Baanip Boulevard in Geelong. Arguably the most recognisable name change would be Uluru (formally Ayers Rock).

These examples show that the use of Aboriginal language is not an exception or unfamiliar. They also show 'new' names do not take long to enter the everyday lexicon. A new interpretive sign and name sign are proposed which will help familiarise and educate people on the name change.

The Naming rules for places in Victoria – Statutory requirements for naming roads, features and localities 2016 states:

Victoria has a rich Aboriginal history, with 38 Aboriginal languages representing the diversity of Aboriginal cultural heritage and connection to Country. The uniqueness of language is based on location; each language is deeply rooted to the land and offers an ideal opportunity to connect a name to a place. To ensure the preservation of Aboriginal place names and languages across Victoria, we strongly encourage naming authorities to engage with Traditional Owners when assigning Aboriginal names to roads, features and localities.

¹ (D. Thomson, Colonial Secretary's Office, Sydney, to the Police Magistrate, Melbourne, Port Phillip, 5 April 1838, VPRS 4/PO, Unit 4, folder 75, PROV.)

² <https://www.abc.net.au/indigenous/features/thisplace/>

The use of the name Dooliebeal makes reference to the red gums found in the area and as such the name Red Gum Reserve could be appropriate, but, it would also be a missed opportunity. Red Gums are common along watercourses over much of mainland Australia, the name does not reflect the unique nature or history of the reserve. The history of reserve is outlined in attachment 2.

The name Dooliebeal is an opportunity to connect with a shared sense of place, reflect on Wadawurrung history and their continuing connection to Country and our shared history including acknowledging the impacts of colonisation. The name connects our community to a place and language that represents the oldest living culture in the world, a cause for celebration and a sense of pride. As Benjamin Mitchell the 2017 National NAIDOC Committee Co-Chair said:

"The preservation and revitalisation of the Aboriginal and Torres Strait Islander languages - the original languages of this nation - is the preservation of priceless treasure, not just for Indigenous peoples, but for everyone."

The benefits outlined above exceed the concerns outlined in the submission. Once the community becomes familiar with the name and the meaning behind it, it is anticipated these initial concerns will be unfounded. The other local place and street name examples cited above also highlight the opportunity to create greater awareness and connections to our local place names and the Wadawurrung language and culture from which they were derived.

Table 1 – Summary of Submissions

#	Position	Summary of Submission
1	Support	Wadawurrung place names remind the public who the Traditional Owners of this land are. Brings the community along towards reconciliation. Support for keeping the Stewart name to respect early settler history including those that recognised importance of the Wadawurrung language.
2	Support	This is a great initiative for the community and well overdue.
3	Support	Very happy with this decision to change the name. I would also be happy if Australia Day was changed.
4	Support	I agree for the Indigenous name.
5	Support	I have long been aware of the cultural significance of this site. Need to pay respect to the original custodians and the suffering they endured during the establishment of Geelong. The name change is a belated sign of respect. Recent housing development has changed the atmosphere of the place and increases its vulnerability. Site primarily used by dog walkers which needs rethinking as it allows defecation on what should be a sacred site. I hope the interpretation will educate people to understand and show respect for the site.
6	Support	Geelong One Fire support the name changes to reclaim Wadawurrung language locally in this International Year of Indigenous Languages and to to recognise the massive impact of colonisation on the Wadawurrung peoples, and as a step in the journey towards reconciliation on this Aboriginal Country. This site provides an opportunity to connect with history and recognise we are on Wadawurrung Country. One Fire would welcome the opportunity to be at any ceremony which takes place to rename this Reserve.
7	Support	A fitting name, Dooliebeal. As descendant of John Stewart and Mary Webb I am extremely pleased with this proposal and proud to be related to the family who chose a fitting local Aboriginal name for the property.
8	Alternate name proposed	Interesting to know the history of the reserve. No one knows what Dooliebeal means and it has hard to say and spell. I don't believe we need to learn the Wadawurrung language. I prefer Red Gum Reserve as people know what it means and it truly is a common Australian name of which we are all familiar, from a safety perspective it is very easy to remember and relay to the emergency responders. Happy to have the Stewart's name retained on the walkway as they are obviously the people that donated this land and were interested in its history as we are today.
9	Support	I am pleased to support the renaming of Stewarts Reserve, Armstrong Creek, to 'Dooliebeal' and am glad that the name of Stewart will be preserved in the naming of a nature walk through the Reserve.
10	Support	We support the proposed renaming of Stewarts Reserve and the recognition of the name Stewart in the walking track. We think that it is important to acknowledge both the Indigenous people and European pioneers in such matters.
11	Support	Support traditional name. This area was a significant place during a period of rapid development. Australia's first peoples history needs to be recognised. Returning the name allows Wadawurrung people to continue their traditions, culture and respecting their Ancestors. We as Wadawurrung people deserve the recognition of our people.

5. GEELONG WATERFRONT SAFE HARBOUR PRECINCT – MASTER PLAN FINAL REPORT

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

Purpose

1. To seek Council endorsement for the Geelong Waterfront Safe Harbour Precinct Master Plan (**Attachment 2**) following the conclusion of the community consultation period.

Background

2. The Royal Geelong Yacht Club (RGYC) have written to Council requesting that the Geelong Waterfront Safe Harbour Precinct Master Plan be endorsed by Council.
3. At the Community Focus Council Meeting on 12 March 2019, Council agreed to the public exhibition of the draft Master Plan for a period of 21 days to seek further stakeholder feedback.

Key Matters

4. The community feedback was generally supportive of the master plan. Key themes of the consultation have been addressed by changes to the master plan or will be considered in more detail during the next stage of design.
5. A comprehensive review of the master plan by the Department of Environment, Land, Water and Planning (DELWP) has provide guidance in the document for elements such as reclaiming of seabed area for the boat yard and public access around the site.
6. Endorsement of the master plan will enable Council and State Government funding for the project to be released to RGYC and allow the planning approval process to commence.
7. The \$19.1M stage one of the project will include the wave attenuator, new RGYC marina berths, Sailing School building and public realm improvements.
8. The implementation of the master plan will require a change to the existing lease of the RGYC.

Cr Murrily moved, Cr Aitken seconded -

9. **That Council:**
 - 9.1 **Endorse the Geelong Waterfront Safe Harbour Project;**
 - 9.2 **Delegate authority to the CEO to sign the \$3m funding agreement for Council's contribution to the wave attenuator and public realm elements of the project including path upgrade to Eastern Beach Road;**
 - 9.3 **Delegate authority to the CEO to enter into a new lease agreement with the Royal Geelong Yacht Club that includes a new seabed area for the Wave Attenuator and amendments to the existing land and seabed lease in general accordance with the Master Plan; and**

- 9.4 Support the intervention by the Minister for Planning to amend the Greater Geelong Planning Scheme subject to Council being the responsible authority for secondary development approvals under the Incorporated Document.**

Carried.

Attachment 1

Financial Implications

1. The RGYC have requested that Council release funding that has been budgeted for this project. The \$3m 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. All financial risk and future operational costs with the project rests with RGYC. Changes to the public realm through the implementation of the master plan will be fully assessed before development occurs to ensure ongoing costs 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 master plan 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. Following Council endorsement to release the draft master plan for a final period of community consultation, the master plan was available via the City's 'Have Your Say' engagement platform with hard copies available via Council Customer Service Centre and mailed to 800 nearby land owners and occupiers.
6. The final period of consultation resulted in 30 responses. Overall the community responses were supportive of the master plan. A summary of the community feedback and responses is provided (**Attachment 3 – Geelong Waterfront Safe Harbour Precinct Master Plan - Engagement Findings Report**)
7. The key themes from the community consultation were:
 - 7.1 Design elements to ensure that the development provides enhancement of the pedestrian experience; universal access; positive contribution to views and sightlines; and protection of surrounding waterfront heritage and character;
 - 7.2 Traffic movement to ensure safe, convenient and efficient access for both vehicles and bicycles. Retention of commercial vehicle access to piers at Fisherman's Basin;
 - 7.3 Retention and expansion of commercial berthing facilities in Fisherman's Basin for businesses should public piers like Stoney Pier be removed. Retaining the helicopter joy flight business at the waterfront; and
 - 7.4 Maximising public access to the wave attenuator for recreational fishing and associated fishing facilities.
8. These key themes have been addressed by changes to the master plan or will be considered in more detail during the next stage of design. The establishment of a Design Advisory Committee will be used to consider the detailed design and make recommendations to the Project Control Group (PCG).

9. The changes to the master plan as a result of the public engagement feedback have been made in corroboration with RGYC, DELWP and Council staff.
10. Renegotiation of the RGYC lease is needed to amend the lease to include the seabed area for the wave attenuator and any realignment of land boundaries. Under the *Local Government Act 1989* Council is required to provide public notice of its intention to enter into a new lease with RGYC.

Social Equity Considerations

11. 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.
12. The new Victorian Sailing School building will open new learn to sail programs for the public and enhance the existing RGYC Sailability program.
13. 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.
14. 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.

Policy/Legal/Statutory Implications

15. 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.
16. Following an assessment of the possible planning controls by Council and 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.
17. 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*.
18. The approach of a Ministerial amendment and use of the Incorporated Document will provide more certainty to the RGYC with regard to the timing of planning approvals. This type of approach is often taken with large, complex public and private sector developments. Under the normal planning permit process there is a chance of objections and lengthy delays at VCAT.
19. 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.

20. The master plan has been refined in corroboration with DELWP to reflect the incorporated document approach. Principles and strategies within the master plan will inform the decision making process for future secondary approvals. A design advisory committee will be used to encourage excellence in siting and design to ensure the development provides a positive contribution to the area.
21. 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. Responsibilities of RGYC and the City for the ongoing maintenance of new public realm areas will be detailed in the lease.

Alignment to Council Plan

22. 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.
23. The project is also listed within the Central Geelong Action Plan and Revitalising Central Geelong State Action Plan

Conflict of Interest

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

Risk Assessment

25. All financial risks rest with RGYC including the future operation and demand for marina services. The PCG will take responsibility to manage project risk to ensure that public realm improvements are achieved.
26. 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.
27. 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

28. Environmental impact studies have commenced. The planning approval process will inform what final environmental reports are required.
29. 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.
30. 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.
31. Energy consumption in the new facilities will be less due to appliance efficiency and through the communal use of facilities.

32. 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.
33. 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 master plan does not commit Council to a particular view on this matter.

Geelong Waterfront Safe Harbour Precinct

Public Access & Infrastructure
Development Project Master Plan

TERROIR

Tract



Issue + Approval

Acknowledgment

The Royal Geelong Yacht Club acknowledges the Australian Aboriginal and Torres Strait Islander peoples of this nation.

We acknowledge the traditional custodians of the lands on which the RGYC is located and where we conduct ourselves.

We pay our respects to ancestors and Elders, past and present.

The RGYC is committed to honouring Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to the land, waters and seas and their rich contribution to society.

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Glossary

CoGG	City of Greater Geelong
GWSHP	Geelong Waterfront Safe Harbour Precinct, Public access and infrastructure development project Master Plan
OTB	Off the Beach Building
RGYC	Royal Geelong Yacht Club
VSS	Victorian Sailing School

Revision	Date	Issue
01	05 February 2019	Internal Project Control Group Draft
02	06 February 2019	Issue for Council Internal Review V1
03	02 April 2019	Masterplan Endorsement V2 (revisions from OVGA presentation 19/03/2019 deletion of Fairnie Park ramp)
04	13 May 2019	Final, for City of Greater Geelong Endorsement

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1. Introduction

1.1 Role of the Master Plan

1.1.1 Background

Geelong Waterfront Safe Harbour Precinct, Public Access and Infrastructure Development Project Master Plan (GWSHP) 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 is home to recreational and commercial vessels. The site is the heart of the Geelong waterfront precinct, adjacent to the CBD. The 1.17 hectare site has northern frontage to Corio Bay, Yarra Street to the west, Eastern Beach Recreation Reserve to the east and Eastern Beach road to the south.

The 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, National 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 was undertaken by a key stakeholder group, comprising RGYC, COGG and RDV identifying issues and opportunities regarding public access, safe harbour and major events infrastructure.

In September 2018, Terroir were appointed as Principal Consultants from a two-stage selection process to develop the Master plan and progress detailed design and delivery methodology for the Geelong Waterfront Safe Harbour Precinct. Tract Landscape and Planning and Wood & Grieve Engineers are contributing consultants to Terroir.

The GWSHP will be delivered in stages, with \$19.1m funding already committed from the RGYC, City of Greater Geelong, Victorian State Government and the Federal Government.

The architectural and landscape design presented in this report is the current vision that has been developed over the last four months with input from key stakeholders. This vision has been presented to the community in two separate stakeholder engagement weeks, first in November 2018 and second in January 2019. Further to this, council ran an independent public exhibition period in March 2019.

1.2 Land to which the Master Plan applies

1.2.1 The Site

The Geelong Waterfront Safe Harbour Precinct is located at 25 Eastern Beach Road, Geelong (Figure 1). It comprises the existing Royal Geelong Yacht Club (RGYC) and marina, the Victorian Sailing School (VSS) and the Fishermans Basin area (Figure 2).

The Project Area is on Crown Land comprising:

- Part of Allotment 2036 Corio (SPI 2036\PP2454)
- Part of Allotment 18 Sec.39 Township of Geelong (SPI 18~39\PP5311)
- Allotment 2025 Geelong (SPI 2026\PP5311)

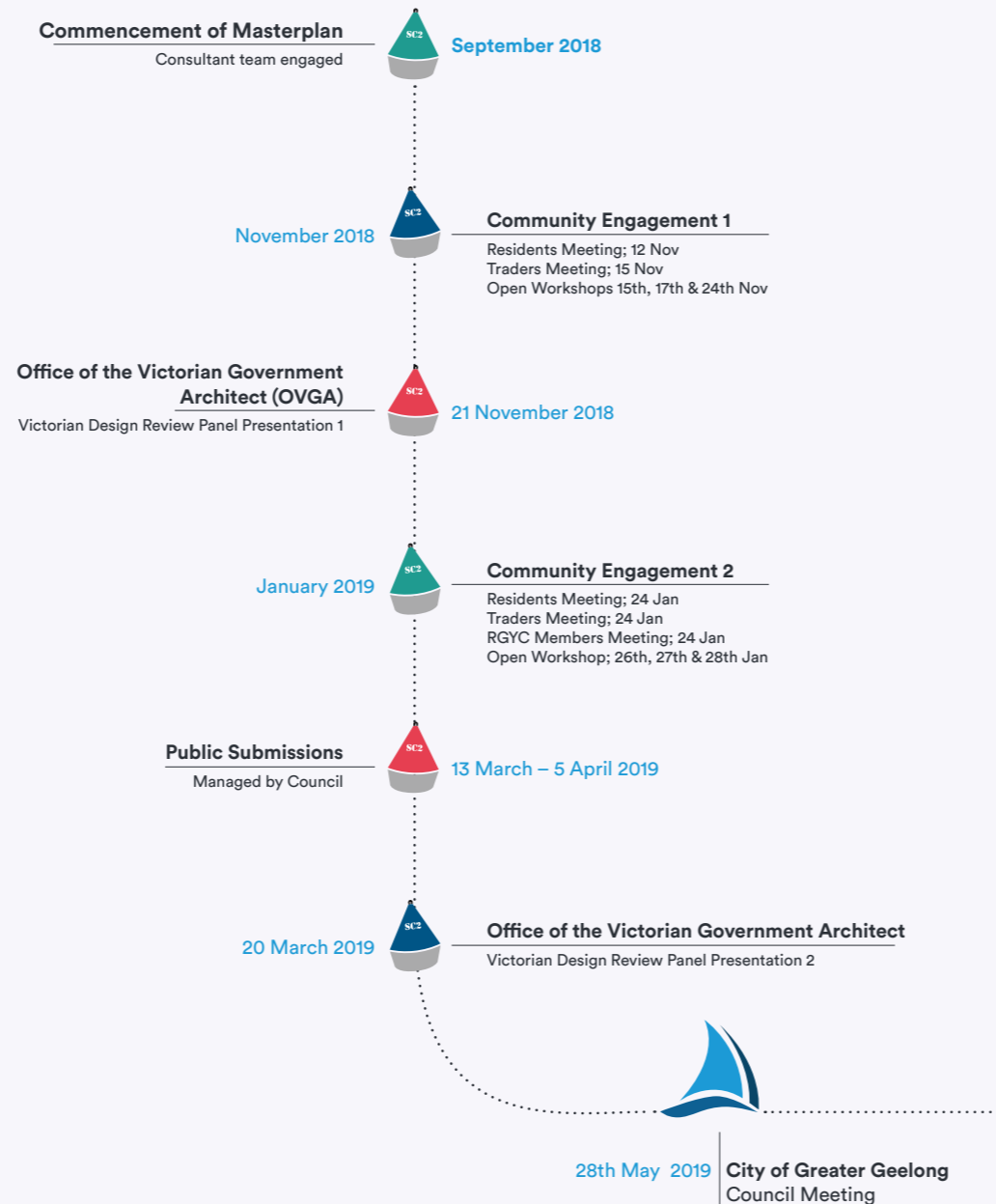
The City of Greater Geelong (CoGG) is responsible for much of the urban foreshore area as well as adjacent areas of public open space. In accordance with the Crown Land (Reserves) Act 1978, DELWP has delegated the management of waterfront Crown land to the CoGG.



1.3 Process to Prepare the Master Plan

The process of preparing a Master Plan for Geelong’s Waterfront began with the engagement of the design team in mid 2018.

A Project Control Group, which includes various government funding partners and stakeholders, provided guidance on the preparation of the Master Plan. Wider stakeholder engagement has also occurred as part of the preparation of the Master Plan (refer to Appendix B).



1.4 Project Stakeholders + Project Team

1.4.1 Project Stakeholders

The Geelong Waterfront Safe Harbour Precinct, public access and infrastructure development project Master Plan has been prepared by the Royal Geelong Yacht Club with consultation and funding support from Victorian State Government, Australian Federal Government and City of Greater Geelong.

Victorian State Government
Project Stakeholder

Australian Federal Government
Project Stakeholder

City of Greater Geelong
Project Stakeholder

Royal Geelong Yacht Club
Project Stakeholder

1.4.2 Project Team

The Royal Geelong Yacht Club engaged TERROIR Architects to lead a multidisciplinary team to develop the Geelong Waterfront Safe Harbour Precinct, Major Events & Public Access Infrastructure Project Master Plan.

Working with the community and collaborating with the project stakeholders, the TERROIR team comprises Tract and Wood & Grieve Engineers.

Working under the RGYC, but in close collaboration with the TERROIR team have been AW Maritime (with Envirome), Rider Levett Bucknall, and Auld Planning.

The roles of each team member is outlined below.

TERROIR

TERROIR
Architecture, Urban Design, Stakeholder Engagement and Project Team Management

Tract

Tract
Landscape Architect, Urban Design and Media



Wood & Grieve Engineers
Multidisciplinary Engineering

AWmaritime

AW Maritime
Project Management



Rider Levett Bucknall
Cost Planning

enviroME

EnviroMe
Environmental Approvals



Auld Planning and Projects
Planning



2. Project Context

2.1 Site Context

The CoGG in conjunction with the Victorian State Government have planned for Geelong Waterfront as an international waterfront city with first class facilities, catering for a wide range of events and activities. Over \$30million has been injected on public realm improvements in the 1990s. There is a shared recognition that continuous improvement is essential to retaining its status.

The waterfront plays a significant role in supporting Geelong, Victoria's largest regional city, helping meet the education, sporting and recreation needs of a growing city and region.

The Geelong Waterfront Safe Harbour Precinct is a recognised State significant asset, as:

- Tourism is a significant activity in the G21 regional economy
- The Geelong Waterfront is one of the major drawcards through hosting events
- The RGYC hosts a range of major water-based events including the Festival of Sails, the biennial Wooden Boat Festival and a number of international, national and state based yachting regattas
- The popularity and socio-economic benefits of these events reinforces RGYC's importance to state and national tourism and as a site of intense waterfront activity.

Geelong Waterfront is also a State Marine Precinct in the Victorian Coastal Strategy. The Boating Coastal Action Plan was replaced by the Recreational Boating Facilities Framework 2014.



Figure 1. Regional + Local Context

2.1.1 Existing Site Characteristics

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

Existing Services

There are a number of utility services through and around the precinct 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



Central Geelong Waterfront

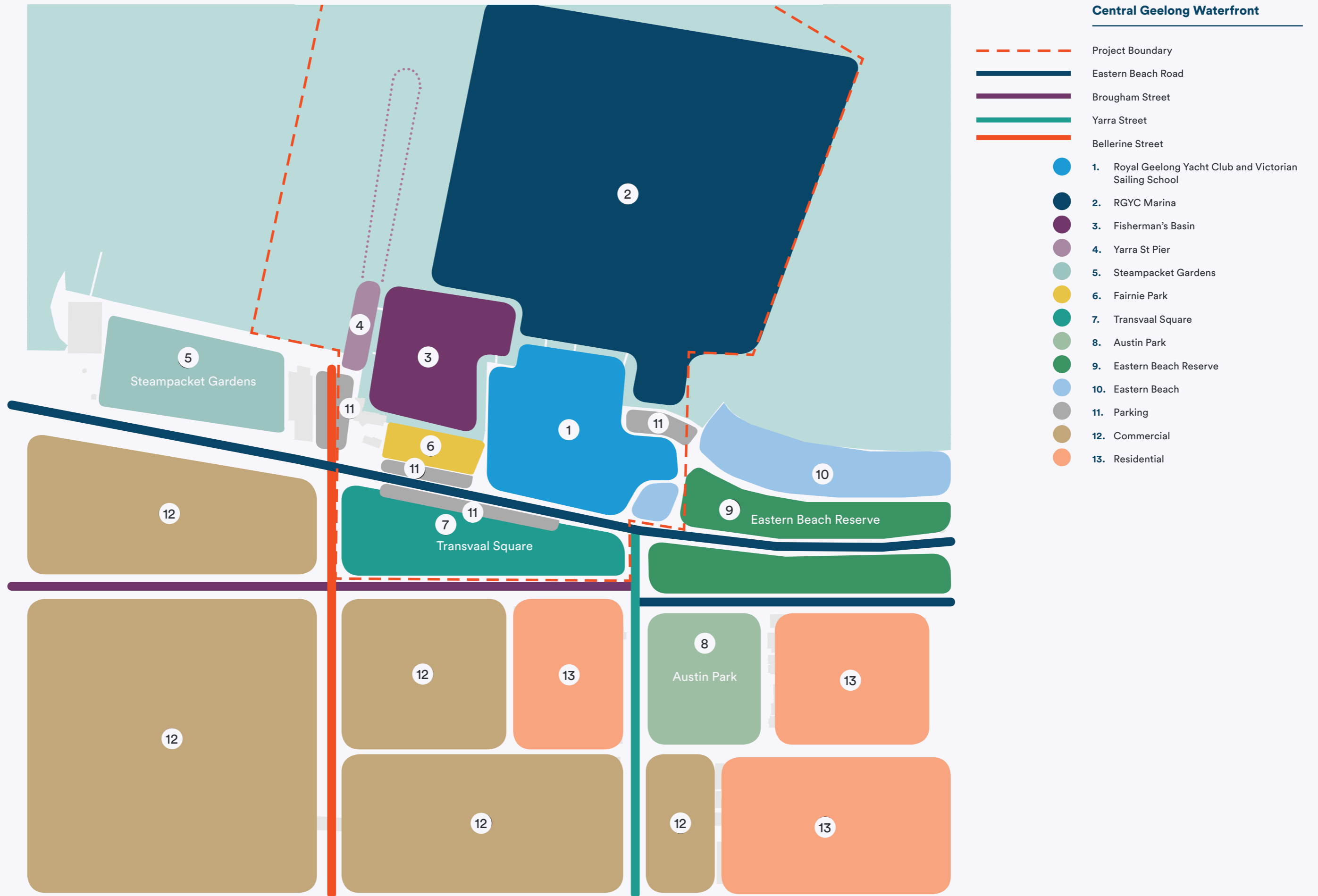


Figure 2. Central Geelong Waterfront



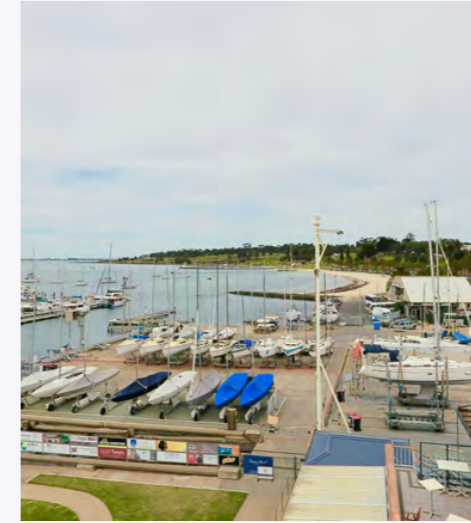
Figure 3. Existing Precinct Usage

2.1.2 Existing Precinct Users

	Infrastructure + Facilities		Used By	
Harbour	<ul style="list-style-type: none"> Recreational Marina (RGYC), fixed timber structure with 250 berths Commercial Marina (CoGG), fixed concrete structure with 24 berths 	<ul style="list-style-type: none"> Wave Protection 	<ul style="list-style-type: none"> Berthing within recreational marina for RGYC Members, Victorian Regional Channel Authority, Victorian Coast Guard, visitor berths 	<ul style="list-style-type: none"> Berthing with commercial marina, maritime construction industry, commercial diving, fishing industry, charters, recreational / visitors, food sales
Fisherman's Basin Land Approach	<ul style="list-style-type: none"> Fixed concrete structures suitable for vessel to shore unloading (ability for heavy vehicles to park alongside vessels). 		<ul style="list-style-type: none"> Maritime construction industry Commercial diving 	<ul style="list-style-type: none"> Charters Fishing industry,
Marina Yard	<ul style="list-style-type: none"> Slipway, and storage bays Vessel storage Fuel Vessel launch/retrieval crane 	<ul style="list-style-type: none"> Mast Crane Water treatment facilities Multi-purpose hardstand, open space area 	<ul style="list-style-type: none"> Sailing programs (RGYC members, regattas, learn to sail) Specialty community sailing programs, Sailability, Victorian Sailing School 	<ul style="list-style-type: none"> Contractors, maritime maintenance industry On-water fuel sales
Building/s	Royal Geelong Yacht Club – Clubhouse Building			
	<ul style="list-style-type: none"> Offices, meeting and conference/function rooms Amenities, toilets, showers 	<ul style="list-style-type: none"> Café, kitchen and bar Building undergoes complete reconfiguration during events 	<ul style="list-style-type: none"> RGYC employees, management staff RGYC members Conference and functions attendees Education, training and coaches 	<ul style="list-style-type: none"> Visitors, tourism for food services RGYC merchandise and equipment sales Secure area for cruise ship visitor
	Off the Beach Building			
	<ul style="list-style-type: none"> Lockers and personnel storage Boat/vessel undercover storage Race equipment storage Vessel maintenance workshop 	<ul style="list-style-type: none"> Radio race control room Sail making, textile business Amenities, toilets, showers Building is shared as required during events 	<ul style="list-style-type: none"> Junior RGYC members clubhouse Race controllers, safety staff School groups from private schools Maintenance contractors 	<ul style="list-style-type: none"> RGYC members for sailing equipment storage Bull Sails (sail maker) Amenities for visitor sailing programs, regattas
	Victorian Sailing School Building			
	<ul style="list-style-type: none"> Lockers and personnel storage Boat/vessel undercover storage Equipment storage Amenities, toilets, showers Offices 	<ul style="list-style-type: none"> Open multi-purpose area, for lunches and classrooms Dis-used overnight accommodation Building is shared as required during events 	<ul style="list-style-type: none"> Newcomb Secondary College and students from schools managed by the Department of Education and Training 	
Public Space	<ul style="list-style-type: none"> Promenade, shared paths Public open space Road and parking network 		<ul style="list-style-type: none"> General promenader Tourist Commuters 	<ul style="list-style-type: none"> Fitness and training Events participants Site vehicle access pathways to other precinct facilities

2.1.3 Existing RGYC Site Operations

Daily Operation

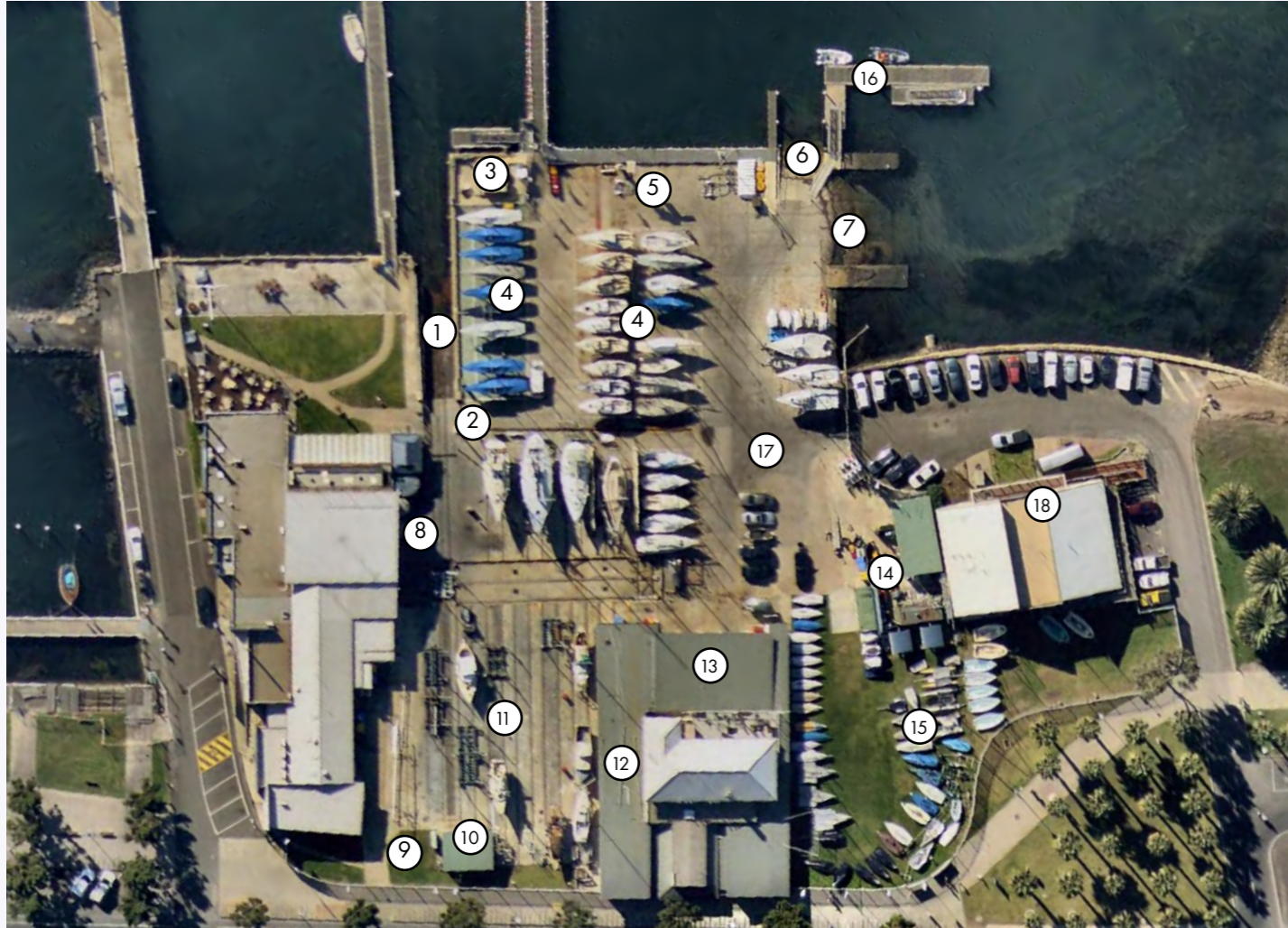


Sailing Programmes



Festival Mode





- 1. Slip Way**
Concrete Slipway – capacity 25 tonne. It is limited to 15 tonne within RGYC by-laws.
- 2. Mast Crane**
Mast crane for removal of vessels mast for maintenance.
- 3. Fuel**
Fuel tanks and pump for vessel re-fuelling service provided by RGYC.
- 4. Vessel Storage Hardstand**
The tanks are easily detached from their current position and could be relocated however alternate position will need to consider land approach (fuel truck to re-fill tanks) and water approach for vessel access and construction of new fuel spillage bunds.
- 5. Vessel Launching Crane**
3.0m wide 10m long hardstand vessel storage bays. This varies with 10 bays at 10m and 26 bays at 9m. Concrete hardstand pavement, design capacity suitable for a Class 10 Maritime Structure.
- 6. Single Lane Boat Ramp**
Concrete boat ramp constructed 1998. To be retained in its current position, maintenance required with steel traction (wire mesh) replaced periodically and finger jetties.
- 7. Ramp For Off The Beach Vessel Launching**
Concrete ramps. Requires ongoing maintenance for cleaning so that users do not slip.
- 8. Water Treatment**
Water treatment facility for vessel maintenance.
- 9. Electrical Switchboard**
Site electrical switch board
- 10. Slip Way Winch And Water Treatment**
Slipway winch and additional water treatment facilities.
- 11. Cradle Bay Storage**
Cradles used for slipping vessel are positioned to a bay so that vessel can undergo required maintenance. Load capacity for 15, 8 and 5 tonnes. General condition is average, likely to remain serviceable in the next 10 years with only minor maintenance.
- 12. Member Storage**
Member storage facility for various sailing equipment not left on vessels.
- 13. Undercover Vessel Storage**
Undercover storage for safety boats only.
- 14. Waste Disposal, Marina Office And Marina Workshop**
- 15. Victorian Sailing School Vessel Storage**
Storage of off the beach vessels, no pavement required as these light weight.
- 16. Floating Pontoon**
Required for vessel launching and retrieval
- 17. Marina Yard Pavement**
Overall the yard pavement is in average to poor condition and requires annual maintenance. Defining the different zones within the yard may allow pavements to be built to match the required load rating. Areas with restricted use, vessel storage may be classified as Class 10 whereas all other pavements with unrestricted use shall be designed as a Class 15 Maritime structure.
- 18. Victorian Sailing School Power Boat Storage**
VSS currently have 3 power/safety boats. These are shared with RGYC who also have another 7 power boats. 4 power boats can be stored on water and 6 undercover off water with high roller doors.

Figure 4. Detailed Site Usage

2.1.4 Current Easements + Lease Boundaries



Existing Boundaries

- Existing Fence
- - - Crown Title Boundaries*
- - - Surveyed RGYC Boundaries*
- - - Marina Lease*
- - - Peir Lease*

* Indicates boundaries scaled from plan supplied on 25/01/2019

Figure 5. Existing Boundaries

Historically the water touched the city. Geelong's history is an inspiration in many contemporary aspects of the waterfront.

Understanding the city's connection with the water from the past is the foundation of the masterplan for the future of the GWSHP.

The GWSHP includes structures and remnants from the first permanent non-indigenous settlement of Victoria, with examples of convict labour used to carry out public works. The site has high historic social significance as

- an arrival point for first settlers
- RGYC is one of the earliest Yacht Clubs in Victoria. Founded in 1855 at the same time as the Corio Bay Rowing Club and Angling Club.
- A site for activities with an amusement park during the 1980s
- 1987 formation of the Victorian Sailing School offering opportunities for children across the state.

Geelong's historic connection with the waterfront is the important element to inform the master plan.

The former Yarra Street Pier was originally built in 1852 and underwent extensive reconstruction and lengthening throughout its service life. Around 1898 land to the west of Yarra Street pier had been reclaimed by the Geelong Harbour Trust. The construction of the existing Yarra Pier (or Fisherman's Pier) was completed in the 1960s.

The fabric of the original Yarra Street Pier is still in use at the landward interface, and the remnants of the demolished (late 1980s) seaward section are still present below water.

Stony Pier (constructed in 1960s) and Stoney Pier Lane overlays the former Queens Wharf that was built in 1843. This alignment has been used throughout this period pastoralists arriving from Van Diemen's Land, customs facility, maritime cargo and in more recent times commercial fishing and maritime construction activities.

To the east of the precinct in the 1890s the land was used as boat building yards, this includes the area near the current Victorian Sailing School building.

The Royal Geelong Yacht Club site has high social significance as one of the earliest Yacht Clubs with recreational sailing and mooring of yachts since at least 1893. By 1855, three buildings had been erected near the present site of the Royal Geelong Yacht Club, which also included the Corio Bay Rowing Club. By 1924, land to the north of the Yacht Club, morgue and Harbour Trust had been reclaimed. In 1925, a new pier was constructed for the Yacht Club by the Harbour Trust. In 1959, the Harbour Trust vacated the site, allowing the Yacht Club to build their third clubhouse (current site).

In 1987 the Victorian Sailing School headquarters was completed on land previously occupied by an amusement park and the 'Bay City Marina' was opened which included a precast wave wall.

(source: GWSHP Heritage Overview and Preliminary Advice, RBA Architects, May 2018)



2.2 Policy Context

2.2.1 Introduction

There are a range of statutory considerations, policies and strategies that are relevant to the development and consideration of the Master Plan. The most relevant include:

- Greater Geelong Planning Scheme
- Victorian Heritage Register and Victorian Heritage Inventory
- Aboriginal Cultural Heritage
- Victorian Coastal Strategy 2014
- Revitalising Central Geelong Action Plan (DELWP, 2016)
- Central Geelong Urban Design Guidelines (CoGG, 2008)
- Central Geelong Waterfront Master Plan (CoGG, 2011)

The Master Plan aligns with and will help to realise policy objectives and priorities articulated in State and Local policy documents.

Future development proposals must be consistent with the principles of this Master Plan and must also demonstrate consistency with the directions and objectives of statutory policy documents.

Excerpts from key policy documents are outlined below. Additional information on the planning policy context is included in Appendix C.

2.2.2 Planning Controls — Zones

The project is within the municipality of Geelong and the Greater Geelong Planning Scheme applies. A summary of zones and overlays applying to the site is outlined below. A comprehensive summary of the planning controls applicable to the project is included at Appendix C.

Zones

The project area is partly within the Activity Centre Zone (Schedule 1) (ACZ1) and the Public Park and Recreation Zone (PPRZ) (refer to Figure 6).

The purpose of the ACZ1 is, inter alia:

- To encourage a mixture of uses and the intensive development of the activity centre:
 - As a focus for business, shopping, working, housing, leisure, transport and community facilities.

The purpose of the PPRZ is, inter alia:

- To recognise areas for public recreation and open space.
- To provide for commercial uses where appropriate



Figure 6. Zoning Map

2.2.3 Planning Controls — Overlays

The Project Area is partly affected by the Design and Development Overlay (Schedule 36) and partly affected by the Heritage Overlay (HO903) (Figure 7).

Design and Development Overlay Schedule 36 (DDO36) – Emergency Medical Service Helicopter Flight Path Area

The Overlay affects a portion of 25 Eastern Beach Road. The purpose of the Overlay is to ensure, inter alia, that new development does not encroach on the flight path airspace areas associated with the Geelong Hospital rooftop helipad. The requirements of the DDO are triggered for buildings and works 25m or more above ground level.

Heritage Overlay (Schedule HO903)

The Heritage Overlay applies to Eastern Beach as a precinct, with the Eastern Beach Bathing Complex and Reserve listed on the Victorian Heritage Register as H0929. The listing and significance of the precinct is discussed further under ‘Heritage Controls’ at section 2.2.2. The extent of the Heritage Overlay, which affects the south eastern corner of the precinct only, is shown in Figure 7.



Figure 7. Heritage Overlay (Schedule HO903)

2.2.4 Heritage Controls

Victorian Heritage Register

The Eastern Beach Bathing Complex and Reserve is listed on the Victorian Heritage Register as H0929. The project area is located in the far west of the significant precinct, as shown in Figure 8. The Statement of Significance for H0929 includes the following statements:

“Constructed between 1928 and 1939, the Eastern Beach Bathing Complex is the last major enclosed sea bathing facility to be constructed on Port Phillip Bay, and represents the culmination of the ethos of sea bathing....

Eastern Beach Promenade is also significant in being the only original structure that survives of the many seabaths which once dominated Port Phillip Bay’s foreshore.....

The design of Eastern Beach Bathing Complex and landscaped reserve with curved sea walls, circular promenade (baths), circular concrete children’s pool, symmetry of the landscaping and structures about the staircase, original buildings, shelters, fountain, lamp standards and extensive original planting forms an area of consistent and quite outstanding character and it is the only known example within Victoria.”

Victorian Heritage Inventory

Victorian Heritage Inventory (VHI)

The project area includes five archaeological sites on the VHI, including:

- H7721-0195 Yarra Street Jetty
- H7721-0198 Former Queens Wharf

- H7721-0203 Royal Geelong Yacht Club Archaeological Precinct
- H7721-0207 Beach Battery/Norris Boatbuilder
- H7721-0204 Former Customs House Site #2

The locations of the archaeological sites are shown on Figure 9.

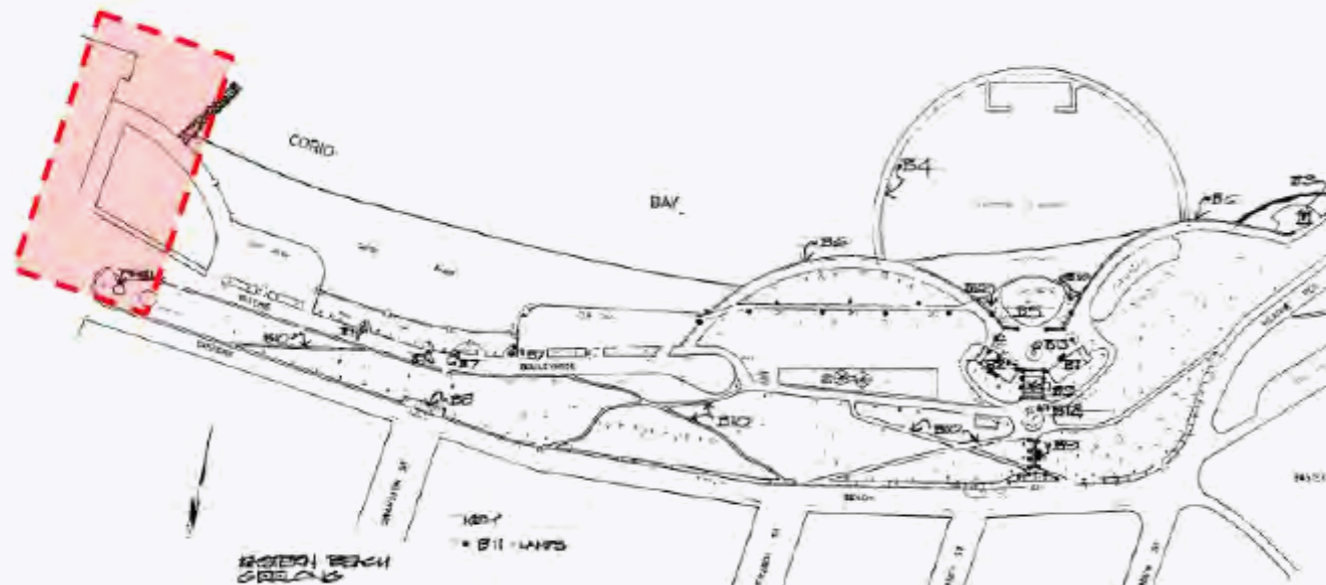


Figure 8. Plan H0929. Highlighted section shows the extent of the project area within the heritage area



Figure 9. Locations of relevant Victorian Heritage Inventory Places (source: RBA Architects & Conservation Consultants)

Aboriginal Cultural Heritage

The project area is located within an area of cultural heritage sensitivity. The Royal Geelong Yacht Club comprises a recreational boat facility and is therefore considered a high impact activity. The Aboriginal Heritage Regulations 2018 state that a mandatory Cultural Heritage Management Plan (CHMP) is required when a high impact activity is situated within a statutory area of cultural heritage sensitivity, unless one of the following can be demonstrated:

- a. The entire area of cultural heritage sensitivity can be demonstrated to be significantly disturbed via the use of machinery down to clay, or
- b. The activity is for, or associated with, a purpose listed under subregulation (1)(b) for which the land was being lawfully used immediately before 28 May 2007.

A desktop assessment prepared by Archaeology at Tardis has determined that a mandatory CHMP is not required, as:

- It is reasonably plausible that significant ground disturbance has occurred across the entire activity area, due to several phases of development, which has resulted in complete remodelling of the shoreline.
- The activity area has been used as a recreational boating facility since the mid to late 19th Century. In accordance with r.46(3), the redevelopment of the existing yacht club is considered an exempt activity.



Figure 10. Statutory Areas of Aboriginal Cultural Heritage Sensitivity (source: Tardis)

The Victorian Government, with guidance of the new Victorian Marine and Coastal Council, is developing a new state-wide Marine and Coastal Policy (the policy). The policy is expected to be completed in December 2019. Until the policy is released, the Victorian Coastal Strategy 2014 remains the state-wide policy and strategy document for Victoria.

The Victorian Coastal Strategy sets a long-term vision and framework for how planning and managing of the coast should occur, guided by a hierarchy of principles, policies and actions.

The hierarchy of principles gives effect to the directions in the former Coastal Management Act 1995 and is included in the Planning Policy Framework in the Greater Geelong Planning Scheme. Planning and decision making on the coast needs to be guided by and consistent with the hierarchy of principles. In summary, the principles are:

1. **Value + Protect** – Ensure the protection of significant environmental and cultural values
2. **Plan + Act** – Undertake integrated planning and provide clear direction for the future
3. **Use + Enjoy** – Ensure the sustainable use of natural coastal resources and Ensure development on the coast is located within existing, modified and resilient environments where the demand for development and any impacts can be managed sustainably

2.2.6 Revitalising Central Geelong Action Plan (DELWP, 2016)

The Revitalising Central Geelong Action Plan (the Action Plan) sets out the State Government's plan to drive change in central Geelong. The Action Plan is designed to encourage:

- people living and working in the city
- permanent and construction job creation
- demand for retail and services
- creativity and vibrancy across the city day and night
- new development opportunities
- private sector confidence to invest in central Geelong.

The Action Plan identifies the Safe Harbour project as a priority action, identifying the action as:

Commence construction of stage 1 of the Geelong Safe Harbour Project, subject to securing Commonwealth funding.

2.2.7 Central Geelong Urban Design Guidelines

The Central Geelong Urban Design Guidelines adopted by Council in October 2008 provide guidelines for the development of built form in the waterfront area, consistent with the aims of the Central Geelong Waterfront Masterplan 2011. The Urban Design Guidelines are a reference document at Clause 37.08 of the Greater Geelong Planning Scheme.

The guidelines suggest that building height and scale on the waterfront should be subservient to the built form of the city, except in the case of potentially 'iconic' buildings. Such buildings must provide a net community benefit in the form of improved access, increased activation of adjacent spaces and an increase in on-street activity such as al-fresco dining.

The Central Geelong Urban Design Guidelines are currently being updated (as at May 2019).

2.2.8 Central Geelong Waterfront Masterplan

In 2011, the City of Greater Geelong prepared a Master Plan for the length of the Geelong Waterfront. The 2011 Master Plan has never been implemented through the Greater Geelong Planning Scheme, and the 1996 Design and Development Code remains an Incorporated Document. The 1996 Design and Development Code provides little direction for future development of land in or around the project site.

Whilst the 2011 Master Plan is not a statutory document, it provides useful directions on the desired continual improvement of the Geelong Waterfront.

A series of design principles are set out in the 2011 Master Plan that apply to any development along the length of the waterfront:

- Protect and enhance the coastal environment
- Ensure the waterfront is an attractive, accessible destination offering a range of experiences and places, including access to and engagement with the water
- Prevent the alienation of public open space and maximise public access throughout the waterfront precinct
- Ensure that developments make a positive contribution to adjoining public space and contribute to the prevailing character of the precinct
- Protect and enhance important views across, and to Corio Bay, as well as vistas to buildings and other landmarks of heritage and cultural significance
- Protect and enhance the views of the waterfront from the north-south streets of Central Geelong
- 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

- Promote waterfront development that is environmentally, socially and economically sustainable and responsible
- Avoid over-development and ensure protection and adaptive reuse of heritage buildings and places
- Contain active frontages at ground level to encourage street life
- Include on-site screened enclosures for rubbish, recycling and other utilities to ensure they are visually unobtrusive.

In relation to any future development of the RGYC site, the Master Plan provides the following recommendations:

- Growth and development on the RGYC site should be addressed in the context of surrounding potential future developments
- The RGYC is a strong local institution, generating important waterfront activity and should be supported in expansion plans. Expansion of land-based activities needs to be accommodated by increased density within the current site or over the water in a northerly direction, and not to the east or west on the adjacent land.
- Marina expansion may be possible in conjunction with surrounding potential future developments
- Any physical changes to the site should provide greater public access to the waterfront and provide an extension to the Baywalk through the site
- Any new developments must include on-site screened enclosures for rubbish, recycling and other utilities to ensure they are visually unobtrusive

The Master Plan also envisages that the Yarra Street Pier be rebuilt to provide a safe harbour and wave attenuation for the Royal Geelong Yacht Club.

2.3 Social + Economic Context Benefits

2.3.1 The Royal Geelong Yacht Club

Royal Geelong Yacht Clubs (RGYC) vision is to “be the iconic lifestyle club in the Geelong region, with a vibrant experience on and off the water”. It is a not-for-profit organisation with

infrastructure and facilities dedicated to allowing the community to gain access to Port Phillip. The facilities include two buildings, vessel maintenance yard, lockers/equipment storage, 250 on water marina berths, hardstand storage for 166 craft and various vessel launching/retrieval infrastructure. There are approximately 1200 members that pay annual fees to utilise the site. Members fees are a major revenue source used for the management, maintenance and renewal of the site infrastructure and facilities.

The RGYC site enables:

- Sailing education programs
- Events (water and land based)
- Café, restaurant and functions
- Club house facilities
- Marine infrastructure, including a safe harbor for public and members vessels
- Public spaces for the community to enjoy the waterfront

The social values of the site extend beyond members access and encourages participation to a wide range of non-members. Sailing programs such as; Discover Sailing, twilight sailing/day pass, Sailability, school programs (non-state schools that cannot access the Victorian Sailing School), women’s sailing, maritime education and hosting of regattas and major sailing events.

The Sailability program is a specialised community program. It gained approval to be established, as the RGYC has secure waterfront access and marina yard. This ensures that that participants with additional needs and young students have a safe and controlled environment. The program runs 3 days a week over 6 months period, there are 60 clients with a range of abilities who attend from the following organisations; Gen-U, Nelson Park, Leisure Network, Barwon Valley Special School. The program is a ran by 32 volunteers, which includes 16 RGYC members and all the equipment used is supplied by RGYC at no cost.

The site infrastructure also supports activities that provide wider economic and social benefits, including:

- functions and conferences,
- local maritime industry through equipment sales and vessel maintenance,
- waterfront café
- tourism
- temporary customs area to be set up with tender vessel ferrying passengers from cruise ships moored offshore in Corio Bay.

RGYC hosts a range of major water-based events including the Festival of Sails, the biennial Wooden Boat Festival and several international, national and state based yachting regattas. Geelong will host an additional two World championships in 2020, the Laser Masters World Championship and the 49er/49 FX/NACRA World Championships. The popularity and benefits of these events reinforces RGYC’s importance to state and national tourism and as a site of intense waterfront activity.

The sites infrastructure and facilities allow secondary economic benefits to the broader Geelong industry, including:

- Business that supply equipment and products specific for boating and water-based activities. Including those that provide specialised clothing, protective floating and safety devices, on-board computers, sails, boat engines, corrosion protection, specialty paints, mechanical equipment etc.
- Maintenance contractors who provide routine maintenance due to degradation or damage to vessels. This infrastructure and the facilities support up to 20 individuals working at the site at any one time. This includes the trades related to; mechanical (boat engines), painting, welding, carpentry or other vessel related trades (i.e. fiberglass).
- Event management and equipment, through hiring of specific equipment and temporary construction, promotional content, security and employment.

2.3.2 Victorian Sailing School

The Victorian Sailing School is a campus of Newcomb Secondary College, it is administered by a

sub-committee of school council, with the Department of Education and Training providing the two full time registered staff members. The Victorian Sailing School provides programs for students from schools managed by the Department of Education and Training (i.e. Victorian State School, no private schools), primarily for students in years 9 to 12. The program is set up to offer a sailing experience to students with all levels of ability and promote access and equity for all demographics.

Annually there are approximately 2200 participants / students each year that benefit from the program. The programs provide a unique aquatic based educational experience by promoting programs that consist of environmental interaction, outdoor educational and recreational adventure activities.

Active participation in these pursuits encourages students to

- face new challenges,
- gain self-reliance,
- show initiative particularly when under pressure,
- acquire leadership qualities,
- develop concentration and listening skills.

Victorian Sailing School runs through the school calendar year during school hours. The program requires a dedicated building with classrooms, changing facilities, vessel hardstand storage, vessel launch and retrieval infrastructure and private car and mini bus parking.

There are secondary economic values associated with the program through staff employment, Geelong visitor benefits and purchase of specialty sailing equipment, power and sailing boats.

2.3.3 Fishermans Basin

Fisherman's Basin is a commercial maritime port managed by City of Greater Geelong. The infrastructure and facility support 24 permanent vessel berths and includes vessel to shore loading / unloading structures (allows heavy vehicles to park alongside vessels). The infrastructure that supports loading/unloading is positioned within a broader network within Port Phillip and is important for the continued maintenance of maritime infrastructure within Corio Bay.

The operators utilising the facilities include maritime construction and commercial fishing industry, charters, dive operators, on water food sales and recreational / visitor berths.

Fisherman's Basin also offers high public access allowing the community and visitors an engaging up-close experience to a commercial maritime port. The degree of intimacy and character that the basin offers contrasts with other more expansive areas of the waterfront.

A commercial helicopter charter also operates within Fisherman's Basin and a seafood restaurant is located on the south-west corner while a linear green public open space, Fairnie Park, borders the basin to the south.

2.3.4 Central Geelong Waterfront

The central Geelong waterfront is the City's key tourist, event and recreational precinct for the region.

This attracts over 2m visitors a year to the foreshore, businesses and the surrounding public open space, through tourism, promenading, commuters, fitness, fishing or event participation. The waterfront and proximity to the Geelong central business district offers a highly accessible foreshore as it is supported by transport networks, services and infrastructure.

The precinct hosts a range of highly successful major events including the Geelong Revival Festival, Cadel Evans Great Ocean Road Race, Festival of Sails and Ironman 70.3 Geelong. These events attract enormous community interest, generate strong visitation and participation and make a key contribution to the regional economy. In 2017 major events on the Waterfront generated over \$37 million worth of economic benefit. There are also over 100 community events and activities held along the Waterfront every year.

Relevant to City of Greater Geelong's committed to the continual improvement of waterfront is the policy context outlined within the Central Geelong Waterfront Masterplan 2011.



3. Issues + Opportunities

Having regard to the research and consultation undertaken, the following issues and opportunities have been identified for the GWSHP.

The diagrams identify an understanding of:

- View to through and from the site.
- Pedestrian priority
- Activation
- Connectivity
- Site Logistics



Issues

- 1a. Viewlines The VSS obstructs the view to the water from the city down Bellerine Street.
 - 1b. Viewline and connection with the city retained and promoted down Yarra Street
 2. Fence line creates a barrier RGYC currently creates a physical barrier between east and western beach precincts and creates a blockage to the pedestrian promenade.
 3. Narrow pedestrian footpath on Eastern Beach Boulevard The existing buildings are too close to the southern boundary reducing and pinching the public footpath here along Eastern Beach Road to an unacceptable width of 3.3m
 4. Parkland The Coastline has extended and occupied by a highly regarded linear green space. The GWSHP sits midway and is keyed in to this green space. In fact, the green space has extended further away from the coastline to accommodate the incursion of the GWSHP.
 5. Lack of Engagement RGYC turns its back to the street which creates a wall to the pedestrian experience.
 6. Stormwater discharge causes sediment build up in this area that affects vessel movements on and off the water. The existing in ground stormwater line cannot be built over without significant expense to the project.
 7. Marina Yard. RGYC is a logistical hub with an active and operational slip yard/ hardstand. It cannot safely provide public through access due to daily operational activities occurring here.
 - 7a. Working Slipway Operation of the slipway is critical and necessitates secure access to area (unless under managed controlled situations such as major events and festivals).
 - 7b. Boat storage, movement and loading Limited ability for vehicle and truck access during sailing programs. OH&S between slipway/maintenance operations and permitted marina yard access holders, multiple users and management of mixed use areas. (This is the purple arrow)
 - 7c. Marina Yard Items to be retained Items that must be retained and incorporated in the future development: Working slip yard + slipway; water tanks, fuel tanks, cranes moving boats in and out of the water, the water treatment plant.
 8. Vessel and vehicular access to and from the site conflicts with pedestrian movement to and from the beach
 9. Popular existing foreshore paths are interrupted by the enclosed/secure line of RGYC site.
 10. Existing Buildings Victorian Sailing School/OTBB/ RGYC are old and aging infrastructure that are not fit for current intended usage. Orientation of the buildings excludes engagement with the public.
 11. Wave Climate. The on-water berths have insufficient wave protection on both the west (primary) and east (secondary) boundaries.
- T Standard and commercial traffic movement within the precinct conflict with busy pedestrian nodes and activities.

Figure 11. Issues Plan

Opportunities

1. **View lines.** Combine VSS + OTTB into one building envelope with shared functions and activities. The consolidated OTTB and VSS building will improve the view down Bellerine Street to Corio Bay.
2. **Open up the site and buildings and provide active connections with the waterfront.** (Show this diagrammatically to the Café side of the site + the VSS terrace + Waterfront reclaimed land)
3. **Widening of pedestrian /cycle pathway to provide network of useable paths.**
4. **Parkland Connections.** Provide a 24/7 public promenade across the site for all abilities. Connect with neighbouring green spaces
5. **Pedestrian Routes and Activation**
Activate and offer a variety of activities to the Eastern and Western Facades. Allowing visual permeability and pedestrian entry to the site as a continuation of pedestrian pathways. Eg. Proposed Café will activate connection with Fisherman's Basin and invite the public in.
6. **Stormwater upgrades** to occur to reduce pollutants adjacent to the site.
7. **Marina Yard**
 - 7a. Working Slipway maintained
 - 7b. Reclaimed Land provides increase to marina hardstand/boat storage
 - 7c. Maintain Yard working slip and marina yard retained with Improved managed access during events. Improved vessel and vehicular movement to ensure safety of pedestrian movement internally for the learn to sail programs/ sail ability program and VSS.
8. **Improve vessel and vehicular movement and operations on site and boat launching.** Improve vehicle and truck access, increase the footprint to better manage current conflict and potential for increased vessel hardstand storage.
9. **Reinstate a safe harbour. Wave Protection.** Provide a multi-purpose wave protection structure that improves the marina wave climate and creates a safe harbour for visitor to Corio Bay. The structure could also be used as a new public promenade, allow for temporary vessel mooring and facilitate RGYC ambition to run major events.
10. **New Buildings provide.** RGYC Provide a new RGYC building that connects with the precinct and is more inviting with more areas publicly accessible, new building will improve the quality of the existing conferences and functions facilities. VSS/ OTTB Provide a new purpose built VSS facility dedicated to maritime education and incorporating Child Safe Standards. Provision for overnight accommodation that will reduce to participation cost and allow schools with all demographics to engage with the facility. Partner with RGYC and other providers to share the facilities and increase the maritime education offered at the site.
11. **New marinas with the safe harbour** allow public access to RGYC marina arm (with public access along main path) to the west of the existing slip yard will enable improved public connection to the waterfront as a continuation of public waterfront access improvements to the east side of Fisherman's Basin.
12. **Fishing.** Encourage and activate fishing and viewing within Fisherman's basin and adjacent to Eastern Beach.
13. **Stoney Pier Commercial vessels relocated.** Accommodating commercial vessels in an alternative location would allow the removal of Stoney Pier to improve on water and waterfront access for vessels and public.

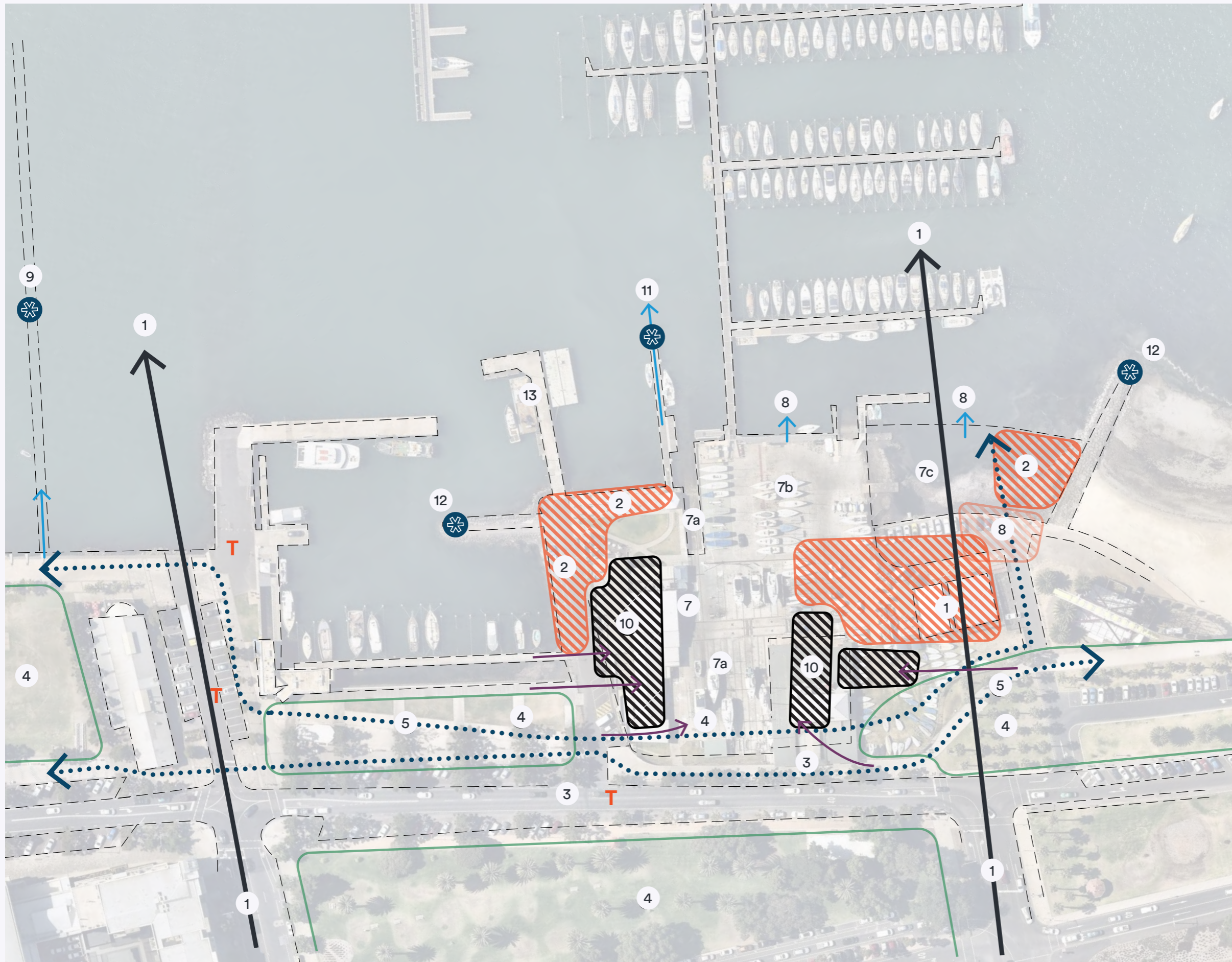


Figure 12. Opportunities Plan

4. Strategic Framework

4.1 Vision

The Geelong Safe Harbour Waterfront Project will deliver a world class precinct that will be a key destination for visitors, users and maritime activity, connecting people to Corio Bay for recreation and education and providing economic benefits to the region and beyond.

4.2 Principles

The principles of this Master Plan have been developed to respond to the policy context and the opportunities and constraints of the precinct.

1. To improve access and provide safe harbour for vessels using Corio Bay
2. To support and strengthen the tourism and economic contribution of the safe harbour precinct to the Geelong Region and the State of Victoria.
3. To encourage excellence in siting and design that integrates with the coastal landscape and provides a positive contribution to the Geelong Waterfront
4. To protect and enhance important views to, through and from the precinct
5. To provide high quality public space and access for all that enables connections and supports a variety of experiences
6. To respond to the coastal environment and impacts of climate change
7. To encourage land uses that complement the Geelong Waterfront, support the safe harbour and attract people
8. To ensure that development responds to and respects cultural, archaeological and built form heritage
9. To ensure safe, convenient and efficient vehicle access

4.3 Strategies

The principles will be achieved through the strategies outlined below.

1. To improve access and provide safe harbour for vessels using Corio Bay

Strategies:

- a. Improve public access to on-water infrastructure where it is safe and complements the functions of the safe harbour
- b. Support temporary / visitor berths, including wave protection measures and improved on-water infrastructure
- c. Retain and consider improvements to the functions and capacity for commercial and recreation vessels in Fisherman's Basin
- d. Encourage marine transport activities, including processing facilities
- e. Improve the marina yard efficiency and safety of areas for boat launching/retrieval, rigging/de-rigging, maintenance and storage
- f. Control access to vessels to manage safety and security
- g. Promote and improve access to the sport of sailing and other water-based activities for the wider community
- h. Consider the future of Stoney Pier and adjacent rock groyne, including opportunities to improve the provision and access of adjacent berths
- i. Continue to grow sailing and education programs.

2. To support and strengthen the tourism and economic contribution of the safe harbour precinct to the Geelong region and the state

Strategies:

- a. Increase the capacity and attraction of the Geelong Safe Harbour as a destination for local and international visitors
- b. Support existing and new major water and land-based events, including through improved facilities, spaces and access
- c. Provide a range of experiences and destinations for visitors through improved public spaces and complementary commercial operations
- d. Partner with local organisations, offering dedicated education pathways and growth of existing programs, such as the Sailability Program
- e. Enable the regional community to benefit from the boating infrastructure through increased access to sailing, maritime education, and the maritime industry.
- f. Consider the future of the existing commercial helicopter service within the Geelong Waterfront to support its viability, public amenity and safety

3. To encourage excellence in siting and design that integrates with the coastal landscape and provides a positive contribution to the Geelong waterfront

Strategies:

- a. Ensure new buildings provide a landmark that positively responds to the unique coastal setting and the existing waterfront character
- b. Explore opportunities to adopt environmentally sustainable design principles, including passive solar access, natural light and ventilation, responsive siting, use of local materials and services, rainwater capture and water recycling
- c. Ensure the form, scale and appearance of development enhances the function and amenity of the public realm
- d. Ensure active frontages are provided to Fisherman's Basin and to Eastern Beach Road
- e. Ensure the back of house facilities, storage, waste disposal, and delivery areas are designed to avoid negative impacts on adjacent public spaces
- f. Minimise any overall increase in the total footprint of all new or redeveloped buildings, and encourage the consolidation and shared use of buildings
- g. Encourage use of high-quality materials and finishes in all new buildings and landscaping works
- h. Ensure new landscaping works contribute to local identity and context and enhances public amenity.
- i. Ensure the height of building is no higher than three levels.
- j. Ensure buildings and infrastructure are designed and located to enable the efficient operation of the precinct and its related land-based functions, including during events and periods of construction.

4. Protect and enhance important views to, through and from the precinct

Strategies:

- a. Retain shared key views to Corio Bay from within Central Geelong, including down Bellerine and Yarra Street
- b. Maximise public viewing opportunities, particularly to Corio Bay and the boat yard, including through the site and from new vantage points
- c. Minimise obstruction of views to Corio Bay, including avoiding continuous built form
- d. Ensure the design of new buildings and works (including fences) maintains visual permeability through the site.

5. Provide high quality public space and universal access that enables connections and supports a variety of experiences

Strategies:

- a. Ensure public spaces provide a quality amenity experience and are safe and convenient for all users
- b. Enhance connections into central Geelong and along the waterfront.
- c. Prioritise pedestrian access over vehicle access
- d. Ensure pedestrian pathways provide convenient movement to, from and throughout the precinct and are not obstructed or exposed to unmanaged conflicts
- e. Incorporate the needs of people with varied levels of mobility
- f. Provide recognisable and legible points of entry to public spaces where access is managed or limited
- g. Enhance the amenity of the pedestrian path along Eastern Beach Road and address safety concerns between cyclists and pedestrians
- h. Ensure improvements and changes to the precinct result in no net loss of public open space

6. To respond to the coastal environment and impacts of climate change

Strategies:

- a. 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
- b. Ensure design elements respond to the coastal environment, including the use of durable materials
- c. Minimise uncontrolled impacts on coastal processes and impacts on any significant marine flora and fauna.
- d. Apply a risk-based planning approach to minimise the impacts of natural hazards and land degradation, including any potential acid sulfate soils or land contamination issues.

7. To encourage land uses that complement the Geelong Waterfront, support the safe harbour and attract people

Strategies:

- a. Ensure all land use supports and complements the precinct, and the Geelong waterfront
- b. Ensure the functions offered at the site are complementary of the broader network of boating infrastructure and facilities within Port Phillip
- c. Encourage a diversity of land uses to provide a range of activity, facilities and experiences throughout the day and evening
- d. Support land uses that provide opportunities for a diverse group of people to engage with the precinct
- e. Encourage land uses that support the provision, maintenance and management of key facilities and assets in the precinct.
- f. Support the function and operation of the Royal Geelong Yacht Club, including areas for members
- g. Support sailing education activities, including the Victorian Sailing School and associated accommodation for students
- h. Support land uses that provide active frontage, and encourage public access to buildings, including retail and food and drink premises
- i. Support areas that cater for conferences and functions

8. Ensure that development responds to and respects cultural, archaeological and built form heritage

Strategies:

- a. Acknowledge and conserve the natural and cultural heritage significance of the precinct
- b. Respect identified significant heritage assets and values
- c. Encourage opportunities to inform visitors of the history and cultural significance of the precinct, including through interpretive signage, displays and art installations.
- d. Manage the Victorian Heritage Inventory areas in the precinct.

9. To ensure safe, convenient and efficient vehicle access

Strategies:

- a. Provide for vehicular access to the precinct as required, including for loading/unloading, vessel drop off/pick up and buses
- b. Minimise off-street parking in the precinct
- c. Ensure appropriate access is provided for emergency vehicles
- d. Ensure vehicular access avoids obstruction and conflict and encourage convenient movement to, from and throughout the site.

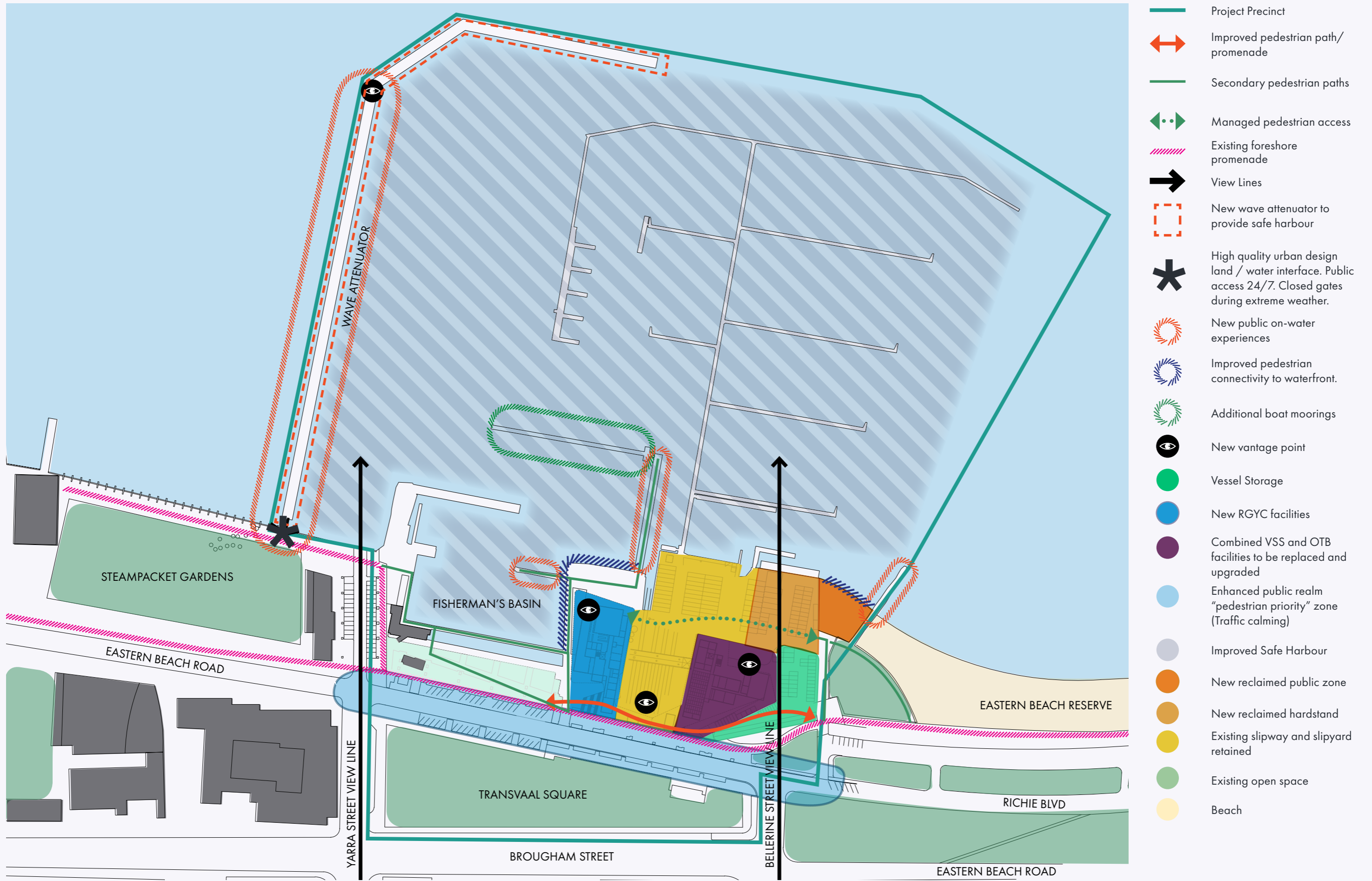
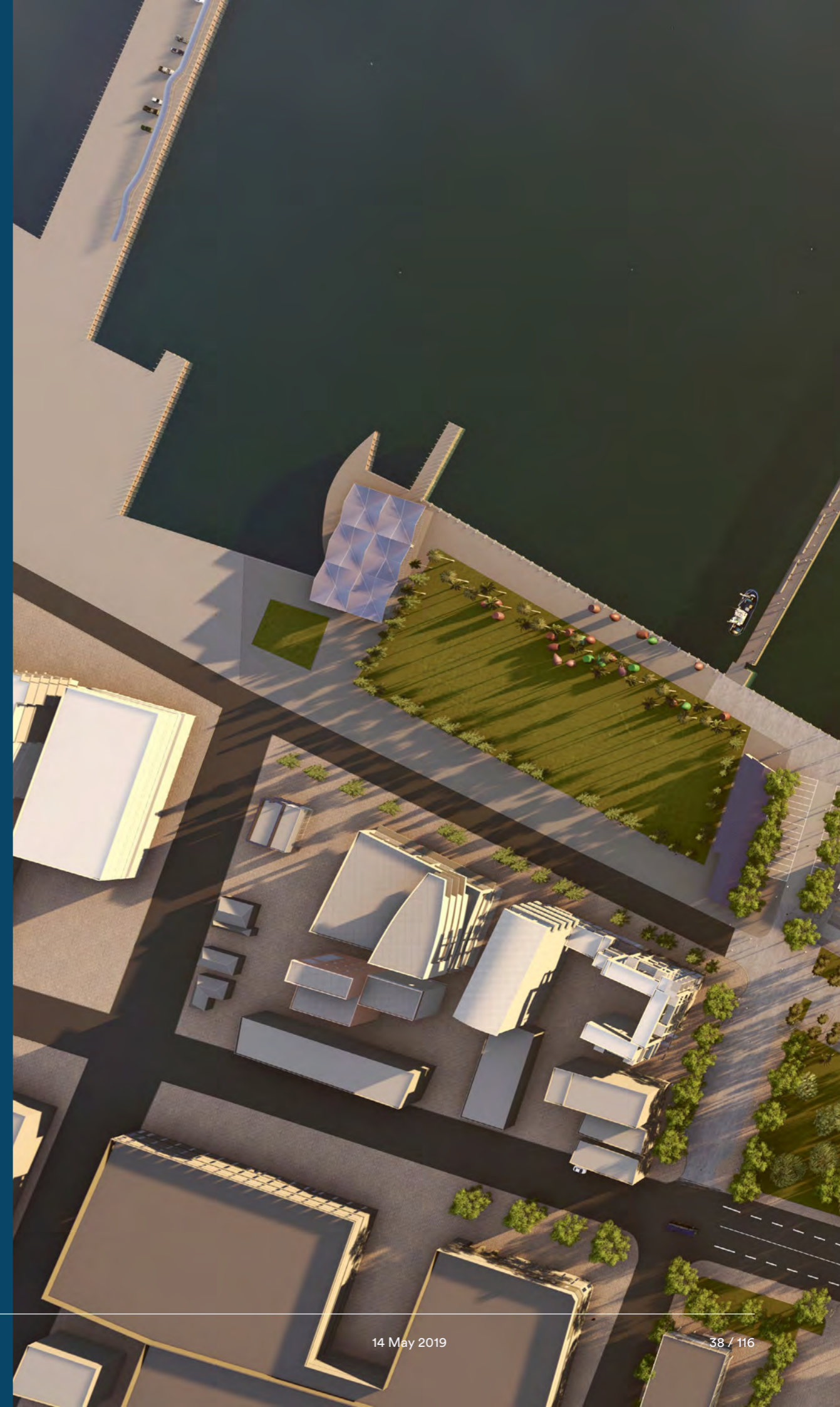


Figure 13. Framework Plan

5. Design Concept





5.3.1 Introduction

This design concept section is an illustration of the Masterplan's Strategic Framework.

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 design vision will provide a new elevated experience up and over the RGYC 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 will occupy space underneath the new 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 provides new visible access to the RGYC, and unique elevated view of Corio Bay.

Design Concept Plan

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



Figure 14. Design Concept Plan

Design Concept Plan — Future Vision

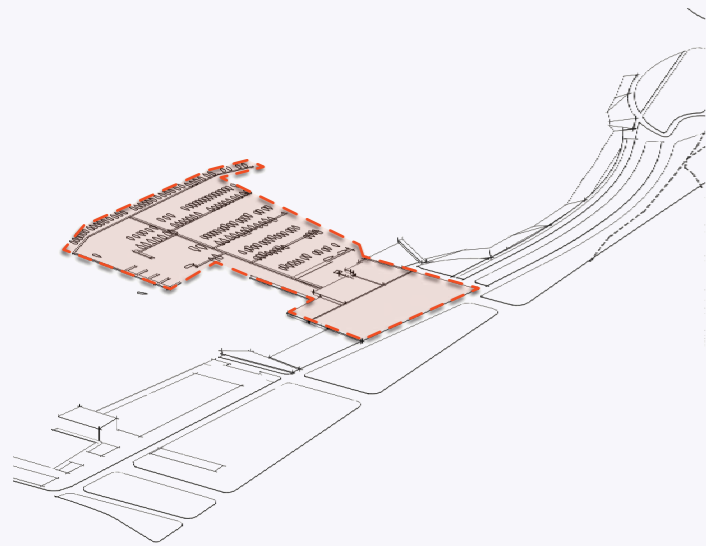
The following items are a broader vision for the project. These ideas would benefit the overall precinct and should be considered for future development.

1. Street improvements Easter Beach Road
Traffic calming
2. Transvaal Square provide pedestrian connection to GWSHP and broader waterfront precinct
3. Transvaal Square reinstate historic pedestrian paths
4. New RGYC Marina upgrade to deteriorated infrastructure
5. Street improvements Yarra Street
carpark/Foreshore access
Waterfront forecourt upgrade/traffic calming



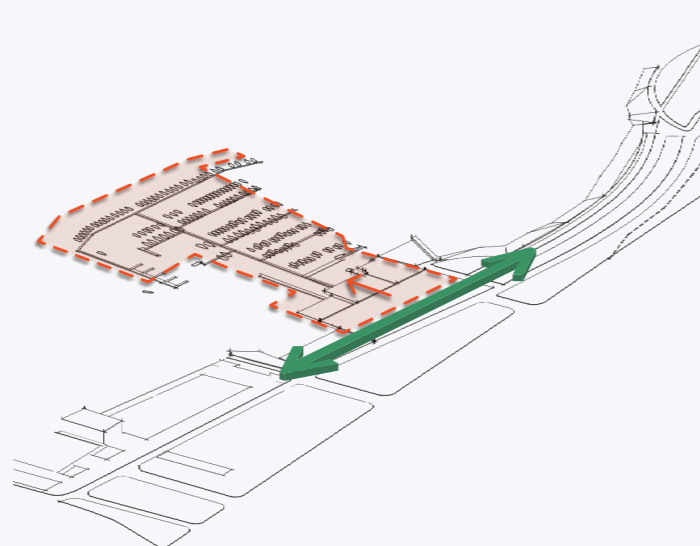
Figure 15. Design Concept Plan — Future Vision

A feature of the design concept is a new “up & over” public realm. The design summary to arrive at this concept is illustrated below.



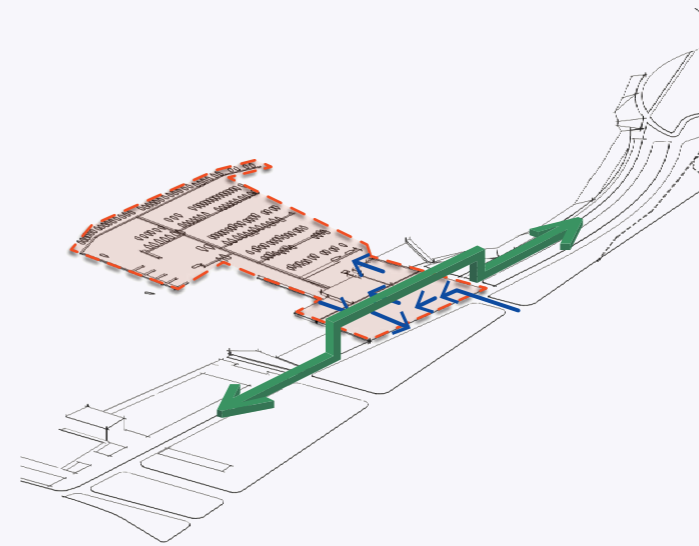
Existing public realm & RGYC

The RGYC currently creates a physical barrier between the east and west waterfront precincts, obstructing the public realm.



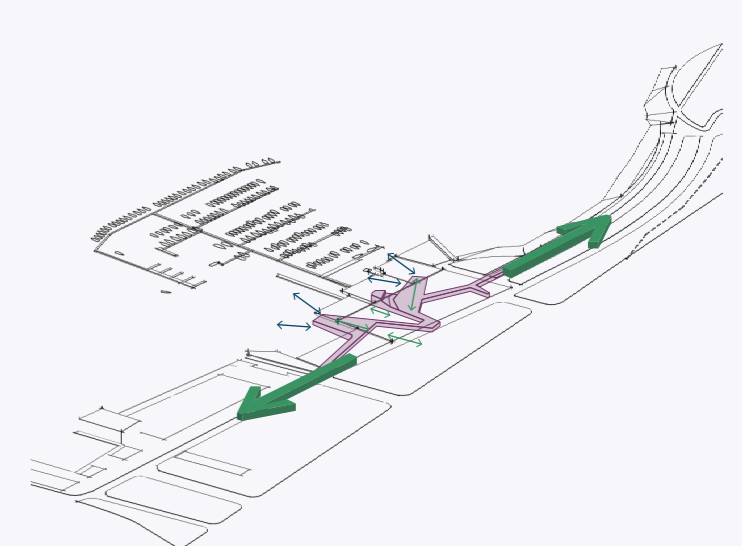
Increased public realm but compromised RGYC

The challenge is how to enhance the public realm in a safe and accessible way, without compromising the complex logistics of the RGYC and neighbouring maritime uses.



Increased public realm and optimised RGYC

The design concept is to provide a new elevated experience “up and over” the RGYC site, re-connecting the public foreshore promenade and significantly increasing the waterfront public realm space. The buildings and marine yard of the RGYC and other maritime activities are not compromised and occupy space underneath the new public realm.



Integrated Design System

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 provides new visible access to the RGYC and marina yard, and unique elevated views of Corio Bay and Eastern Beach Road.

The design concept is a non-specific object that can vary, be adapted, pushed and pulled to fit the brief and community requirements as the design evolves.

A New Waterfront Experience

The new “up & over” is a new experience on the waterfront, complimenting existing key infrastructure-generated experiences such as Cunningham Pier and the Eastern Beach Swimming Enclosure.

- Out and Back (Cunningham Pier)
- Up & Over (GWSHP)
- Out and Around (the Sea Bath & Boardwalk)

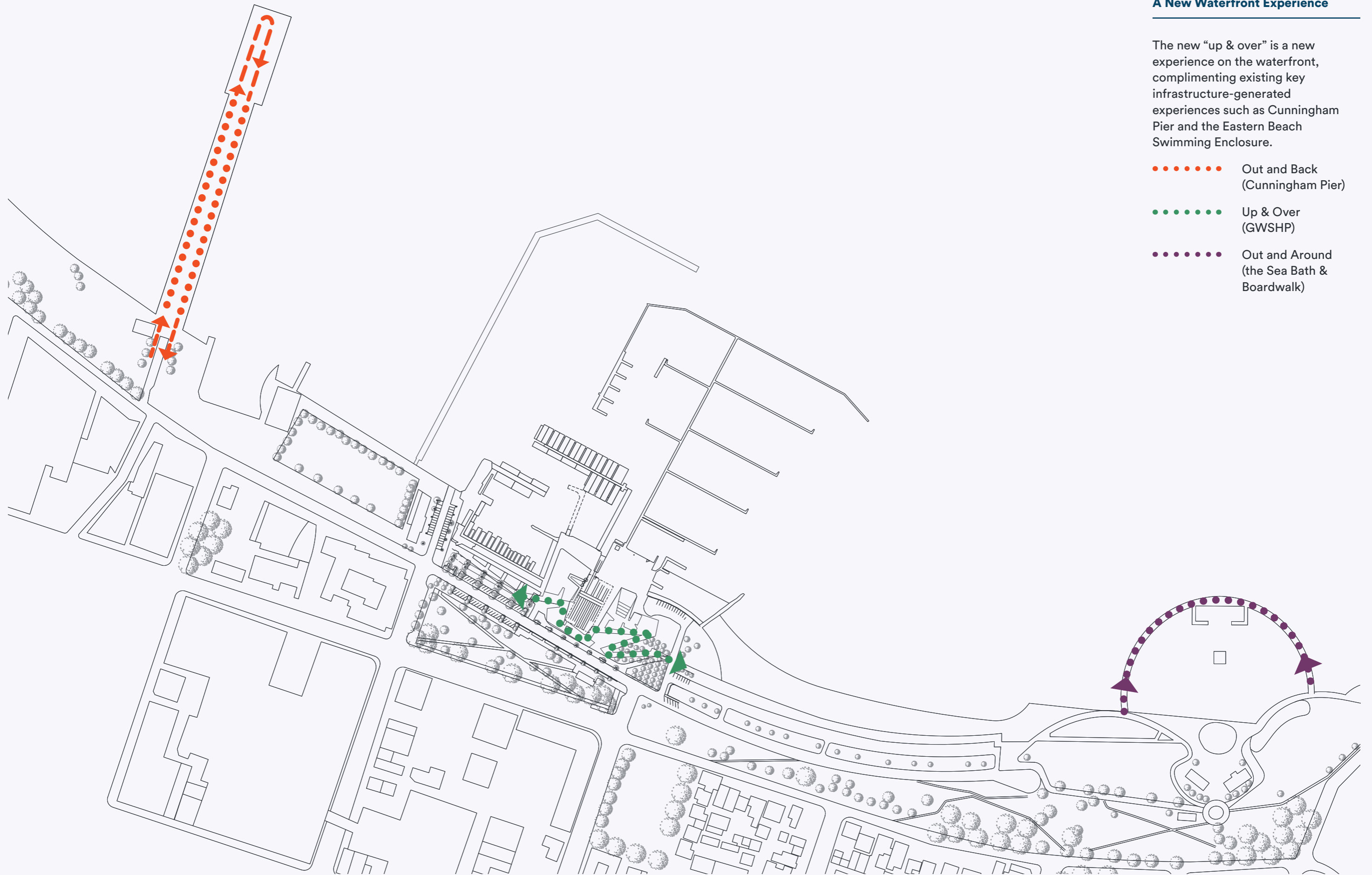
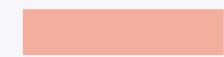


Figure 16. A New Waterfront Experience

5.2 Staging

Stage 1



1. Public promenade and wave attenuator to create a safe harbour
2. Reconfigured marina main arm and public access
3. VSS & OTB upgraded building
4. Improved and upgraded public realm interface

stage 2



5. Yarra Street Pier, public realm improvements
6. Fishermen's Basin upgrade
7. New RGYC building incorporating public and members
8. Reclaimed hardstand area for vessel storage
9. Multi-purpose loading structure
10. Remove Stoney Pier



Figure 17. Staging Plan



Design Concept — Stage 1

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 / Maritime loading and Unloading retained
5. Existing Bollard Trail
6. Precinct Vehicular Access
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. Existing Vessel Launching / Retrieval Cranes to be retained
9. Existing Rock Groyne to be retained
10. Existing Fairnie Reserve to be retained
11. Existing Tree Planting (Hoop Pine) *Araucaria* sp.
12. Stage 1: Western Staircase to 'Up & Over' & lift.
13. Existing Royal Geelong Yacht Club Building
14. Existing Royal Geelong Yacht Club Hardstand & Slipyards
Hardstand allows for ongoing managed public access
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
Provides 24 hour public access
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 & material selection 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
24. Stage 1: Changing Places

Figure 18. Design Concept — Stage 1 Plan



Design Concept — Stage 1 + 2

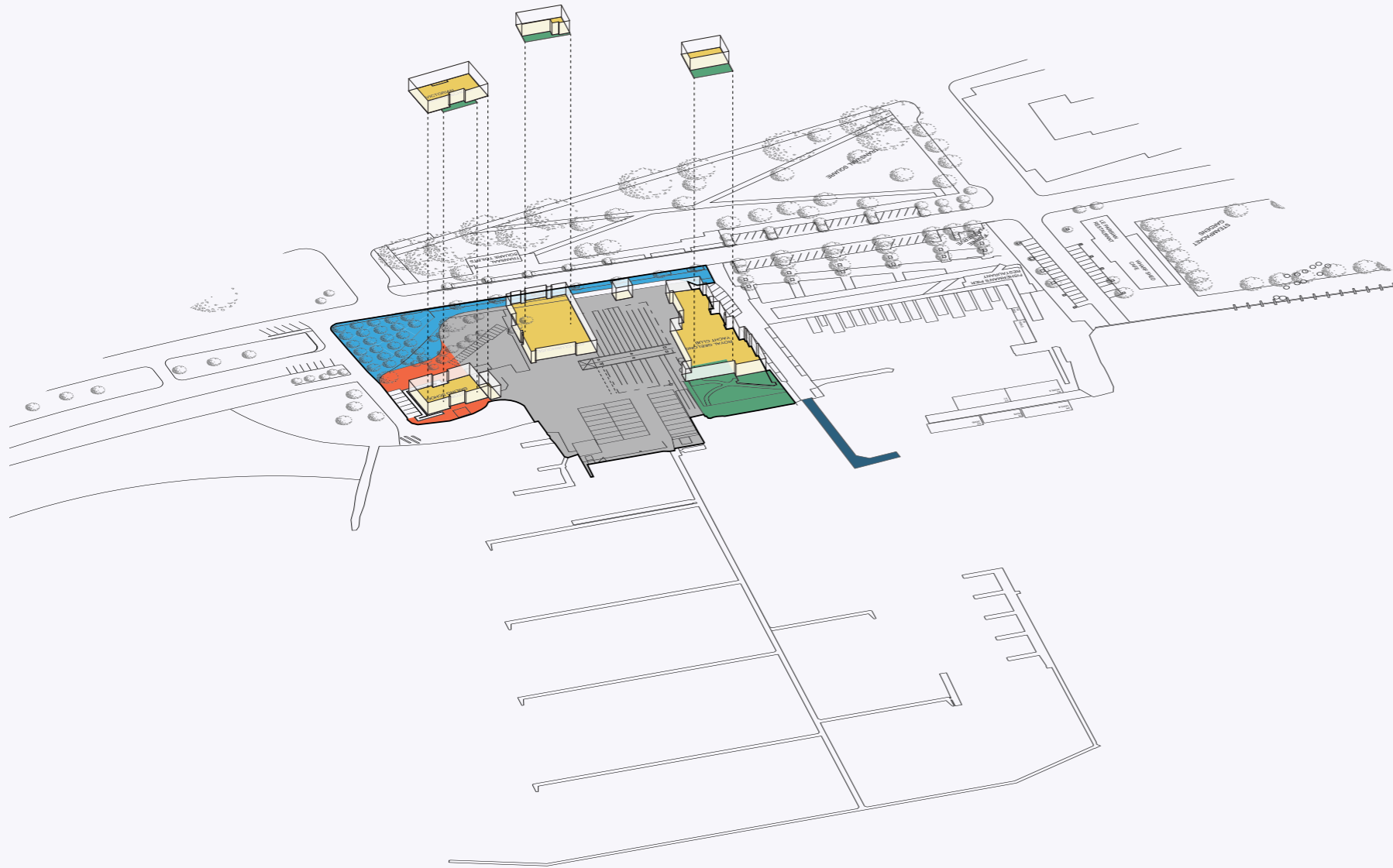
1. Stage 1: Public Promenade & Wave Attenuator (Provide Safe Harbour)
2. Stage 1: Area to be retained for commercial operations
Further work required to define demand for provision of additional berths, turning basin for larger vessels (consideration of ferry requirements)
3. Stage 1: Existing Yarra Street Pier
Existing pier to have fenders & ladders refurbished to allow berthing on the northern side.
4. Precinct Vehicular Access
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. Existing Vessel Launching / Retrieval Cranes to be retained
8. Existing Fairnie Reserve to be retained
9. Existing Tree Planting (Hoop Pine) Araucaria sp.
10. Stage 1/2: Increased Public Realm Surface Upgrade
Final extent and material selection subject to budget
11. Stage 2: West Public Realm Staircase 'Up & Over'
12. Stage 1/2: Bike Racks
13. Stage 2: Public Cafe / Outdoor Eating
14. Existing Rock Groyne to be retained
15. Stage 2: Stoney Pier to be removed
This will only occur if the commercial function that Stoney Pier facilitates can be relocated.
16. Stage 2: Royal Geelong Yacht Club Upgraded Building
17. Stage 2: Members Deck/Lawn
18. Stage 1: Royal Geelong Yacht Club Re-configured Marina & Main Arm Provides 24 hour public access
19. Future Marina
Replacing existing timber marina to floating marina
20. Existing Royal Geelong Yacht Club Hardstand & Slipways
Hardstand allows for ongoing managed public access
21. Stage 1: Victorian Sailing School / Off The Beach Upgraded Building
22. Existing Palm Grove
23. Stage 1: East Public Realm Walkway 'Up & Over'
24. Stage 1: The Public Lawn
Palm Planting subject to slope
25. Stage 2: Land Reclamation
With pontoon & ramp
26. Stage 2: Public Use Land Reclamation
27. Existing Restrooms
28. Future Potential Shared Zone
29. Stage 1: Changing Places

Figure 19. Design Concept — Stage 1 + 2 Plan

5.3 Areas + Site Activation

The following pages provide a detailed breakdown of areas by stage of works.

5.3.1 Existing Site Areas



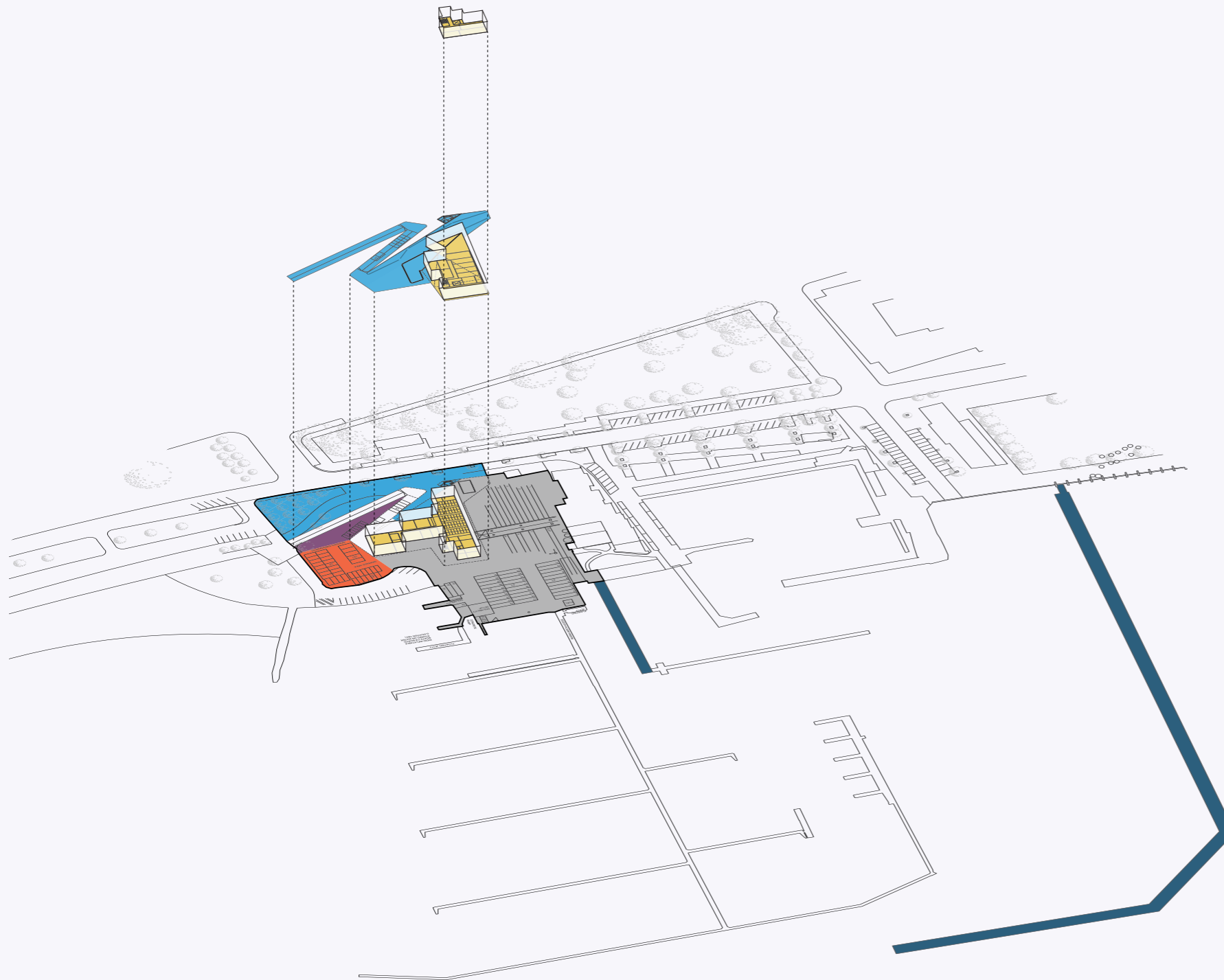
Level 1 Areas

	Area
■ Building Footprint	695 M ²
■ External Decks	163 M ²

Ground Level Areas

	Area
■ Building Footprint	2417 M ²
■ RGYC Hardstand	6519 M ²
■ VSS Hardstand	713 M ²
■ External Decks	805 M ²
■ Public Realm RGYC Lease	0 M ²
■ Public Realm On Water	235 M ²
■ Public Realm COGG	1749 M ²

5.3.2 Stage 1 Site Areas



Level 2 Areas

	Area
■ Building Footprint	188 M ²

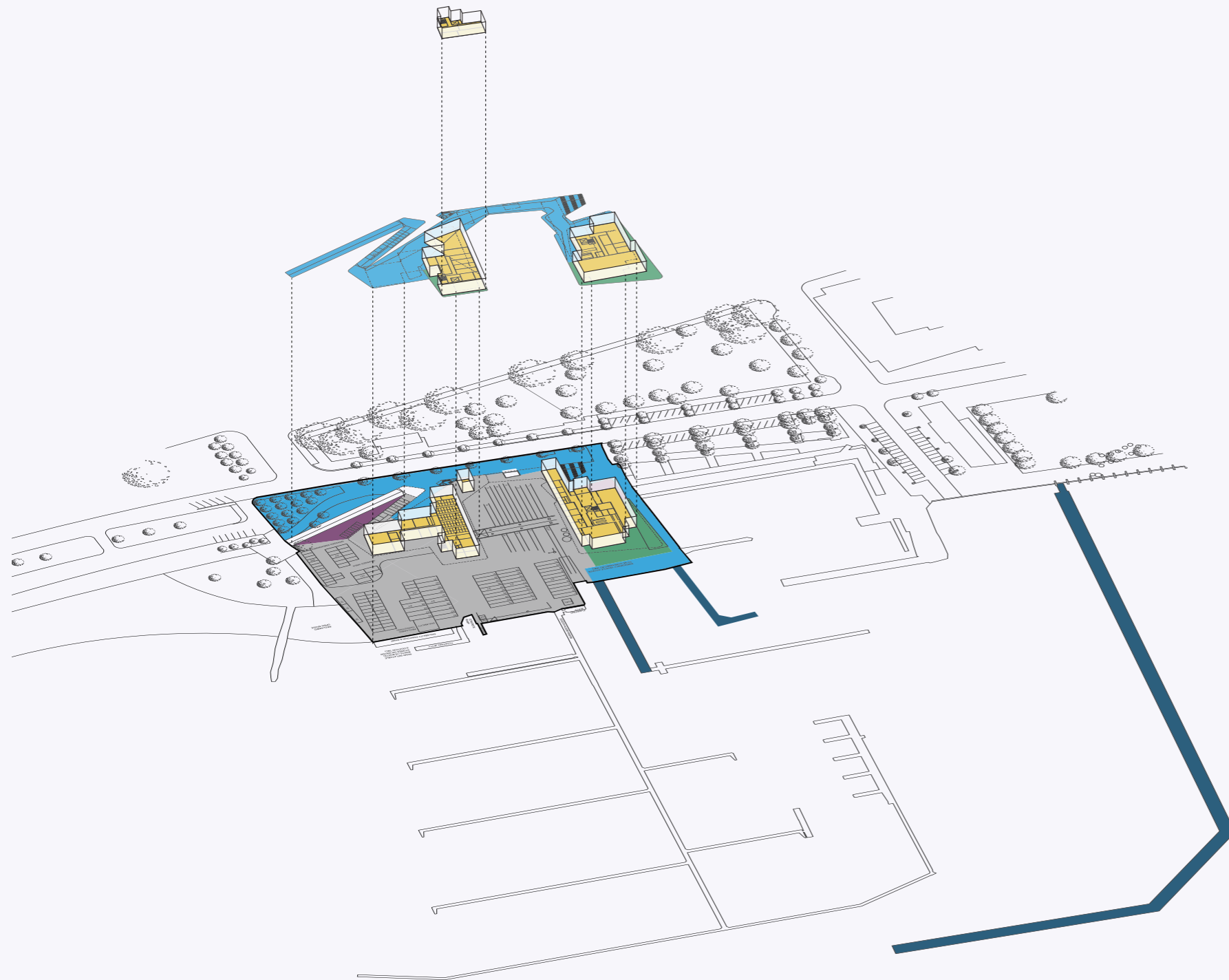
Level 1 Areas

	Area
■ Building Footprint	730 M ²
■ External Decks	55 M ²
■ Public Realm COGG	1374 M ²

Ground Level Areas

	Area
■ Building Footprint	966 M ²
■ RGYC Hardstand	7188 M ²
■ VSS Hardstand	876 M ²
■ External Decks	0 M ²
■ Public Realm RGYC Lease	31 M ²
■ Public Realm On Water	2951 M ²
■ Public Realm COGG	1853 M ²

5.3.3 Stage 1 + 2 Site Areas



Level 2 Areas

	Area
■ Building Footprint	188 M ²

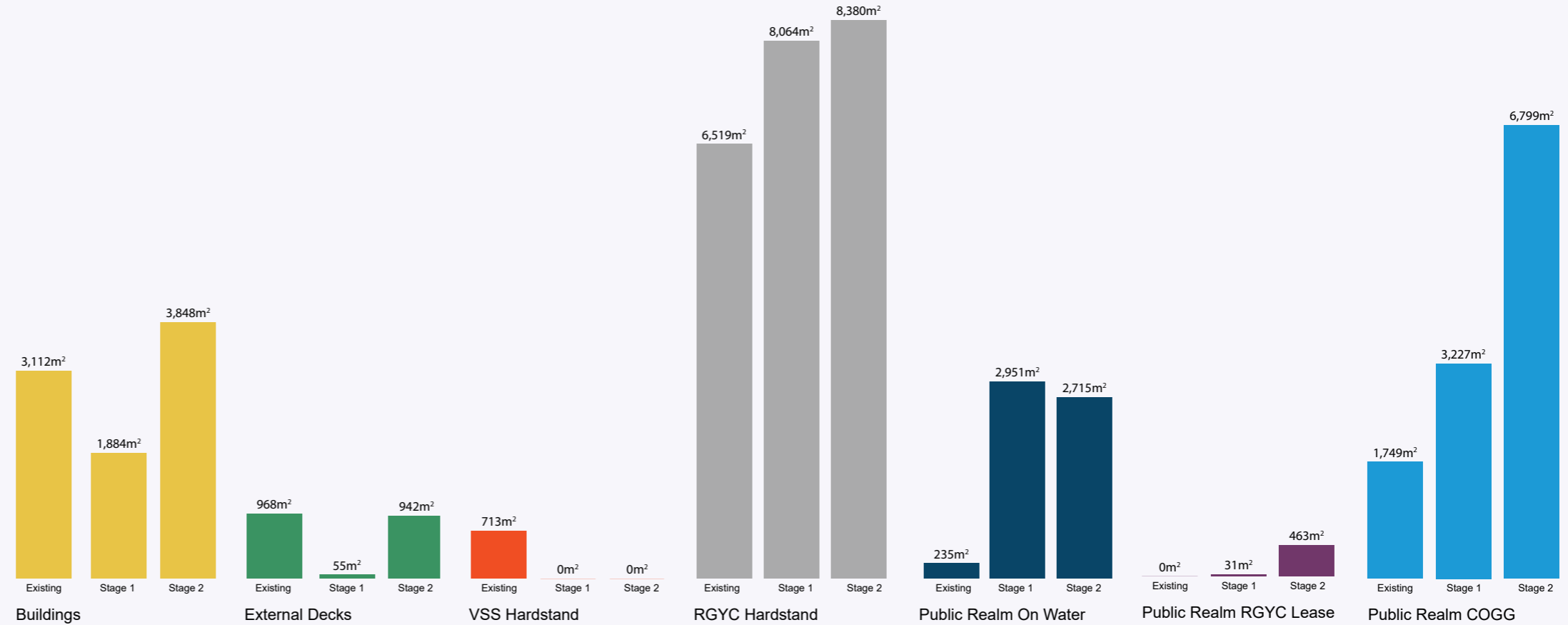
Level 1 Areas

	Area
■ Building Footprint	1538 M ²
■ External Decks	344 M ²
■ Public Realm COGG	2328 M ²

Ground Level Areas

	Area
■ Building Footprint	2122 M ²
■ RGYC Hardstand / VSS Hard Stand	8380 M ²
■ External Decks	598 M ²
■ Public Realm RGYC Lease	463 M ²
■ Public Realm On Water	2715 M ²
■ Public Realm COGG	4111 M ²

5.3.4 Site Areas



Existing Total Public Realm On Ground = 1,984M2

Proposed Total Public Realm On Ground = 7,289M2

Proposed Total Public Realm On Level 1 = 2,328M2

Total Public Realm = 9,646M2

This Provides A 386% (7,633M2) Increase Of Public Realm.

In Total The Proposed Design Provides 9,617M2 (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.

Areas by Stage

	Existing	Stage 1	Stage 1 + 2	Difference
Buildings	3,112m ²	1,884 m ²	3,848 m ²	+736 m ²
RGYC Hardstand	968m ²	55 m ²	942 m ²	-26 m ²
VSS Hardstand	6,519m ²	8,064 m ²	8,380 m ²	+1,861 m ²
External Decks	713 m ²	0 m ²	0 m ²	-713 m ²
Public Realm RGYC Lease	235 m ²	2,951 m ²	2,715 m ²	+2,480 m ²
Level 1	0 m ²	31 m ²	463 m ²	+463 m ²
Ground	0 m ²	31 m ²	463 m ²	+463 m ²
Public Realm On Water	0 m ²	0 m ²	0 m ²	0 m ²
Public Realm COGG	1,749 m ²	3,227 m ²	6,439 m ²	+4,690 m ²
Level 1	1,749 m ²	1,853 m ²	4,111 m ²	+2,362 m ²
Ground	0 m ²	1,374 m ²	2,328 m ²	+2,328 m ²

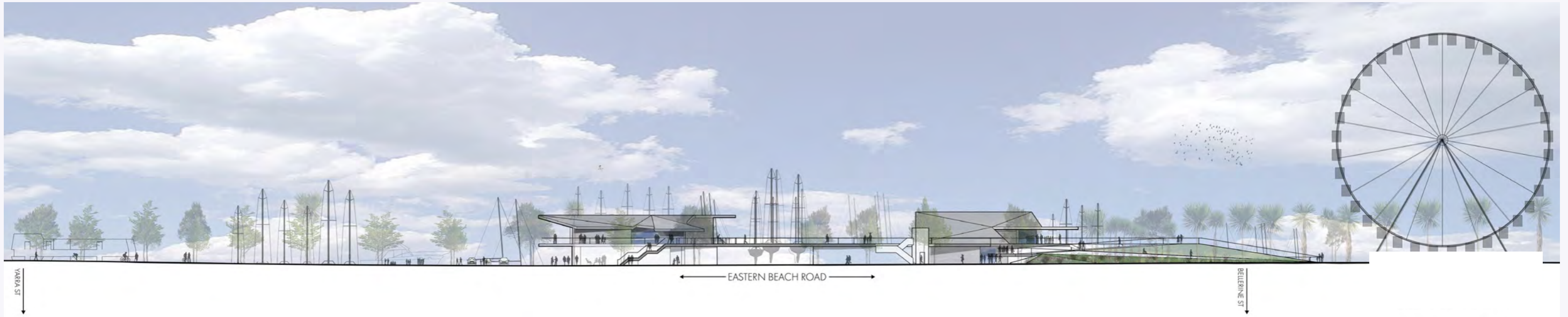


Figure 20. Stage 2 — South West Elevation - Not To Scale



Figure 21. Stage 2 — North East Elevation - Not To Scale

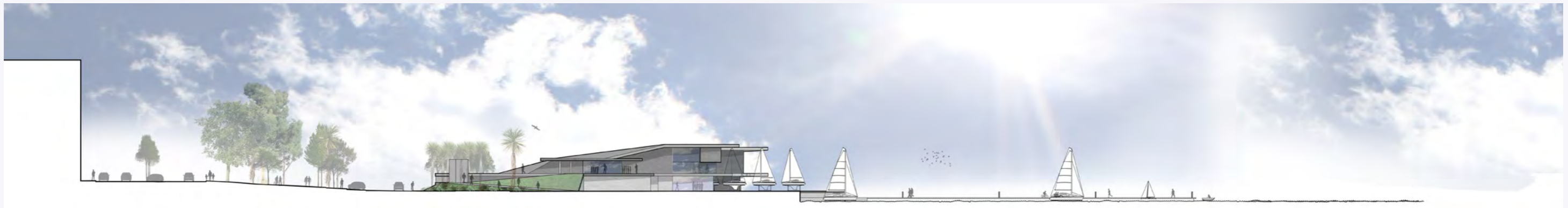


Figure 22. Stage 2 — South East Elevation - Not To Scale



Figure 23. 3D Perspective (Proposed)



Figure 24. Eastern Beach Access (Proposed)



Figure 25. Existing Aerial



Figure 26. Aerial (Proposed)



Figure 27. Eastern Beach access (existing VSS and OTTB)



Figure 28. Eastern Beach Access (Proposed)



Figure 29. Level 1 - Looking north west over marina yard (Proposed)

5.4 Rationale + Benefits

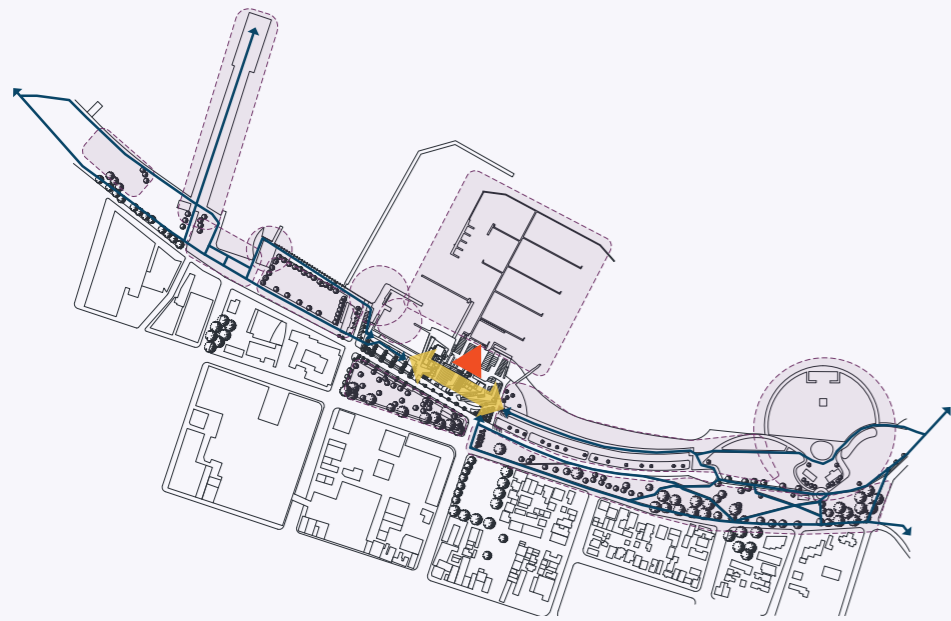
5.4.1 Introduction

This material produced in the concept development phase as illustrations/explanatory diagrams explain how the conceptual thinking is aligned with the Masterplan Strategic Framework and also the 2011 Masterplan Principles.

This alignment is expected to provide the following benefits :

- Complete Geelong's Waterfront
- Strengthen connections from the city to the bay
- Enhancing public access for all and visual connections to the waterfront
- Celebrate and engaging with an authentic waters edge
- Creating an interconnected and varied public realm of high quality
- Connect and enhance the public realm
- Improve pedestrian and traffic management
- Enhanced benefits for public use

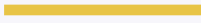



5.4.2 Urban Design Moves



1. Complete Geelong's Waterfront

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





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



2. Strengthen Connections from the City to the Bay

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

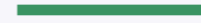






-  Key Visual Corridors
-  Key panoramas
-  Opportunity to enhance connectivity & wayfinding between CBD and Waterfront
-  Opportunities for further viewing & water experience

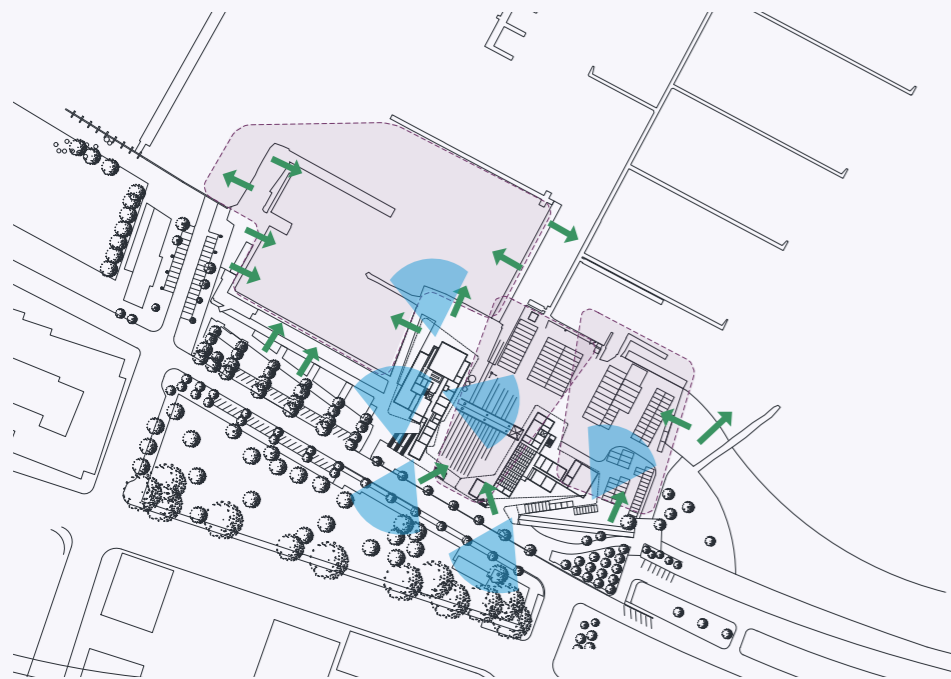


3. Enhance Public Access for all & Visual Connections to the Waterfront

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

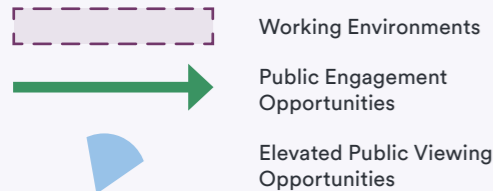
-  Up & Over Connection
-  New viewing opportunities
-  Improved accessibility, upgraded/amended public realm
-  Improved public access on water
-  Shared Zone / Pedestrian Priority
-  Opportunities for improved public connectivity
-  Possible reconfiguration of Transvaal to improve connections



4. Celebrate and Engage with an authentic waters edge

Open up opportunities to safely experience RGYC activities, boating and harbourside areas.

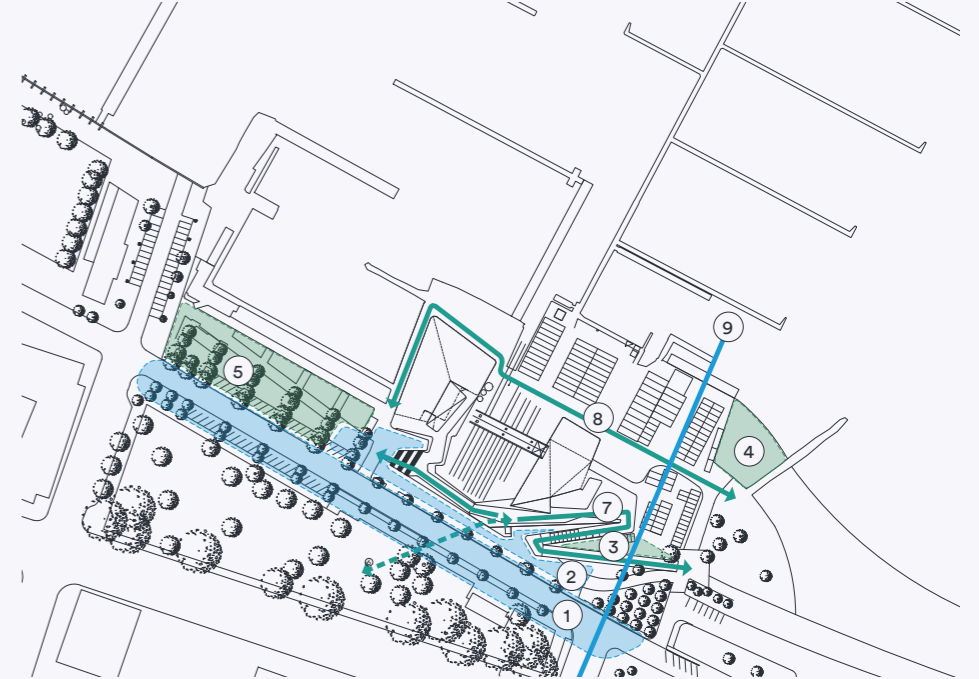
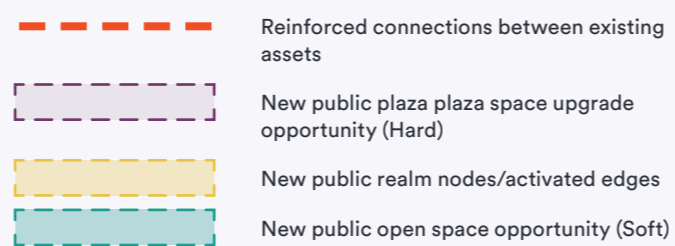
Retain authentic working port elements and intimate character of Fisherman's Basin.



5. Create an interconnected and varied public realm of high quality

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



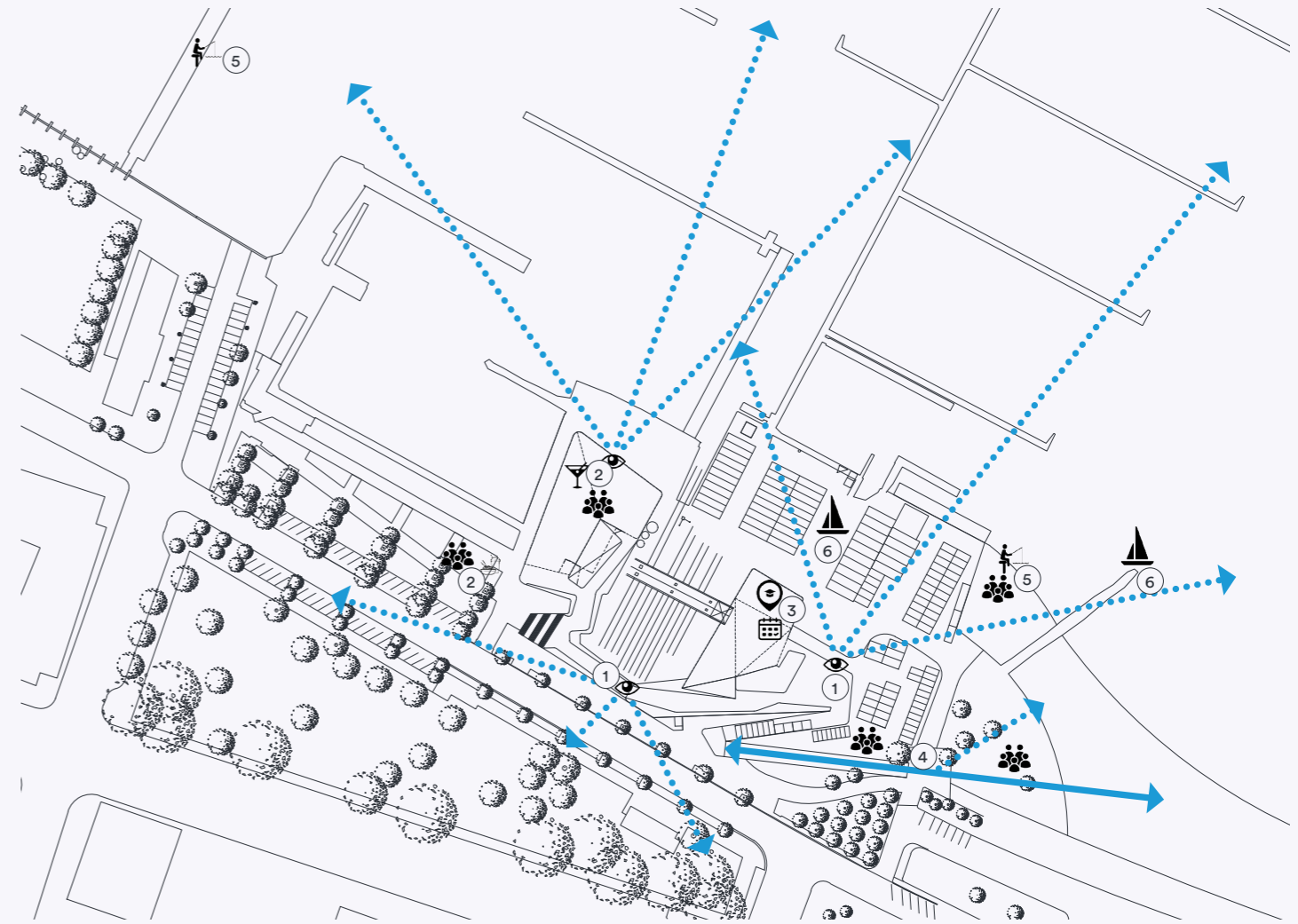
6. Connect + Enhance the Public Realm

- 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
- 8. This site allows for managed public through access
- 9. Demolition of existing VSS provides increased water views down Bellerine Street



7. Proposed Pedestrian + Traffic Movement

- Pedestrian movement - Ground
- Pedestrian movement - Level 1
- Shared pedestrian/cycle path/children's tourist train
- Small vehicles (3.5m clearance)
- Oversized vehicles (super yachts etc)
- Managed vehicular access (emergency vehicles)
- Managed public access



8. Enhanced Benefits for Public Use

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.
6. Boating activities on and offshore. Restricted access due to associated risks

5.4.3 Benefits of the Design Concept

The design concept aims to provide benefit through its elements as well as its entirety through its integration and contribution to the Geelong Waterfront.

These elements include enhancements to:

- buildings
- on-water infrastructure
- Fisherman's Basin
- marina yard
- public realm

These enhancements will provide daily benefits for the community as well as visitors, critically though improvements will also facilitate waterfront events that attract people from around the world to Geelong.

The benefits to the community include:

- increased public interest and participation in the healthy culture of sailing, boating and other water-based activities.
- providing greater public and community access to the precinct, buildings and to Corio Bay
- supporting access and sailing education programmes for students and people of all abilities.
- increased facility capacity for water and land-based community events, including major events.
- increased tourism and related spending to support the local economy
- supporting jobs in boating related trades
- creating new volunteer, training and employment opportunities in partnership with educational institutions.

Buildings

The consolidation of the 'Off the Beach' and the Victorian Sailing School Building, together with redevelopment of the Royal Geelong Yacht Club facilities, will provide a series of benefits, including but not limited to:

- Sustaining and improving current education programs including accommodation for students.
- Improving public access to buildings, through function spaces and café/restaurant and limited retail opportunities that activate the area and provide services for visitors.
- Ensuring all building are fit for purpose and meet current requirements for access and safety.
- Supporting the club to attract fee paying members who support the infrastructure and community-based programs.
- An attractive waterfront, where distinctive buildings positively contribute to the character and amenity.

On-water infrastructure

The improvements to on-water infrastructure is fundamental to maintaining and enhancing the key role of this precinct as a safe harbour. The concept design identifies a new 425m wave attenuator, as well as improvements to berthing and access which will provide a series of benefits, including but not limited to:

- Attenuate the wave climate inside the harbour, to create a safe harbour for the existing recreational and commercial marina and visiting vessels to Corio Bay.
- Facilitate temporary berth for visitors, during events, large charter and Tall Ship (up to 200 tonne).

- Provide safe public access along the entire accessible section of the wave attenuator for promenading, fishing and other water-based activities.
- Provide services (power, water, fire, sewerage discharge) to vessels along the wave attenuator
- Enable an increase in the number of berths within the safe harbour.
- Improve the access, convenience and safety of vessel movement within the safe harbour.

Fisherman's Basin

The concept design includes the retention of Fisherman's Basin that provides berths to commercial and recreation vessels. This area provides a unique character to the precinct. There are opportunities to enhance the operation of this area for vessels as well as for vehicle access. The concept design seeks to improve the interface to Fisherman's Basin through enhancing public access and amenity to its east, including having an active frontage to the west side of the RGYC building.

Marina Yard

The improvements to the layout of the marina yard include the re-arranging of buildings and an infill area. This will result in efficiencies and safety benefits for the on-land movement of vessels. It will also contribute to the capacity of the area to cater for major events. The infill area will enable improved boat launching facilities, particularly for community-based programs. The marina will retain permeable fencing, together with planned improvements to viewing opportunities. This will create enhance visual access for the community and engagement with the working marina yard.

Public Realm

To meet the strategic framework visions the design concept seeks to increase access to all, by increasing public access to the RGYC, the waterfront, marina and increasing available open spaces and improved views from a wide variety of vantage points. This will be achieved through significant public realm upgrades and improving accessibility. Opening and increasing space provides opportunities for increased engagement with the water by the community and visitors

There will also be opportunities to build the capacity in holding bigger and more public events including festivals of sails, regattas and other non-water specific events.

Public open space improvements include:

- Public access to 250m of the wave attenuator (with access to be managed if there are safety concerns).
- A new public space (2,000 sq.m) in the infill area, adjacent to Eastern Beach.
- A new up and over walkway concept, providing a unique elevated experience of the waterfront.
- Enhanced public realm adjacent to the RGYC and VSS buildings, including activated building frontages and improved pedestrian access along Eastern Beach Road.
- Improved views through the precinct to the waterfront, including by the removal of buildings that currently restrict views to the water down Bellerine Street.



6. Implementation

6.1 Approvals + Consents

The redevelopment of the Geelong Waterfront Safe Harbour Precinct will require a number of approvals and consents to enable the delivery of the project, including:

- Planning approval is required under the Planning and Environment Act 1987 for the use and development of the land
- Consent under the Marine and Coastal Act 2018
- A permit for demolition and buildings and works and an archaeological consent/permit under the Heritage Act 2017
- Approval under the Aboriginal Heritage Act 2006 (if a Cultural Heritage Management Plan is required)
- Works permit consent under the Port Management (Local Ports) Regulations 2015
- Consent from the land manager (City of Greater Geelong).

As part of any approvals process, including consents and secondary consent, detailed plans and information (including demonstrating consistency with relevant Acts and policies) may be required to address:

- Archaeological management
- Cultural/heritage fabric and landscape
- Traffic, vehicle access, parking and delivery design and management
- Public open space treatment and impacts
- Pedestrian access (including risk mitigation)
- Building design and interfaces
- Infrastructure, utilities and services (land and on-water)
- Land uses
- Coastal and environmental impacts
- Environmental/sustainable design
- Staging
- Stormwater drainage
- Streetscape upgrade works
- Landscaping
- Waste management
- Environmental contamination

Additionally, licences and leases of public land may also be required that address:

- Management
- Access (including areas of limited public access)
- Maintenance
- Other obligations and conditions

The redevelopment of the precinct will likely be delivered in stages, which will also inform the timing and extent of requests for approvals and consents. Total funding of \$19.1M has been secured for the first stage of development, as follows:

State Government

- Grant under the Regional Jobs and Infrastructure Fund, \$4.0M
- Victorian School Building Authority, \$3.5M
- Changing Places, \$0.1M

Federal Government

- Grant under the City Deal, \$3.5M
- Grant under the Regional Jobs and Investment Package, \$2.0M

City of Greater Geelong

- Project funding contribution, \$3.0M

Royal Geelong Yacht Club

- Project funding contribution, \$3.0M

7. Appendices

Appendix A Existing + 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 (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 public realm 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 hours 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 yard to allow for increased carrying capacity to allow for population growth and demand for the site infrastructure and facilities, 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.
- New safe harbour with wave protection provided from the west to north-area. The protection to have multiple purpose for visiting Tall Ships and other larger vessels, refuge and temporary berth capacity. Because of new wave protection look to optimise the 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. Reclink 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
26. Bar / serving of alcohol
27. Office / administration

Fisherman's Basin

28. Commercial Berths within Fisherman's Basin
29. Recreation berths within Fisherman's Basin
30. Transfer of goods / materials / guests to and from vessel safely within Fisherman's Basin.

Existing Operations

Daily Operations



Sailing Programmes



Festival Mode



Item	User / Program / Operation	Existing Use Description	Security / Safety Requirements	Proposed Usage
1	Victorian Sailing School	<p>Program is managed by Newcomb Secondary College and runs through the school calendar year, during school hours.</p> <p>There are approximately 2000 participants each year.</p> <p>The program requires a dedicated building with classrooms, vessel hardstand storage and dedicated private car parks (which will also accommodate a minibus).</p>	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and amenities</p> <p>Sailing and power Vessels need to be stored in a secure location</p>	<p>Continue operating existing program ran by Newcomb Secondary College.</p> <p>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.</p> <p>The new facility will allow other education partners to use the facility for a wide range of maritime education programs.</p>
2	Tourism / Promenading / Commuters / Fitness / Community Events	<p>Pedestrian traffic along the foreshore passes through the precinct and uses the surrounding public open space.</p> <p>The precinct fits within the Central Geelong Waterfront Masterplan as documented by City of Greater Geelong in 2011</p>	<p>Minimum widths for shared footpath.</p> <p>Minimum width for small tourist train and pedestrians</p> <p>Safety from crossing vehicle paths</p>	<p>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.</p>
3	Recreational Fishing	<p>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</p> <p>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 rec recreational fisherman.</p> <p>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.</p>	<p>There are various safety requirements for fishing. These shall be addressed for specific project elements that will be support recreational fishing.</p>	<p>Continue the existing site usage of fishing.</p> <p>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.</p> <p>The existing Stoney Pier is proposed to be removed.</p>
Site Events				
4	Festival of Sails	<p>Festival of Sails (FoS) is an annual three-day festival that occurs on the Australia Day long weekend. FoS is ran by RGYC.</p> <p>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.</p> <p>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.</p>	<p>A safe harbour, with adequate wave protection.</p> <p>Capacity for at least 100 to 200 visiting yacht.</p>	<p>RGYC to continue to coordinate and host FoS.</p> <p>Improved site wave protection (safe harbour) and improved capacity for temporary berths, that may allow more visiting yachts.</p> <p>New building layout to better accommodate large events and offset temporary works.</p>
5	Sailing and marine events	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Safe harbour to protect visiting vessels.</p>	<p>Hosting marina and sailing events will continue with the proposed layout.</p> <p>The precinct will continue to host maritime events.</p> <p>The proposed safe harbour, wave protection and new facilities will significantly enhance the potential for more sailing and marine events to utilise the precinct.</p>

Item	User / Program / Operation	Existing Use Description	Security / Safety Requirements	Proposed Usage
6	Other landbased waterfront events	<p>The facilities within the precinct, specifically buildings and open space continually support other Geelong Waterfront events.</p> <p>Events such as the Geelong Revival and Cadell Evans bike race have used the site facilities to support their events.</p> <p>Other minor events such as Geelong Ironman and triathlons have also been able to make use of the site and its facilities.</p>	Specific to the events	<p>The precinct will continue to support and allow access for Geelong waterfront events.</p> <p>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.</p>
Royal Geelong Yacht Club – Use / Programs				
7	Slipway and Vessel Maintenance	<p>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.</p> <p>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).</p> <p>The slipway area makes up area 1920m² and would be reduced to 1640m² in the proposed layout. This will require improved management of the facility to continue to support the existing demand.</p> <p>Up to 6 dedicated private car parks for contractors to bring tools and parts to the site for vessel maintenance operations.</p> <p>The slipway is limited to a 15-tonne load limit, maximum 5-meter width, 20m long vessels.</p>	<p>The slip operations limits foreshore access for all users within the precinct for between 20 minutes to 2 hours.</p> <p>Maintenance contractors require security to work with the tools and equipment.</p> <p>Vessel maintenance requires screens and offsets to control air pollutants.</p> <p>Slipping must operate as per RGYC By Laws.</p>	<p>Operation will continue with the footprint slightly decreased.</p> <p>The facility is currently at or near capacity so unlikely for further growth in number of users.</p>
8	Discover Sailing Pacers, short, free	<p>Free program for the general public to have a sailing experience. Generally, operates during events and ran by Off The Beach sailors and parents.</p> <p>2019 Festival of Sails attracted 260 guests.</p> <p>2018 Geelong Revival attracted 200 guests.</p>	<p>Child Safe Standards</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	<p>Program will continue and could occur during other Geelong foreshore events.</p> <p>Look to grow the program to operate over weekends, this will significantly increase the number of users and tourism activities along the Geelong waterfront.</p>
9	General Public Sailing Programs	<p>RGYC offer various sailing programs for the general public to experience and participate in sailing as one off.</p> <p>The programs, Sail Experience and Out There Sailing vary from a 2-hour program to a multi-day program.</p> <p>Annually these programs attract up to 80 participants.</p>	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	Continue to run sailing programs for the general public.
10	Tiny Tackers Tackers Introduction Tackers 1 Tackers 2 Tackers 3	<p>Various junior sailing programs covering different ages and ability.</p> <p>The programs run throughout the calendar year with more targeted programs during school holiday periods.</p> <p>The programs allow parents to drop off children, leaving them in the safety and security of the RGYC facility.</p>	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	<p>Continue to operate the junior sailing programs to advance skills and experience in the sport.</p> <p>A new modern facility will significantly aid the program and improve the quality of the training.</p>
11	School Programs	<p>Students from Kardinia College and Holy Spirit and Holy Family Primary School, currently there are approximately 24 students that are active in the program.</p> <p>This program operates separate from Victorian Sailing School and is ran by RGYC.</p>	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	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 Women's Dinghy – Wednesday Training and Women's Pacers Race and Training.	<p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	Continue operating the program.

Item	User / Program / Operation	Existing Use Description	Security / Safety Requirements	Proposed Usage
13	Maritime Education Programs	<p>RGYC offer various training and education programs for participants to improve the</p> <p>Start Racing, Start Skippering, Start Helming, Starting Crew, Coaching Camps and Sailing Coaching Program</p> <p>Annually there are approximately 50 participants for the offered programs.</p>	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	Continue operating the various maritime education programs.
14	Reclink Australia Program	RGYC support Reclink Australia to run sailing programs for their clients.	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	Continue supporting Reclink Australia to run sailing programs for their clients.
15	Sailability Program	<p>Highly specialised program that occurs 3 days per week throughout the daylight savings period.</p> <p>The program supports the following organisations; Gen-U, Nelson Park, Leisure Networks, Barwon Valley Special School.</p> <p>The program currently has capacity for the following; 60 clients, 32 volunteers (50% members and 50 percent non-members)</p> <p>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.</p>	<p>Child Safe Standard</p> <p>Classroom</p> <p>Changing facility and toilets</p> <p>Sailing and power Vessels need to be stored in a secure location</p> <p>Vessel launching infrastructure</p>	Continue Sailability program
16	Sail Experience Package	<p>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;</p> <p>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</p>	<p>Access to secure sailing and yacht club facilities.</p>	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.	<p>Change rooms and amenities</p> <p>Secure area to leave personal belonging while sailing.</p> <p>Hardstand vessels launched at the beginning and end of the Twilight Sailing need a safe launch and retrieval area around the existing crane.</p> <p>Secure vessel storage between events.</p> <p>Personal Accident Insurance for Day Pass Members, individual may opt to take a \$5 Yachting Australia insurance per race.</p>	Continue operating program
18	Non-members Day Pass to be involved in boating activities on Friday, Saturday & Sunday Sailing & Navigation Rallies	<p>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.</p> <p>First six (1-6) day passes \$15 each Second Six (7-12) day passes \$35 each</p>	<p>Access to secure facilities</p>	Continue operating program
19	Kindred Club Members	<p>A Kindred club member can purchase a day pass for \$15 and there is no limit to how many can be purchased.</p> <p>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.</p>	<p>Access to secure facilities</p>	Continue operating program

Item	User / Program / Operation	Existing Use Description	Security / Safety Requirements	Proposed Usage
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
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 derigging 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.
25	Café	Under 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.
26	Bar / serving of alcohol	The clubhouse currently has a liquor license and is permitted to serve alcohol	Responsible service of alcohol	Continue the serving of alcohol as permitted within the site lease agreement.
27	Office / administration	The site has secure offices for various employed staff that use the precinct, such as; teachers, event management, sailing programs, accounting, marina managers etc.	Secure access for office equipment and working areas	Provide secure office space for site and operation staff.
Fisherman's Basin				
28	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.
29	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.
30	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. Review all commercial functions to determine if all operations shall remain in Fisherman's Basin. Relocate all existing functions and use from Stoney Pier to Yarra Street Pier.

Marina Yard - Summary of Existing Use



SECURE CUSTOMS AREA FOR VISITING CRUISE SHIPS
APPROXIMATELY 4 TIMES PER ANNUM



PASSENGERS ARRIVING TO SITE



SAILABILITY - MARINA YARD SET UP



SAILABILITY LAUNCHING REQUIREMENT



SAILABILITY - CLIENTS WITH SPECIAL NEEDS REQUIRE INDIVIDUAL TRANSPORT TO SITE



SAILABILITY / RE-LINK PROGRAMS
7 MONTHS OF THE YEAR 4 DAYS A WEEK



REGATTAS, SAILING PROGRAMS, CADETS
7 MONTHS OF THE YEAR
REGATTAS APPROXIMATELY 12
SAILING PROGRAM 6 DAYS A WEEK
CADETS 4 DAYS A WEEK

5 MONTHS OF THE YEAR
REGATTAS 0
SAILING PROGRAM 1 DAYS A WEEK
CADETS 1 DAYS A WEEK



VESSEL LAUNCHING / RETRIEVAL CRANE



BOAT RAMP



RIGGING / DE-RIGGING AREA



VICTORIAN SAILING SCHOOL
EVERY SCHOOL CALENDAR DAY THROUGHOUT THE YEAR



FUEL



BEHIND CRANE, VARIOUS MANOEUVRES / TEMP OPERATIONS



SMALL CRAFT ACCESS RAMP



VESSEL MAINTENANCE - SLIPWAY
DAILY OPERATIONS THROUGHOUT THE CALENDAR YEAR



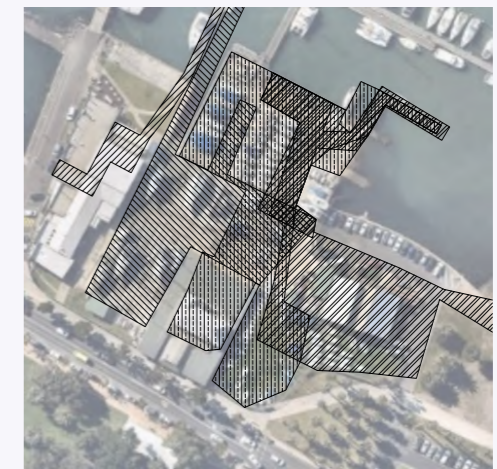
SLIPWAY - VESSEL BEING RETRIEVED



VESSEL BEING DELIVERED TO SITE FROM TRUCK

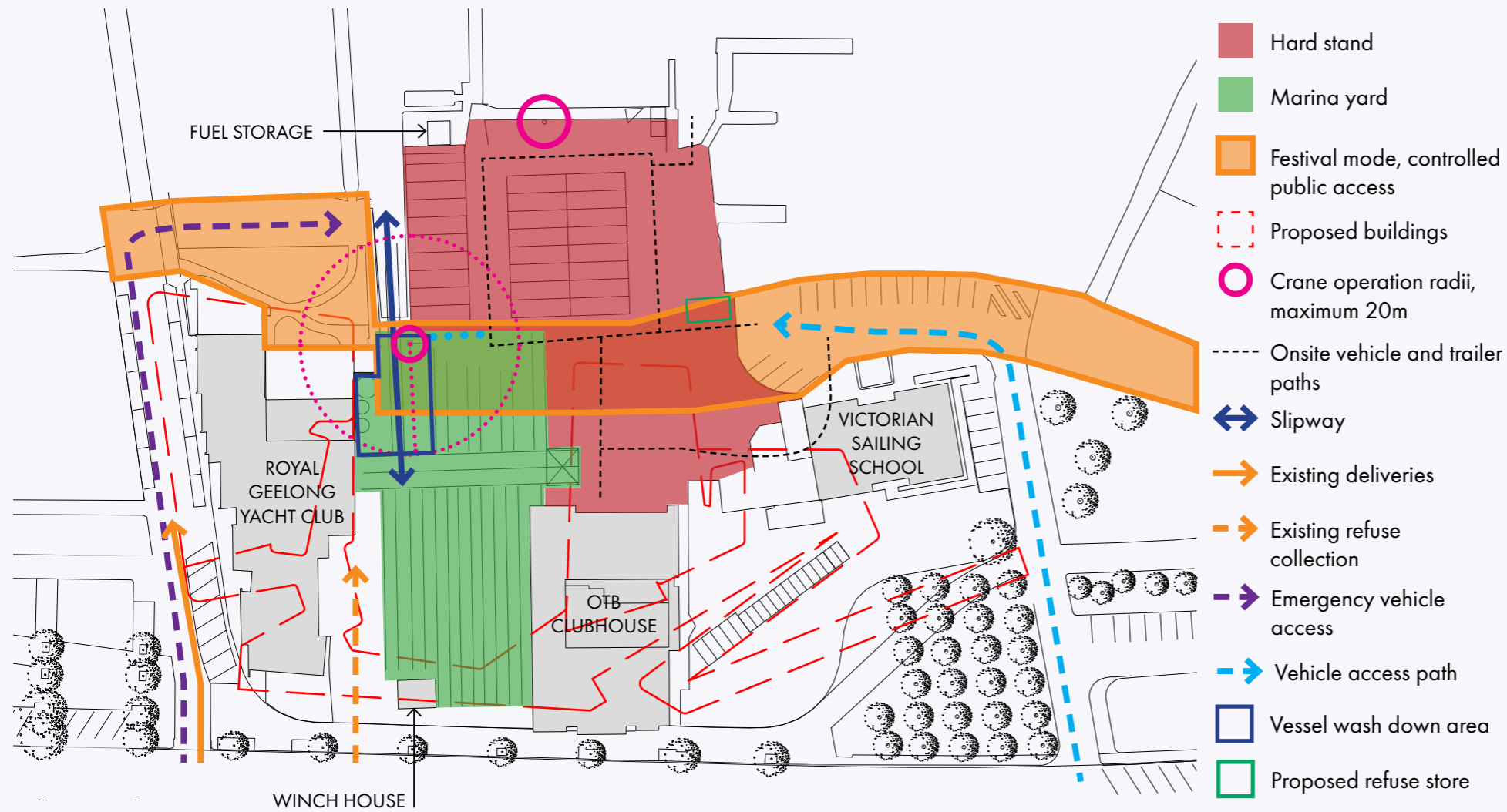


SLIPWAY YARD



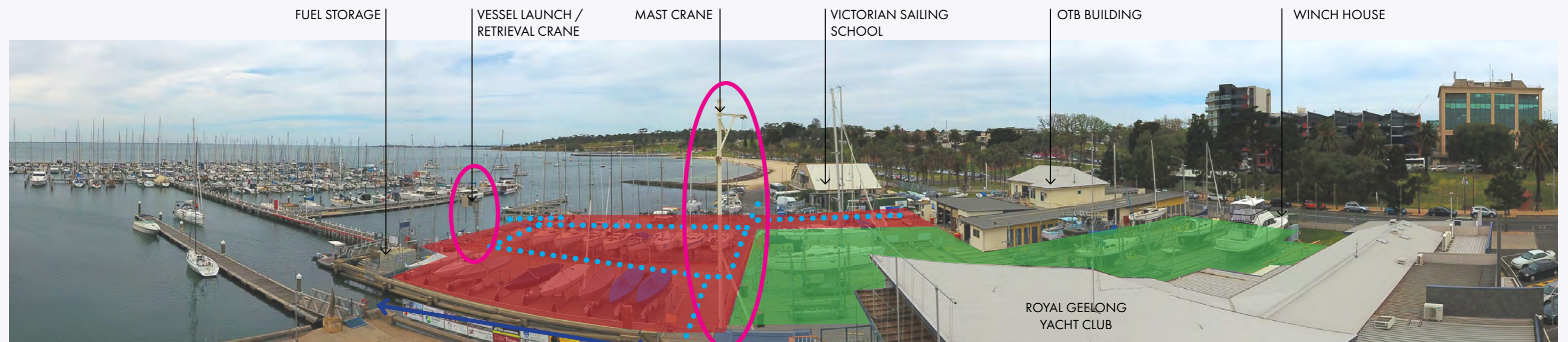
COMBINED SITE USAGE
MARINA YARD - SUMMARY OF EXISTING USE

Existing + Proposed Operations



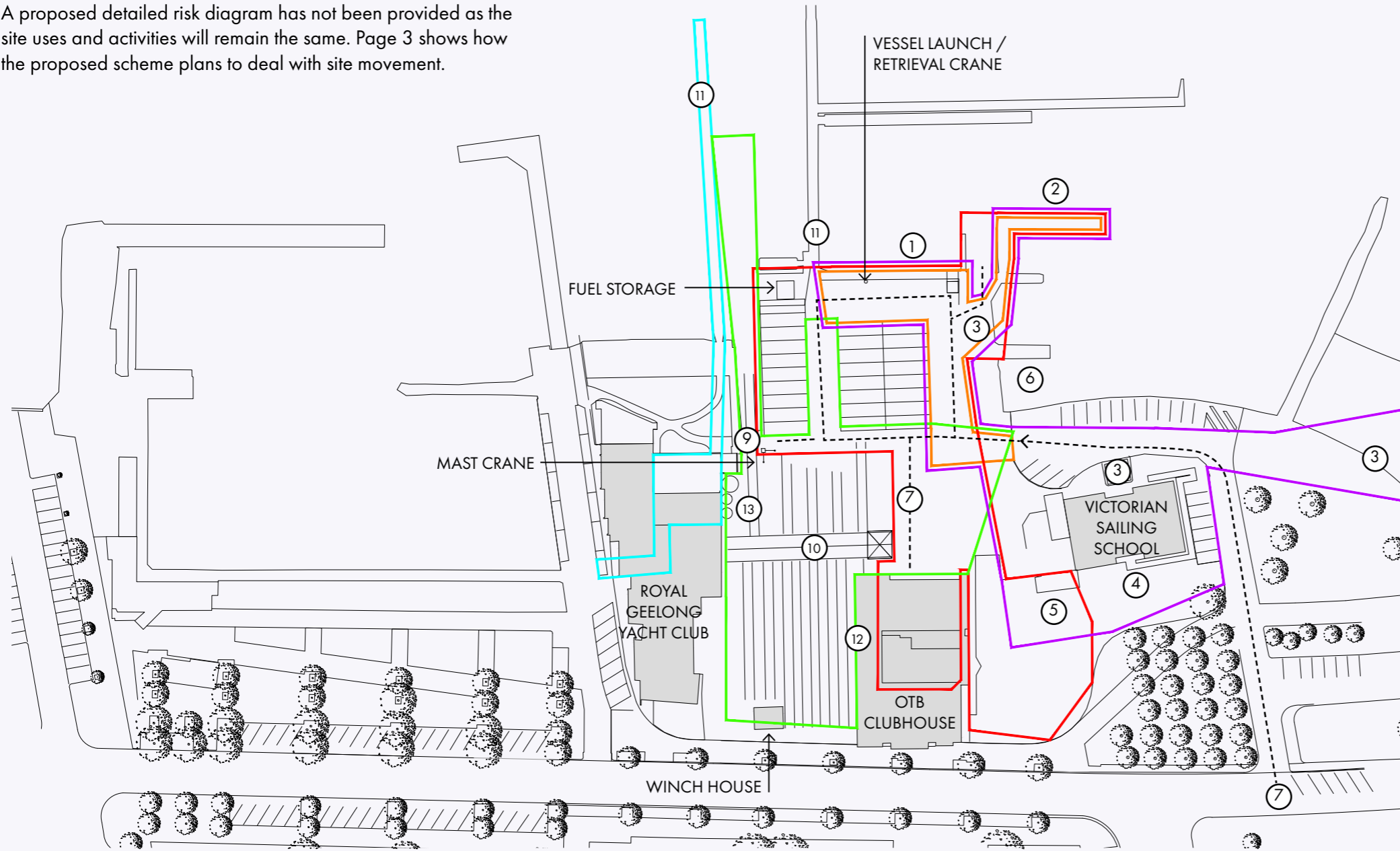
Daily Operational Hazard on site include:

- Large yachts being moved from the water to the slips then from the slip and on to a semitrailer exiting the site.
- Smaller boats and trailer entering and exiting the site and launching vessels onto the water. Some vessels requiring use of the crane.
- Sailing program requires a safe and clear zone for groups of children to move small boats on trailers by hand across the hardstand to the boat ramps or across the hardstand to the beach. When these activities are occurring, traffic within the site is managed or restricted.



Existing Operations — Restrict / Prevent Public Access Through The Site

A proposed detailed risk diagram has not been provided as the site uses and activities will remain the same. Page 3 shows how the proposed scheme plans to deal with site movement.



- ① Sailability Programme. Space for vehicles to unload sailors and their wheelchairs.
- ② Sailability boat launching
- ③ VSS children movement and boat launching
- ④ VSS regional mini bus arrivals
- ⑤ VSS boat movement and storage
- ⑥ RGYC learn to sail programme - launching requirements.
- ⑦ RGYC members movement of boats that are stored off site, vehicles, trailers and boats coming and going daily. Includes occasional transport of large yacht on a semi trailer off site.
- ⑧ RGYC members use of slipyards.
- ⑨ Bringing a large yacht in from the water.
- ⑩ Use of dolly to move yachts, use and required space for rails to move and store boats for working.
- ⑪ RGYC members access to moored yachts
- ⑫ RGYC workshop activities (Sam to advise) and movement
- ⑬ RGYC vessel wash down area. Site movement is restricted during operation.

- Victorian Sailing School.
- Vessel maintenance and slipway.
- Sailability / Reclink Programs.
- Secure customs area for visiting cruise ships.
- Regattas, Sailing Programs and Cadets.

DAILY OPERATIONAL HAZARDS / RISKS



MAST CRANE
Working Radius 3.0m
Pulls out vessel mast and requires lay down area which can be up to 20m long.



VESSEL LAUNCH / RETRIEVAL CRANE
Working Radius 4.8m plus half length of vessel.
Vessel length is up to 10m, therefore overall working radius, is crane radius plus half vessel = $4.5 + 5 = 9.5$ m radius for operation



SLIPWAY
Slipway is restricted only to members who have been inducted.
Used for removing large vessels from water into the Marina yard on large rolling cradles.

Festival Of Sails



Appendix B Community Consultation Report 1 + 2

Stakeholder Engagement Week 1 — November 2018 Stakeholder Engagement Week 2 — January 2019

In March 2019 the City of Greater Geelong conducted its own online community engagement process. This has now closed and generally showed support for the project. Feedback has been responded to in the latest master plan revision and some aspects referred to the Project Control Group and Design Advisory Committee to be addressed in the next design iteration.

Note: The March COGG round of engagement is not detailed or reported in this Appendix B.



Community Consultation - Required Process

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 joy flights 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.

Community Consultation - Required Process

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

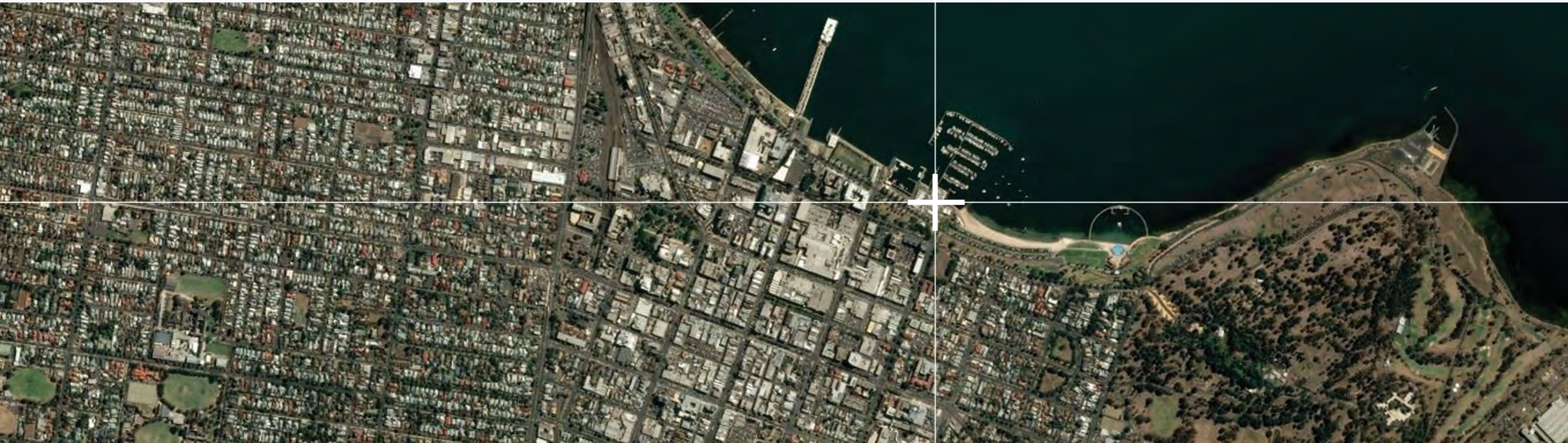
Yachting Victoria is the peak body for Yachting in Victoria and provides a range of advice to its members, on events, regattas, junior participation, governance and facilities.

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

—
GEE LONG WATERFRONT SAFE
HARBOUR PRECINCT

Stakeholder Engagement Week 1

1 9 N o v e m b e r 2 0 1 8



CONTENTS

Introduction	3-4
Stakeholder consultation week	5-18

TERROIR



Tract

Stakeholder Engagement Week 1

Introduction

Background

As part of the Masterplan/Planning Phase TERROIR and the consultant team have assisted with sessions to inform, consult and involve local stakeholders on the Masterplan Vision for the Geelong Waterfront Safe Harbour Precinct (GWSHP).

This report is a summary of the community forums from the 12th to 24th of November 2018.

Meetings

The following consultation sessions were held;

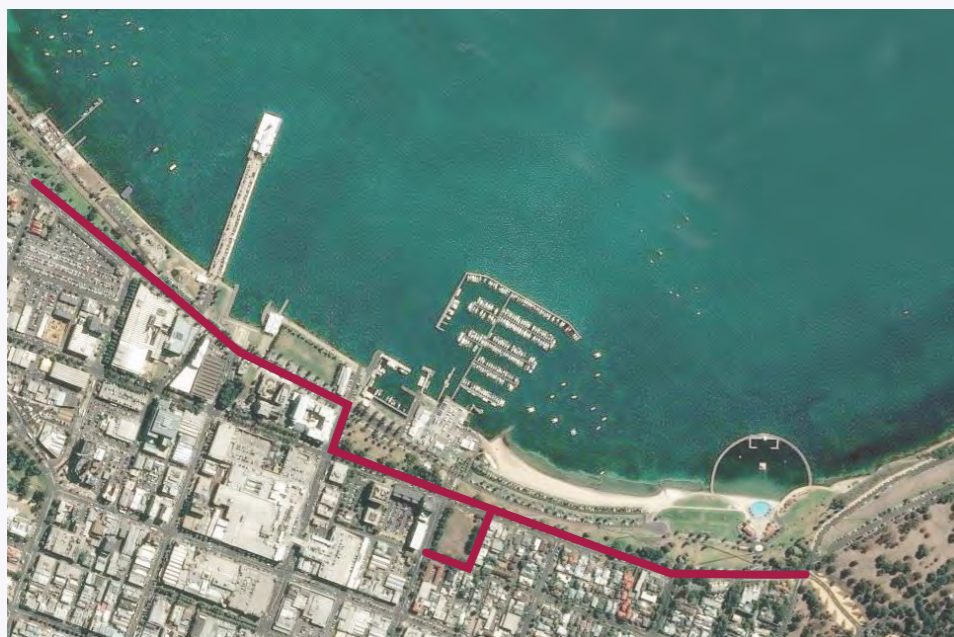
- Residents Meeting - Monday 4-8pm 12/11/2018
- Traders Meeting - Thursday 2-4pm 15/11/2018
- Open Workshops
 - Open Workshop 01 - Thursday 4-8pm 15/11/2018
 - Open Workshop 02 - Saturday 10-2pm 17/11/2018
 - Open Workshop 03 - Saturday 10-2pm 24/11/2018

Advertising for Stakeholder Consultation Week

The public were invited to the community forums through several avenues:

- A letterbox distribution of the public community events occurred to 200 waterfront premises and surrounding residences between Garden Street/Herane Parade through to Cavendish Street. Around Austin Park the distribution was extended back to include all residences along England and Corio Streets.
- The events were advertised in the local paper the Geelong Advertiser on Thursday 15, Friday 16, Saturday 17 and Saturday 24 November 2018.
- RGYC has promoted the events on their website, their notification went live on Tuesday November 13th 2018. The RGYC provide regular updates for the community and members visiting the website.
- A designated project website (www.gwshp.com.au) went public on the 17th November 2018, allowing the public to view and comment on the work to date. The site is regularly updated. The event advertising distributed contained this website address.
- The General Manager for the RGYC conducted several radio interviews as a way to promote the event and the projects on radio station: Bay 93.9, Thursday 15 November at 3:30pm
- City of Geelong were consulted in terms of suitable zones for distribution and methods of advertising and notifications

Letterboxed Areas



Event Advertising

GEELONG WATERFRONT SAFE HARBOUR PRECINCT PROJECT
Come and meet the design team for the GWSHP and view and provide feedback about how you want to experience the safe harbour.

We look forward to meeting you at one of our open day workshops

Dates: Thursday 15 November 4pm to 8pm
Saturday 17 November 10am to 2pm
Saturday 24 November 10am to 2pm

Location: Marquee at Fairnie Park, Geelong (next to Royal Geelong Yacht Club)

For more information visit www.gwshp.com.au

Logos at the bottom include: Australian Government, Victoria, Victorian School Building Authority, City of Geelong, Royal Geelong Yacht Club, and a public toilets icon.

GWSHP Website

GEELONG WATERFRONT SAFE HARBOUR PROJECT

Come and meet the design team of GWSHP and talk to them about how you want to experience the safe harbour.

We look forward to meeting you at one of our open day workshops:

Thursday 15 November 4pm to 8pm
Saturday 17 November 10am to 2pm
Saturday 24 November 10am to 2pm

Location: Marquee at Fairnie Park, Geelong (next to Royal Geelong Yacht Club)

[VIEW MASTER PLAN VISION](#)

[PROVIDE YOUR FEEDBACK](#)

Stakeholder Engagement Week 1

Introduction

Presentation

Following are the presentation panels for the Open Workshops. Presentations to the Residents and Traders incorporated the same content.

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 by COGCG then expanded on the ideas and set out guiding principles. These key principles have informed this masterplan vision for the Geelong Waterfront Safe Harbour Project.

Geelong Waterfront Masterplan (2011) - 10 principles

1. Secure the quality of water and the environment.
2. Waterfronts should be utilised for waterborne transport, entertainment and culture.
3. The historic identity gives character.
4. Mixed use is a priority - waterfronts should offer a diversity of cultural, commercial and residential uses.
5. Public access is a prerequisite - waterfronts should be both physically and visually accessible.
6. Planning in public-private partnerships speeds the process.
7. Public participation is an element of sustainability.
8. Waterfronts are long term projects - the entire city can benefit from their potential.
9. Reurbanisation is an ongoing process.
10. Waterfronts build from international networking.

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. Preserve the character of public open space and maximize 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

CONCEPT SUMMARY

1 Existing Public & RGYC

2 Increased public realm but compromised RGYC

3 Increased public realm (up and over) and optimized 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 Masterplan 2010, by TESKOR Oslo Opera House New Hastings Pier Highline New York Skygarden Seoul

A NEW EXPERIENCE

Integrated with existing key waterfront experiences

Key:
 - Out and Back (Cunningham Pier)
 - Up and over (GWSP)
 - Out and Around (the sea baths and boardwalk)

Out and Back... Up and Over... Out and Around...

MASTERPLAN VISION

- Water Protection (Public access)
- Pedestrian/Bike
- Marine Yard
- Public Realm
- VIS/CR Building
- RGYC Clubhouse & Amenity Building
- Marine
- Future Refurbished

LANDSCAPE MASTERPLAN

- Proposed Public Promenade & Waterfront Boardwalk
- Proposed Public Plaza
- Proposed Maritime Access (Operational Services loading and unloading vessel)
- Existing Ballast Trail
- Existing Yacht Club Pier (Revised)
- Waterfront Basin and Public Realm (Operational) (Public & Operations restricted)
- New Public Realm Walkway 'Up & Over'
- RGYC Planning
- Sea Baths (Design)
- Existing Sea Fishing (Shore Pier)
- Revised Cafe/Pub + Chip Shop
- Revised Deck
- Public Cafe / Outdoor Eating
- Seafood Wharf Area
- RGYC Entry
- Seafood Wharf Public Club (Revised) & Signage
- Proposed RGYC re-configured Marina & Boat Area
- Revised Future Marina (Revised)
- Existing Public Green
- New Public Realm Walkway 'Up & Over'
- Revised Public Green
- Proposed Land Reclamation
- Existing Boatshed
- Proposed Shared Zone Roadway (Revised)
- Revised Bridge Link to Park / CRB (Revised)

CONCEPT VISION

CONCEPT VISION

Stakeholder Engagement Week 1

Residents Workshop - Monday Evening 4-8PM 12/11/2018

Overview

Project Team Attendees: Mandy Elliot (EnviroME), David Cameron (TRACT), Phil Clohesy (RGYC) & John Kint (Commodore)

No. attendees: Approx. 25 residents

Residents from the units adjacent to the GWSHP at 110 and 120 Brougham Street were invited to a separate workshop at RGYC. The residents were shown a presentation of the Masterplan Vision. Content included key principles, issues and opportunities, concept precedents, concept summary and key drawings including concept renders. Following the presentation of the Masterplan Vision the project team were on hand to further explain the concept, discuss concerns and ideas and encourage feedback.

Feedback

The majority of people liked the vision and wanted to see something happening along the waterfront, "we like to look out and see the boats and sails...we wouldn't like this to be taken from our view".

The vision seemed to be generally well received however there were detailed questions

- What is the balustrade detail ?
- What are the building RL's
- What does the building look like (elevation) as seen from road?
- How can we deter skateboarders from using the ramp ?
- Roof material/colour and reflectivity of roof ?
- What is the proposed staging of the project ?
- Who will access the up & over after hours (i.e concern about noise at night)?
- Can public access the second floor roof as shown on render? Safety issues raised about this.

Generally, when residents were asked about how they use the site/precinct, the responses varied from walking, meeting people to enjoying the views from their buildings. A few residents were also members of the yacht club.

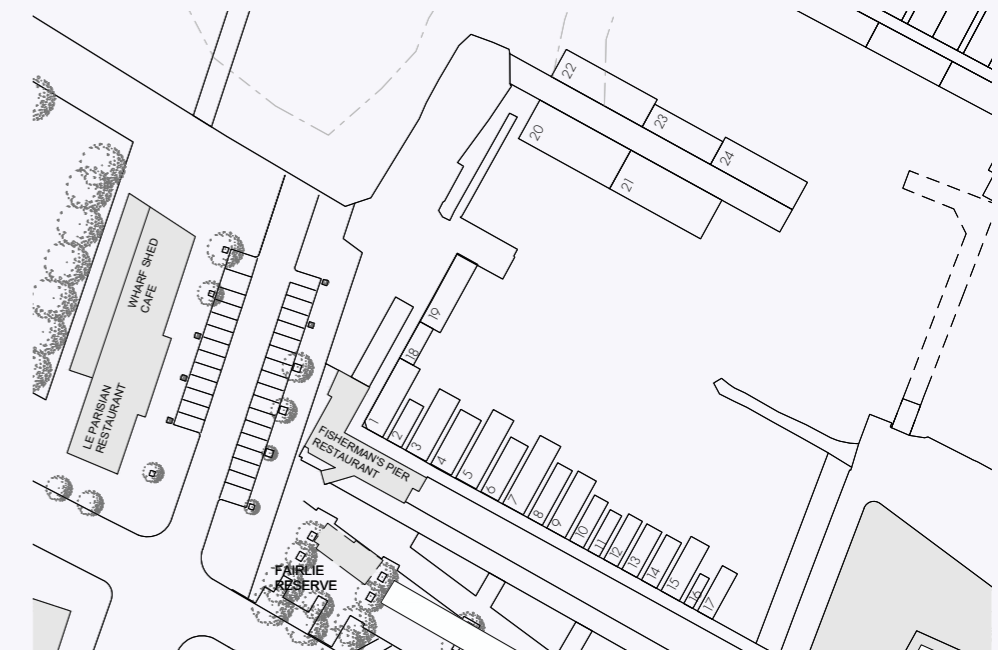
Key questions were about;

- Heights and what will it look like from residents own views
- The use of the 'up and over' (e.g. how will pedestrians and scooters/skaters interact etc.) and the safety of this
- Do we need the extent of the 'up and over' or could one side have a lift in it?
- Questions about the form of any retail development. Would there be commercial or retail tenants?
- Questions about whether there would be residential development included
- A couple of residents raised car parking - will there be more or less car spaces and they discussed the current issues regarding adequate car parking around the general waterfront precinct now. Concerns around event parking.

Themes

The themes were identified as follows:

- Car Parking and Traffic: Questions about how much car parking there will be and concern over existing car parking issues.
- Staging: Questions about what the staging of the project will be.
- Public Realm: Questions about the 'Up and Over' walkway.
- Activities: Questions about the program and if any retail and residential development will be included.
- Design: Detailed questions about how the design will look including balustrades, roof material and how the design will look when viewed from Eastern Beach Road.
- Visual Impact: Concern about how the development will change and block existing views from the residential buildings.



Stakeholder Engagement Week 1

Traders Workshop - Thursday Afternoon 2-4PM 15/11/2018

Introduction

Project Team Attendees: Scott Balmforth (TERROIR), Phil Clohesy (RGYC), Sam Noelker(RGYC) Mandy Elliot (EnviroME), David Cameron(TRACT) & Andrew Ross(COGG)

No. attendees: 21

A map of the key onshore and offshore traders who lease from the COGG as the land manager is provided.

Council And RGYC sought the traders input to this precinct.

A short presentation was provided prior to opening up the discussion to a workshop discussion.

The existing uses were discussed and the traders ideas for future improvements that would benefit the public use of this precinct and the operations of their business.

Independent 1 on 1 discussions are ongoing directly with:

The helicopter charter business: their business would be directly impacted by the masterplan vision for Yarra Street Pier.

Elstone Diving Business: a separate meeting was held with Elstone Diving Services who are a commercial maritime contractor and have berths on Stoney Pier.

The Train operator..Who has advised their key need is to provide a 5m wide footpath – a widening of the existing footpath would greatly improve their movement past the RGYC site.

A full list of those that were contacted and invited to the trader's session is provided.

Contacted Traders - Refer Appendix B for full summary

FB01 - Gerry's Mussel Paella

FB02 - Ken Apted

FB03 - Spiros Sannos

FB04 - Charles Neal

FB05 - Keith Zutt

FB06 - Robert McDonald

FB07 - Sydney McKay

FB08 - Lutz Becker

FB09 - Robert Heath

FB10 - Steve Di Sauro

FB11 - Michelle Fenske

FB12 - Joe Calleja

FB13 - Doug Beer

FB15 - Craig Elstone/Scott Lakey

FB16 - Peter Kanellos

FB18 - Gerry's Mussel Paella

FB19 - John Anastos

FB20 - David Peters

FB21 - Jim Anastos

FB22 - Craig Elstone/Scott Lakey

FB23 - Craig Elstone/Scott Lakey

FB24 - Robbie Baldini

Floating pontoon - David Peters

Fisherman's Pier

Le Parisien

Wharf Shed Café

Themes

The themes were identified as follows:

- Car Parking and Traffic: Comments about the need for car parking and bus parking for fishermen.
- Fisherman's Basin: Comments about how the public can better engage with the boats and mixed response on if Stoney Pier should remain or be removed.
- Context - Convention Centre: Comments about how the proposed Convention Centre links in with the GWSHP.
- Business continuity; Many traders sought assurance their current business operation would be maintained in the Fishermans Basin area if they were relocated in the Masterplan Vision.

Three separate workshops were held for the general public to attend. A series of A1 panels showcasing the Masterplan Vision were presented to the public by the project team attendees. Content of the panels included key principles, concept summary and key drawings including masterplan, landscaping and concept renders. Project team attendees were on hand to further explain the concept, discuss concerns and ideas and encourage feedback.

The feedback was collated, all comments were recorded and sorted and the outcomes were summarised through a series of themes. The themes indicated areas where there were a number of related comments. Within each theme key issues were identified and listed.



Stakeholder Engagement Week 1

Open Workshops

OPEN WORKSHOP 01 - THURSDAY 4-8PM 15/11/2018

Introduction

Project Team Attendees: Scott Balmforth (TERROIR), Phil Clohesy (RGYC), Sam Noelker (RGYC) Mandy Elliot (EnviroME), David Cameron (TRACT) & Andrew Ross(COGG)

Location

A tent was set up in Fairnie Reserve
No. attendees: 25

Results

The feedback sheets recorded 8 comments in total.

Themes

The themes were identified as follows:

- Car Parking and Traffic: Comments about the need for buses and not car parking.
- Marina Yard: Concern over use of chemicals within the Marina Yard and its proximity to the public.
- VSS/OTB: Interest in improved boat launching and storage facilities for the VSS and OTB.
- Public Realm: Support of the increased public realm and concern over how pedestrians, cyclists and skateboarders can share the walkways safely.

OPEN WORKSHOP 02 - SATURDAY 10-2PM 17/11/2018

Introduction

Project Team Attendees: Nicky Adams (TERROIR), Phil Clohesy (RGYC), Sam Noelker (RGYC) Mandy Elliot (EnviroME) & David Cameron (TRACT)

Location

A tent was set up in Fairnie Park
No. attendees: 45

Results

The feedback sheets recorded 17 comments in total.

Themes

The themes were identified as follows:

- Car Parking and Traffic: Concern over where contractors will park.
- Wave Wall: Concern about the shown location of the Wave Wall, interest in how it will be funded and comparison to the former round wave wall.
- RGYC: Support of the mix of public and private space achieved for the RGYC and suggestions to move the RGYC to an alternative location.
- VSS/OTB: Concern over safety in regards to the existing car park between the VSS/OTB and proposed boat launching facility and interest in how the VSS/OTB education offering could be expanded to the public.
- Fisherman's Basin: Objection to the removal of Stoney Pier.
- Stormwater: Concern over existing stormwater issues and eagerness for these to be resolved as part of the GWSHP.
- Public Realm: Support of the increased public realm and suggestions on how to attract people to the 'Up and Over' walkway.
- Tourism: Interest in how the project can be utilised to increase tourism.
- Activities: Interest in what activities could be provided for families and children.
- Visual Impact: Concern over the 'Up and Over' walkway blocking views.
- History: Interest and suggestions of how the sites maritime history could be represented.

OPEN WORKSHOP 03 -

GEELONG REVIVAL FESTIVAL - SAT 10-2PM 24/11/2018

Introduction

Project Team Attendees: Nicky Adams (TERROIR) & Mandy Elliot (EnviroME)

Location

A tent was set up on the main festival thoroughfare on the Marina Hardstand.
No. attendees: 90

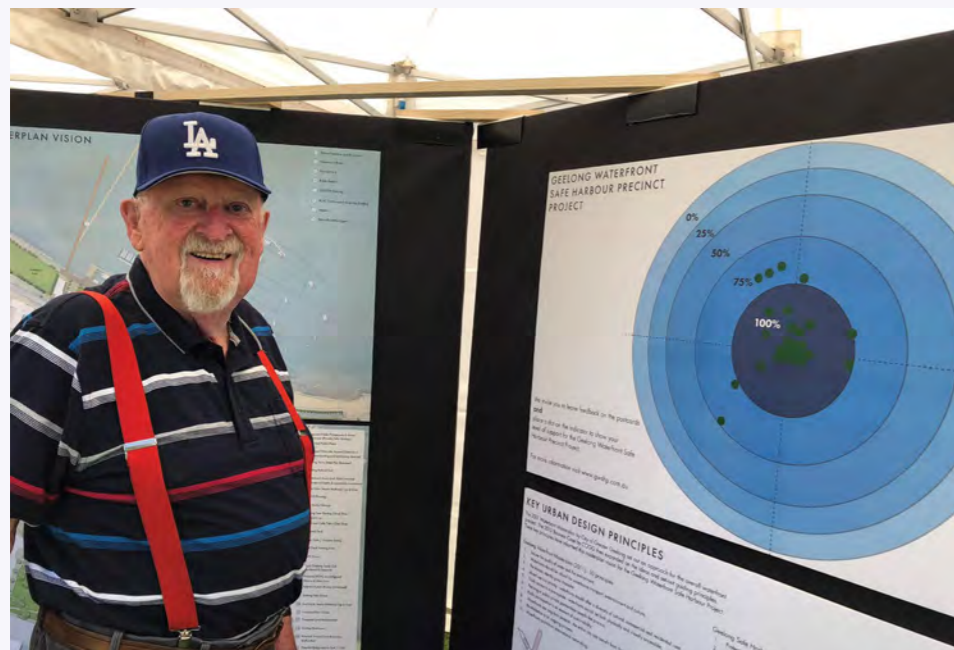
Results

The feedback sheets recorded 24 comments in total.

Themes

The themes were identified as follows:

- Car Parking and Traffic: Interest in if more or less car parking has been proposed and interest in where sailors can park long term.
- Wave Wall: Interest in what options have been explored and interest in why the form has changed from the former curved wave wall.
- Marina: Support of increased marina berths.
- VSS/OTB: Concern over safety in regards to the existing car park between the VSS/OTB and interest in improved boat launching and storage facilities for the VSS and OTB.
- Fisherman's Basin: Interest in Fisherman's Basin being resolved.
- Lease: Interest in lease issues being sorted out with DELWP.
- Public Realm: Support of the increased public realm and interest in how the 'Up and Over' walkway will be utilised.
- Tourism: Interest in how the project can be utilised to increase tourism.
- Activities: Interest in what activities could be provided for families and children.
- Design: Interest in what materials will be used for the 'Up and Over' walkway.
- History: Interest and suggestions of how the sites maritime history could be represented and objection to the demolition of the existing VSS.
- Context - Convention Centre: Comments about how the proposed Convention Centre links in with the GWSHP.



Stakeholder Engagement Week 1

Statistics + Conclusion

Statistics

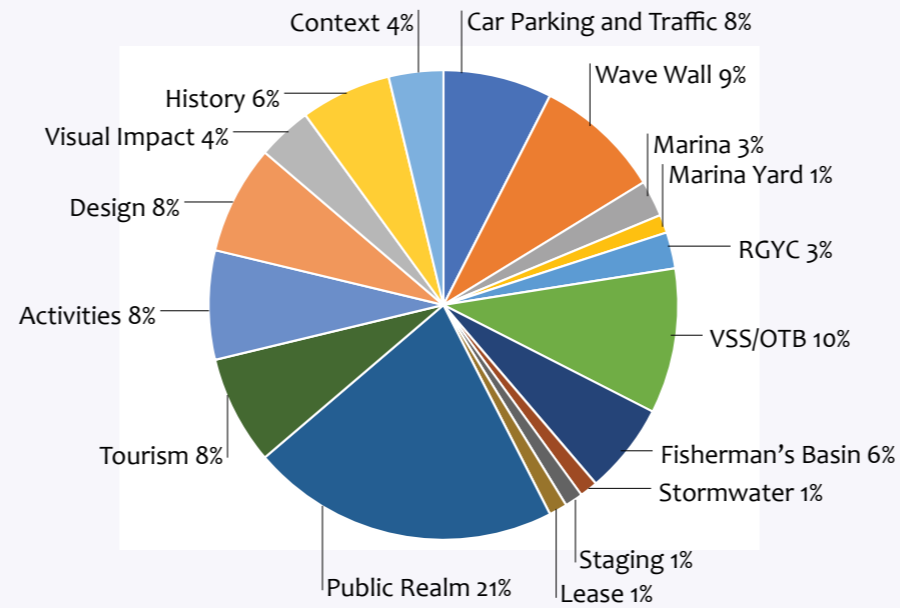
Approximately 206 people attended the 5 stakeholder consultation events. Approximately 160 people attended the 3 Open Workshops. From the comments received the number of negative comments received were far fewer than the positive comments received. The top three themes that people commented on or asked questions about were Public Realm, VSS/OTB and the Wave Wall.

Comments

The number of positive comments exceeded the number of negative comments received. The top three themes that people commented on or asked questions about were;

- Public Realm
- VSS/OTB
- The Wave Wall

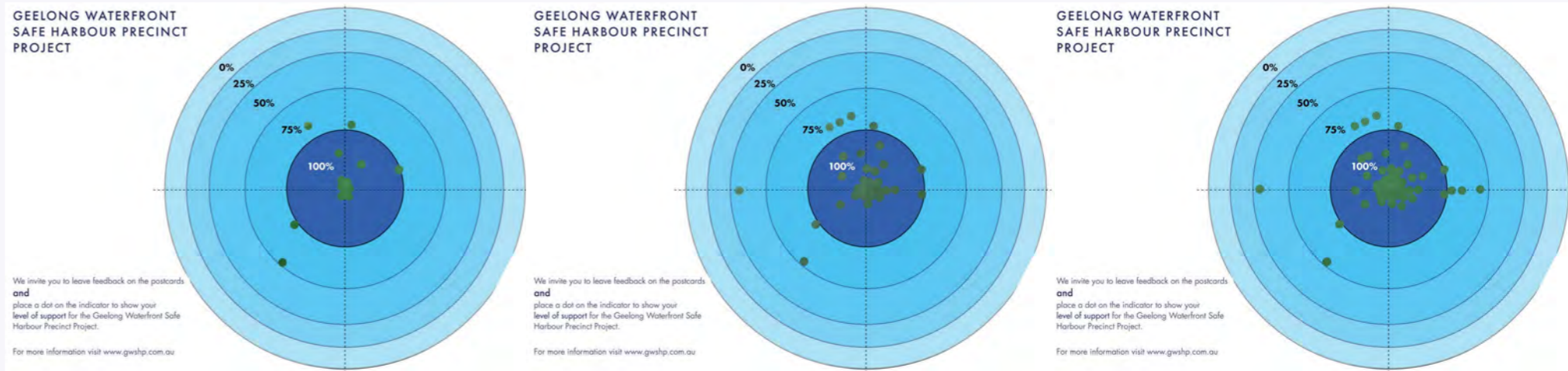
The key issues arising from the comments is presented in the graphic wheel illustration.



Open Workshop 01 - Thursday 15/11/2018

Open Workshop 02 - Saturday 17/11/2018

Open Workshop 03 - Saturday 24/11/2018



Level of Support

In addition to written comments, the public were also invited to indicate their level of support by marking a 'target' on the bullseye. Approximately 160 people in total attended the 3 Open Workshops and 59 people indicated a percentage level of support.

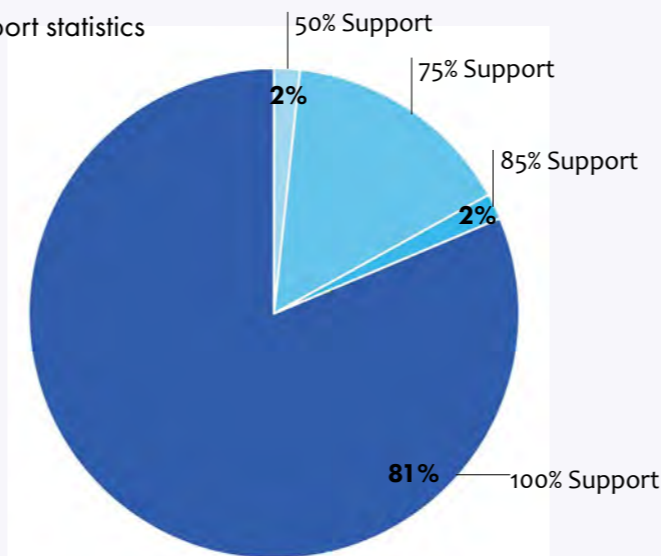
From past experience we can assume that those who left without comment and without indicating their level of support, are generally in favour.

Conclusion

Issues raised can be addressed, but these are unlikely to require any major changes to the Masterplan Vision.

The GWSHP Masterplan Vision received an overwhelming level of support. 98% of respondents indicated a 75% or higher level of support.

Level of support statistics



Stakeholder Engagement Week 1

Key Issues Raised

Themes	Issue	Commentary	Recommendation
Car Parking and Traffic	Car Parking There was a concern over car parking surrounding the development with varied response opinions on if less car parking was positive or negative. Some of the issues raised were: - Questions regarding parking numbers. ie will there be less or more? - Concern over if there is enough car parking. - Where cars can be left long term for sailors etc. - Concerns over where contractors will park. - Concerns over where recreational fisherman can park.	Traffic issues should be considered in a broad context. We understand the CoGG will undertake a broader traffic and parking study in the future. A traffic report will be prepared for the GWSHP Masterplan.	Traffic consultant report to be incorporated in Masterplan report.
	Prioritise Pedestrians Support for closed off traffic in front of the Yacht Club and interest in removing car parking and to Eastern Beach side for pedestrian priority.		Incorporated in the Masterplan Vision
	Bus parking Concern for improved bus parking.	Refer Car Parking note above.	The Masterplan will consider bus parking for the GWSHP, including school groups to the VSS.
Wave Wall	Wave Wall Appearance Reference to the former round wave wall design being more welcoming and appearing to have better public access. Concern over what the new wave wall will look like.	Wave attenuator input is provided by specialist engineer (not part of the Terroir consultant team).	Specialist advice on the wave attenuator is being incorporated in the Masterplan.
	Wave Wall Moorings Concern over if and how many moorings the new wave will have. Concerns over if they will be casual or permanent and will it allow for commercial moorings.	We understand the wave attenuator will provide short term mooring capability.	

Themes	Issue	Commentary	Recommendation
Wave Wall	Wave Wall Access Questions raised over what kind of access the public will have to the wave wall and if it is or is not necessary.	Access arrangements are to be determined by the RGYC and CoGG.	
	Wave Wall Location Concern over its current proposed location being too deep and if it can instead be located off the former Yarra Street Pier.	Location has been determined to provide required safe harbour area and with specialist engineer input.	
	Wave Wall Resolution Concern over what options have been explored thus far and a general eagerness of what the wave wall will be. Concern that yachts in the northern arm are exposed to waves. Interest in environmental studies to underpin the design of the wave wall and marina. A RGYC yacht club member queried if enough room has been left to maneuver boats in the gap provided between the wave wall and the marina. Could a diagram be provided us to how this will work and it should be undertaken for Yacht of various sizes 30ft - 40ft to 50ft	Refer above comments on wave attenuator by specialist engineer.	Recommend RGYC and engaged specialist engineer provide a summary report on options and preferred arrangement.
	Wave Wall Funding Concern over how the wave wall will be funded.	We understand this is an element in the committed Stage 1 funding	

Stakeholder Engagement Week 1

Key Issues Raised

Themes	Issue	Commentary	Recommendation
Marina	Moorings Support of increased number of moorings and desire for short term casual berthing of boats.		Incorporated in Masterplan as briefed by RGYC.
	Marina Access Concern over maneuverability of boats within the marina.	We have received advice on the layout by the RGYC, including maneuverability issues.	
	Slipway Concern over reduced slipway access with the proposed moorings.	Refer above comment.	
Marina Yard	Marina Yard Location Concern over the location of the Marina Yard and its proximity to the public when chemicals are used on the boats.	Marina yard is retained in its current location.	Address possible safety concerns in future stages.
RGYC	Public VS Private Amenity Support off mix of public and private amenity at Ground level.		
	Alternative Visions offered <ul style="list-style-type: none"> Remove the yacht club and have a beach all the way along the foreshore – the Yacht Club could go to Stingray Bay. Lots of talk, no action re: tourism! Can western beach be provided with warm water baths or even better take the yacht club away and bring people in. 	Masterplan Vision is based on the brief and has not considered removing the RGYC.	

Themes	Issue	Commentary	Recommendation
Victorian Sailing School/Off the Beach Building	Boat launching Concern over where the boats will be launched from within the reclaimed land. Suggestion that launching facility should cater for large international events.	Boat launching has been developed in association with the key stakeholders.	
	Storage Concern over if the new buildings will have locker and boat storage.	Storage is incorporated as briefed and developed in association with stakeholders.	
	Safety and access Concern that cadets should have direct access to the water from the building without the danger of a car park in between.	Hardstand in front of VSS/OTB is being developed with key stakeholders.	Valid concern being investigated.
	Education Interest in how the education offering could be expanded for local families and children.		
Fisherman's Basin	Stoney Pier Mixed response on if Stoney Pier should remain or be removed. Support over removal for improved access and further wooden boat moorings. Support to remain to retain commercial moorings.	Masterplan Vision proposes removing commercial operations from Stoney Pier to facilitate increased public access to east side of Fishermans Basin, and extending to the east out on the new marina access pier.	
	Public Access Interest in how the public can better engage with boats not just by looking. Suggestion of more commercial operators to encourage this.	This future aspiration is supported, but outside the scope of the GWSHP.	
	Stormwater		
	Upgrade of Stormwater Concern over existing storm-water issues adjacent to RGYC and interest in if this can be resolved and funded by the Government as part of the GWSHP project.	Stormwater is being assessed in the Masterplan.	Refer Stormwater recommendation in Masterplan

Stakeholder Engagement Week 1

Key Issues Raised

Themes	Issue	Commentary	Recommendation
Staging	Interest in what the staging of the project will be.	Staging to be incorporated in next issue of Masterplan.	
Lease	Lease Issues Interest in lease issues being resolved with DELWP for this project.	Outside the role of the Terroir team.	RGYC action.
Public Realm	<p>'Up and Over' walkway High level of support for the 'Up and Over' concept. The public liked that the promenade is being continued and that you are able to look over the water.</p> <p>Interest in if the length of the public walkway could be reduced with the inclusion of a lift at one end.</p> <p>Concern over if the walkway will be open to public overnight and issues that arise with that for example noise.</p> <p>Questions on how the walkway over will be utilised to attract the public.</p> <p>Suggestions include:</p> <ul style="list-style-type: none"> - Sculpture play - Art play childrens activities\ - Shade - Coffee - Water themed sitting areas - Green areas - Night time lighting design - Water fountains/taps 	Encouraging support for the "up and over". Public functions are being included and subject to further development in future stages.	

Themes	Issue	Commentary	Recommendation
Public Realm	<p>Public access at ground Support over removal of fences to RGYC and high level of support for improved access to the site at ground level.</p> <p>Support of blocked public access to slipyards.</p>	Note; public will have visual access to slipyards but not physical access.	
	<p>Shared walkways Concern over if there is a solution for shared use of paths for pedestrians and bike.</p> <p>Interest in how skateboarders can be deterred from using the ramp.</p>	Multiple access options are being considered, including pedestrians and bikes.	Design elements to manage skateboard use will be considered in future stages.
	<p>Festivals Support of site having greater capacity for festivals.</p>	Positive support.	
	<p>Level 2 Public Access Interest in if the public can access the Level 2 roof top as shown in the render and concern over the safety issues associated with this.</p>	Development of the Masterplan now provides for public access to part of Level 2 only. No public access over the RGYC building.	Refer revised Masterplan for updated public access to Level 2.
Tourism	<p>Interest in how the project can be utilised to increase tourism.</p> <p>The GWSHP Public Realm Vision offers great Tourist benefits – provides greater offerings for tourists.</p> <p>The GWSHP extends the bay can it be used as an opportunity to create habitat- create new environments.</p> <p>Interest in if cruise ships will dock here?</p>	Cruise ship docking is not provided. We understand this facility will be provided elsewhere in the waterfront and outside the GWSHP>	

Stakeholder Engagement Week 1

Key Issues Raised

Themes	Issue	Commentary	Recommendation
Activities	Children's Activities There was interest in how the project to could be used to provide local families and children with activities as an extension of the activities that are already provided along Corio Bay.	Development has considered childrens activities, especially to the south of Fishermans Basin.	Refer revised Masterplan.
	Waterfront Activities Suggestion to create artificial reefs.	Outside of brief, therefore not considered.	
	Retail & Residential Interest in if the project will include residential or retail development.	No residential. Only commercial (retail) facility is representation of sail loft fronting Eastern Beach Road.	
Design	Materials Interest in what materials will be utilised for the roof top.	Under development. Nominated in updated Masterplan as concrete surface to primary path areas with part hardwood timber decking to ancillary areas.	Further materials consideration, also subject to coordination with the Quantity Surveyor.
	Form, Scale and Appearance Concern that walkway at each end spoils the look of the existing lawns. Concern over how the form will look from 120 and 110 Brougham Street. Interest in what the building heights area. Interest in how the building will look in elevation from Eastern Beach Road	Ends of development have been considered and integrated with existing landscape context. Highest point has been reduced since original Masterplan Vision (over VSS/OTB building).	Refer revised Masterplan.
	Details Interest in what the balustrade details will be.	Balustrade detail being developed.	
	Obstruction of Views Concern over if the ramp will obstruct views. Specific concern over if views will be obstructed from residents of 110 and 120 Brougham Street.	Residents at 110 and 120 Brougham Street will overlook the development, therefore ramps will not obstruct views. Views from surrounding contexts being considered and will be further analysed in future design stages.	

Themes	Issue	Commentary	Recommendation
History	Story Telling Interest in referencing the maritime and heritage aspects of the site. Suggestions include: <ul style="list-style-type: none"> History Boards on the 'Up and Over' walkway. Space for a maritime museum showcasing Geelong's maritime history. Reference to historical and nautical themes in the design of the building. 	History is being considered for incorporation. Terroir have met with Council's heritage adviser and look forward to further development and integration of historic aspects.	
	Existing Buildings Apprehension over the demolition of the cadet shed. Building holds significance to locals.	We recognise some current or past users will have fond memories of existing buildings, however do not consider the built fabric significance worthy of retaining.	Propose demolition of existing low-grade buildings.
	Site History Interest in retaining the site history and concern over the changing character of the site.	Refer above.	
Context	Interest in how the GWSHP fits in with the proposed convention centre.	Convention Centre is outside of the scope of te GWSHP project. But both will have a positive contribution to the City of Geelong.	
Positive Feedback	Positive comments include: <ul style="list-style-type: none"> Fantastic idea long long overdue. Great for the waterfront. Good opportunity to use the space. The over top walkways look great. 		
Negative Feedback	Negative comments include: <ul style="list-style-type: none"> The plans look like the ones I saw in the early 80's working for the Ports Authority – nothing has changed! 		

Stakeholder Engagement Week 1

Appendix A - Record of Comments

Residents Meeting - Monday 12/11/2018

Comments	Geelong Resident	RGYC Member
I don't like the walkway concept currently presented as it would considerably impact our views from 111 Brougham Street which we now appreciate_____ (and paid for). Not only height of walkway but also visual impact of necessary barriers along walkway and public roof space as well as pedestrians, skateboarders and bikes. Walkway would be experience for people visiting area but could be a bit negative for ___ residents, spoiling their views of yacht club yachts. Consideration of roof materials - needs careful consideration to take into account effect on people overlooking building eg. is it reflective. I also think walkway at each end spoils look of current lawn space particularly at eastern end. Otherwise this is an exciting concept.	Y	N

Traders Meeting - Thursday 15/11/2018

Comments	Geelong Resident	RGYC Member
I Like the idea, however parking appears to be an issue as it needs a bus park, car and caravan park, which will bring people in. Important to have a bus park not only drop off an pick up area but somewhere to park and stay. I have a demand for users to use fishing but can not park. Need parking to support the idea		
How does this allow people to engage with boats, just walking and looking is not enough, need them to grow commercial operations		
Stoney Pier being removed - should be adding more piers not removing them, for commercial to tie up to. Vehicle access to stoney pier is considered safer than yarra pier. Caroline Star, I need vehicle access		
Remove rock groyne, may allow more moorings - 150 wooden boats visiting		
Convention centre and how it links in - no issue or link with project		

Open Workshop 01 - Thursday 15/11/2018

Comments	Geelong Resident	RGYC Member
I like the basic up and over concept but I am keen to see the detail of the proposed VSS/OTB facility, as an OTB sailor I am looking for improved storage and launching facilities. Looking ahead these facilities need to cater for large international events. Dedicated storage and launching ramps are essential, capable of handling 200+ boats if the full function of the facility is to be realised.	N	Y
Beach does not accommodate a proper vessel launching	N/A	Y
Provide postcard of visual concept - Consider more public water taps	N/A	N/A
Needs to be a better solution to mixed use of pedestrian paths e.g. bikes etc are colliding	Y	Y
Great facility for public access. "Roof top" needs green areas ie. Palms, trees and grass potted for flexibility, shade and wind protection (anti _ finishes). Night time lighting design is important.	Y	Y
A great project to see what is going to be made more publicly accessible. It's great to have the opportunity and public empowerment to have "ownership" and access to such a great public space. I can't wait to see (and make use) of the facility.	Y	N/A
Need buses not car parks. What will the public use the area for? Geelong is not big enough, not enough population.	Y	N/A
The ship yard should be elsewhere - chemical spraying and painting on the weekend is no good as it smells and is bad for asthma. However, it is a good idea and ensures the club is opened up to more social activities.	Y	Y

Stakeholder Engagement Week 1

Appendix A - Record of Comments

Open Workshop 02 - Saturday 17/11/2018

Comments	Geelong Resident	RGYC Member
Where are contractors going to park? What case study shows that we don't need more or spare parking around the club? Will there be reduced slipway facilities where the boats are going?	N/A	Y
Good concept, keep Stoney Pier	N/A	N/A
Great concept building. Would love to see some space allowed for a Maritime Museum, particularly showcasing Geelong's maritime history	Y	Y
Please ensure there is direct access from the cadet quarters to the water. There should not be a road in between the club house and the water. (This a reference to the reclaimed land and how carpark is still shown in between the VSS and the new hardstand)	N/A	Y
Wave wall - you can't put it there. It is way too deep. Why not put it on the Yarra Street Pier	N/A	N/A
The over top walkways look great. New buildings very modern, maybe some more themes to historical/nautical theme. Quite similar to Elizabeth Quay in Perth which is a lovely space	Y	N
Public versus privacy for RGYC has been well achieved. Public have more options to be negated with the site on the ground level and the upper level. The site has greater capacity during festivals. Car parking is not needed to be retained on the Eastern Beach side - it cuts off good and needed access to the water.	N/A	N/A
Need environment studies to underpin the marina and wave attenuator. How is it funded? Too expensive? What happened to the round wave attenuator? Like the concept - better public access and more welcoming	Y	Y
Visual impact - views from the ramp to the sea good but will the ramp obstruct views. History of the site important. Small cuts of the waterfront = destroying the character of it.	N/A	N/A
Local residents - stormwater. Walks along here every day. Pointed out real issues with the stormwater adjacent to the RGYC - really needs to be upgraded. Can this be resolved and funded by government as part of this project	Y	N/A
The children and families really benefit from the the activities along Corio Bay. This should be an extension of that success. I am interested in the VSS on this site and the ideas described that the education offering could be expanded.	Y	N/A
Tourist: Passing through from Melbourne. Hadn't really visited Geelong much before. It feels like you are truly on holidays here. So happy to see this idea expands on the most excellent promenade. I will watch to see how this project develops.	N	N
Great concept. Remembers Hylite Park. Great to increase public access. Loves what has happened at Blairgowrie	N	N
Ideas: Remove the yacht club and having beach all the way along the foreshore. Yacht Club to go to Stingray Bay. Cruise ships? Does enjoy sailing (was a sailor). Increasing tourism initiatives. Lack of car parking areas. Lots of talk, no action re: tourism! Western Beach - warm water baths or here instead of yacht club - bring people in.	Y	N/A
Banker: Interested in this project and its ability to increase tourism potential to Geelong. Think about what you do here that assists this.	Y	N/A
Playable sculptures on level 1. Something like "Art Play" - could you use Level 1 of the sailing school for this on weekend. A great local attractor? And coffee on level 1. You need shade on level 1. Why/what would really happen on level 2.	Y	N/A

Comments	Geelong Resident	RGYC Member
International Visitor: Loves it, wishes England would do something like this! Great to see so many users of this space. Get on with it!	N/A	N/A



Stakeholder Engagement Week 1

Appendix A - Record of Comments

Day Workshop 02 - Saturday 24/11/2018

Comments	Geelong Resident	RGYC Member
Do it right- only get one chance at doing it right. Why not the curve? - Deficient re-car parking. Where can I leave my car for a week when I take my boat out? - Not very inviting to come in. But from a clubpt, its the most relaxed + inviting club to be a part of. - Yachts in northern arm get affected by waves	N/A	N/A
Good to see the master plan and note the increased casual mooring/berths (Bernie Knight). Bernie talked about the desire to bring in his boat and moor coyvelly- say for 2 nights, like you can do at docklands.	N/A	N/A
Fantastic idea long long overdue	Y	N
Laser sailors from the yacht club (12-14 year olds). They wanted to check where they launch from with the reclaimed land. They said launching off the beach is good for beginners but not as sheltered and very shallow do quite slow for launching. Question: Will the new buildings have boat storage + locker storage?	N/A	Y
We need to know what the wave wall design would be	N/A	N/A
Get rid of ugly fence. Public access is important – need to ensure access is part of the project + design. Resolve lease issues with DELWP.	N/A	N/A
2 teachers from Newcomb HS: great vision. Questions about sailing school: safety + access re-children’s programs	N/A	N/A
History boards for the top public area. Art -> water themed sitting areas.	Y	N/A
Great for the waterfront. Good opportunity to use the space.	N/A	N/A
Marina Pens: does this new version work? It looks very hard to park a boat. It looks like you would get less piling. The resolution of the wave wall is critical. Please progress this and let the members know.	N/A	Y
1920 cadet shed I want it to stay do not demolish it	N/A	Y
Wave Wall: will it have moorings? Will the moorings be casual or permanent? Will it allow for commercial vessels? What is its structure & why? What options were explored? Do the public even need to access it?	N/A	N/A
Cadet Sailors: want to know where the ramp is	N/A	N/A
Geelong Resident: I live here and walk along the foreshore. It looks fantastic so goos to see the public continuous journey catered for.	Y	N/A
The plans look like the ones I saw in the early 80’s working for the Ports Authority – nothing has changed!	N/A	N/A
Heritage aspects to the site – maritime is important to reflect this. What will be the materials on the roof top? Should blend in with the history.	N/A	N/A
2 architects: love this vision – what material will be used on the roof tops? Agree public access can’t be through the slip yard. There’s enough public access I realm by having the “up +6 over”.	N/A	N/A
Bigger picture for convention centre ok in waterfront area. Artificial reefs? Extend the bay = important habitat- create new environments. Tourist benefits.	N/A	N/A

Comments	Geelong Resident	RGYC Member
Public access very important is good to see fences gone. How are the roof tops to be used? It will be good to look over the water.	N/A	N/A
Cadets: launch from ramp, store cadets indoors	N/A	Y
3 people: like the vision but what’s in it for us? We are not members.	N/A	N/A
Wave Wall- 30ft - 40ft to 50ft	N/A	N/A
Wave Wall- please tell us what options have been explored. This is a critical and urgent. Why the lack of action?	N/A	Y
Resolving Fishermans basin Car parking? More or less How does the project fit into the rest of what’s happening – eg convention centre. Likes having closed off traffic in front of the club	N/A	N/A



Stakeholder Engagement Week 1

Appendix B - Contacted Traders

Mooring No.	Vessel	Type	Occupier	9/11/2018	12/11/2018	12/11/2018
FB001	Nerina	Commercial	Gerry's Mussel Paella	Phones was engaged, Tired 3 times	Got onto someone and they will be coming on Thursday	
FB002	Toona 2 CF982	Recreation	Ken Apted	Called - No answer		
FB003	Timber pro boat	Recreation	Spiros Sannos	Called - No answer and other number was engaged		
FB004	Fishing Charter	Commercial	Charles Neal	NO CONTACT NUMBER	Found number, spoke to Charles - sounded keen, just asked I pop all info in an email	
FB005	Navigator	Commercial	Keith Zutt	Someone speaking another language and hung up on me	Someone did answer, I asked for Keith and the women said WRONG NUMBER	Called and spoke to Keith, he said "if he is around he'll pop his head in"
FB006	Nellie Brett	Recreation	Robert McDonald	Not available		
FB007	Conquest II E902	Commercial	Sydney McKay	Called and spoke to Syd - he requested an email, email sent 9/11		
FB008	Kokoda	Recreation	Lutz Becker	Called and spoke to Lutz - coming Thursday		
FB009	Katherine Scarlett	Recreation	Robert Heath	Spoke to Robert - will hopefully be able to get down for the session		
FB010	Anchor Maritime Services Fishing Charter	Commercial	Steve Di Sauro	Spoke to Steve - Coming Thursday.		
FB011	Carina	Recreation	Michelle Fenske	WRONG NUMBER - A man answered and told me I had the wrong number		
FB012	Halvorsen/Lugarno	Recreation	Joe Calleja	Number was engaged		
FB013	Sylph	Recreation	Doug Beer	Spoke to Doug - coming Thursday		
FB015	Elstone	Commercial	Craig Elstone/Scott Lakey	WRONG NUMBER (a lady called Leanne)	Sam gave me Soctt's Number who I spoke to. I have emailed him a invite at his request. They will both be attending on Thursday	
FB016	Taliak	Recreation	Peter Kanellos	Spoke to Peter - asked me to email him		

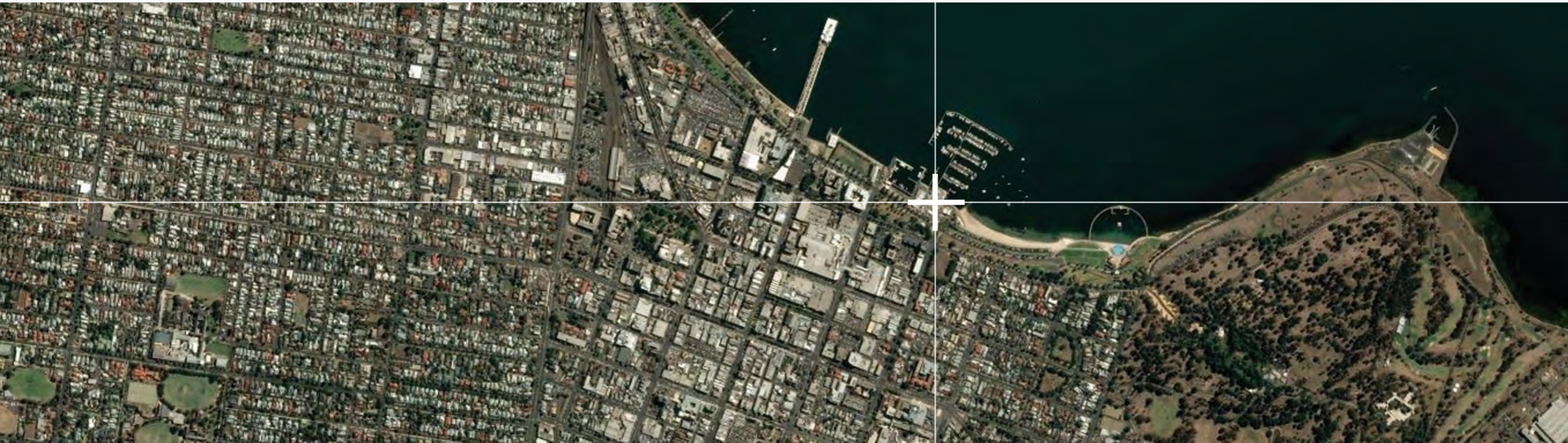
Mooring No.	Vessel	Type	Occupier	9/11/2018	12/11/2018	12/11/2018
AS 18	Mussel barge	Commercial	Gerry's Mussel Paella	Phone was engaged	Got onto someone and they will be coming on Thursday	
AS 19	Fresh Fish Sales	Commercial	John Anastos	NO CONTACT NUMBER	Called and spoke to John, he asked if I could email him but he is keen to attend	
AS 20	Hygeia	Commercial	David Peters	Spoke to David - coming Thursday		
AS 21	Geelong	Commercial	Jim Anastos	NO CONTACT NUMBER	Called and spoke to John, he asked if I could email him but he is keen to attend	
AS 22	barge	Commercial	Craig Elstone/Scott Lakey	WRONG NUMBER (a lady called Leanne)	Sam gave me Soctt's Number who I spoke to. I have emailed him a invite at his request. They will both be attending on Thursday	
AS 23	Mundu	Commercial	Craig Elstone/Scott Lakey	WRONG NUMBER (a lady called Leanne)	Sam gave me Soctt's Number who I spoke to. I have emailed him a invite at his request. They will both be attending on Thursday	
AS 24	Caroline Star	Commercial	Robbie Baldini	Spoke to Robbie - coming Thursday		
Floating pontoon	Jet Boat	Commercial	David Peters	Spoke to David - coming Thursday		
	Fisherman's Pier			No Answer	Called and spoke to the Manager Adam, he will pass the info on the owner	
	Le Parisien			No Answer	Spoke to Andrew, he requested I send him an email. Emailed 12/11/18	
	Wharf Shed Café			Spoke to the supervisor who was going to pass the message on.		

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GEELONG WATERFRONT SAFE
HARBOUR PRECINCT

Stakeholder Engagement Week 2

31 January 2019

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TERROIR



Tract

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Stakeholder Engagement Week 2

Introduction

Background

As part of the Masterplan/Planning Phase TERROIR and the consultant team have assisted with sessions to inform, consult and involve local stakeholders on the Masterplan Vision for the Geelong Waterfront Safe Harbour Precinct (GWSHP). This report is a summary of the community forums from the 24th to the 28th of January 2019.

Presentation

Following are the presentation panels for the Open Workshops. Presentations to the Residents and Traders incorporated the same content.

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 by ODGG then expanded on the ideas and set-out guiding principles. These key principles have informed this masterplan vision for the Geelong Waterfront Safe Harbour Project.

Geelong Waterfront Masterplan (2011) - 10 principles

1. Secure the quality of water and the environment.
2. Waterfronts should be utilised for waterborne transport, entertainment and culture.
3. The historic identity gives character.
4. Mixed use is a priority - waterfronts should offer a diversity of cultural, commercial and residential uses.
5. Public access is a prerequisite - waterfronts should be both physically and visually accessible.
6. Planning in public-private partnerships speeds the process.
7. Public participation is an element of sustainability.
8. Waterfronts are long-term projects - the entire city can benefit from their potential.
9. Realisation is an ongoing process.
10. Waterfronts profit from international networking.

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. Preserve the allocation of public open space and maintain public access throughout the waterfront precinct.
4. Development makes a positive contribution to adjoining public spaces 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 steel 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

CONCEPT SUMMARY

1. Existing Public & RGIC 2. Increased public realm but compromised RGIC 3. Increased public realm (up and over) and optimised RGIC 4. Integrated Design System.

The design system proposed provides significant public realm and accommodates the logistical requirements of the RGIC equally. A non-specific signal that can vary to be adopted, 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 Masterplan 2016 by TERROIR Oslo Opera House New Hastings Pier Highline New York Skygarden Seoul

A NEW EXPERIENCE

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...

MASTERPLAN VISION - STAGE 1 & 2

LANDSCAPE MASTERPLAN - STAGE 1 & 2

- Public Promenade & Steel Promenade (Theater Safe Harbour)
- Marina Basin
- Marina Yard
- Public Realm Upgrade
- Geelong Yacht Club Building
- Western Sailing School / Off The Beach Sailing
- Marina

MASTERPLAN VISION - STAGE 1

LANDSCAPE MASTERPLAN - STAGE 1

- Stage 1: Public Promenade & Steel Promenade (Theater Safe Harbour)
- Stage 1: Marina Basin
- Stage 1: Marina Yard
- Stage 1: Public Realm Upgrade
- Stage 1: Geelong Yacht Club Building
- Stage 1: Western Sailing School / Off The Beach Sailing
- Stage 1: Marina

MASTERPLAN VISION - STAGE 2

LANDSCAPE MASTERPLAN - STAGE 1 & 2

- Stage 2: Public Promenade & Steel Promenade (Theater Safe Harbour)
- Stage 2: Marina Basin
- Stage 2: Marina Yard
- Stage 2: Public Realm Upgrade
- Stage 2: Geelong Yacht Club Building
- Stage 2: Western Sailing School / Off The Beach Sailing
- Stage 2: Marina

FUTURE VISION

CONCEPT VISION - ELEVATIONS

SOUTH WEST ELEVATION
 NORTH WEST ELEVATION
 SOUTH EAST ELEVATION

CONCEPT VISION

LEVEL 1 - LOOKING NORTH WEST OVER MARINA YARD

CONCEPT VISION

EASTERN BEACH ACCESS

CONCEPT VISION

AERIAL

GEELONG WATERFRONT SAFE HARBOUR PRECINCT PROJECT

We invite you to leave feedback on the postcards and place a dot on the indicator to show your level of support for the Geelong Waterfront Safe Harbour Precinct Project.

For more information visit www.gwsHP.com.au

Stakeholder Engagement Week 2

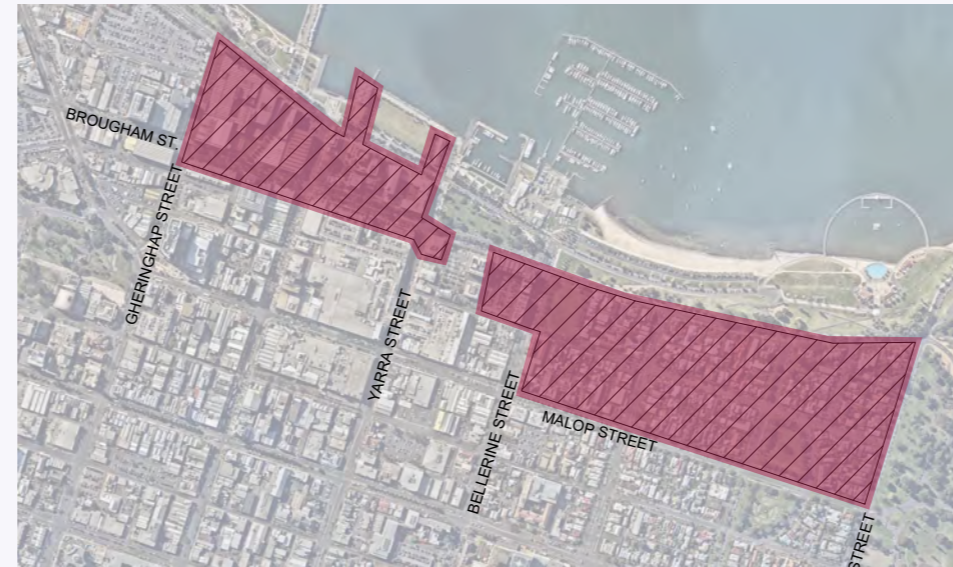
Advertising

Advertising for Stakeholder Consultation Week

The public were invited to the community forums through several avenues:

- Flyers (shown below) were distributed to as many residents as possible within the area highlighted in the map to the right. Due to some businesses not having mail boxes, or direct access to reception from the street, a small portion along Brougham street (between Yarra & Gheringhap) were missed. However, considerable effort was made to ensure all businesses overlooking the project, along Eastern Beach Road and Deakin University were contacted and personally provided with a flyer.
- A number of consultation sessions were held with the general public, as well as RGYC members and local traders. The dates these events were held are listed to the right, and detailed within this report.
- RGYC has promoted the events on their website, their notification went live on Friday 25th January, 2019. The RGYC provide regular updates for the community and members visiting the website.
- A designated project website (www.gwshp.com.au) went public on Friday 25th January, 2019, allowing the public to view and comment on the work to date. The site contains links to the GWSHP Master Plan, allows users to provide valuable feedback, lists the dates and times of open day workshops, and has a link to the recently completed Geelong Safe Harbour Project video from TRACT Consultants.
- City of Geelong were consulted in terms of suitable zones for distribution and methods of advertising and notifications

Letterboxed Areas



GWSHP Website

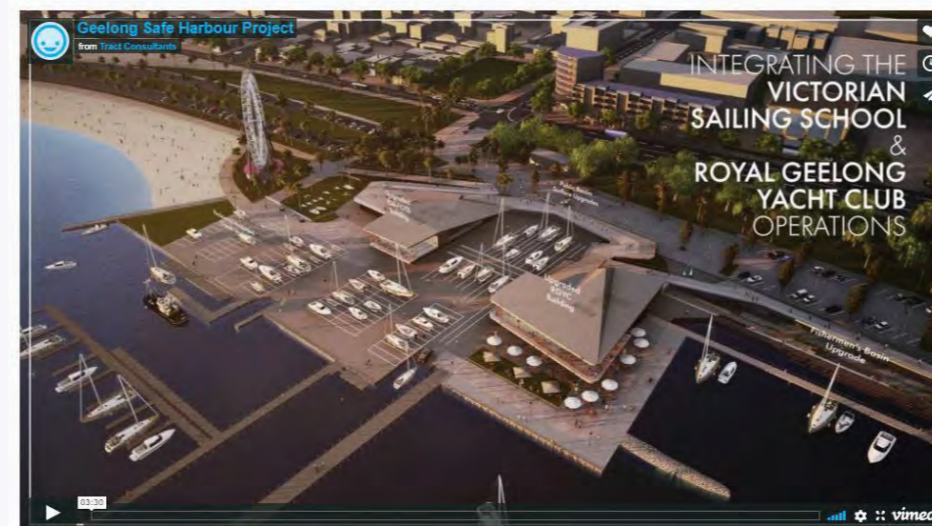


Come and meet the design team of GWSHP and talk to them about how you want to experience the safe harbour.

We look forward to meeting you at one of our open day workshops.

Saturday 26 January 10am to 2pm
 Sunday 27 January 10am to 2pm
 Monday 28 January 10am to 2pm

Location: Marquee at Fairnie Park, Geelong (next to Royal Geelong Yacht Club)



Meetings

The following consultation sessions were held;

- Residents Meeting - Thursday 4-5.30pm 24/01/2019
- Traders Meeting - Thursday 2-3.30pm 24/01/2019
- RGYC (members) - Thursday 6-7.30pm 24/01/2019
- Open Workshops
 - Open Workshop 01 - Saturday 10am-2pm 26/01/2019
 - Open Workshop 02 - Sunday 10am-2pm 27/01/2019
 - Open Workshop 03 - Monday 10am-2pm 28/01/2019

Newspaper and Radio

The General Manager for the RGYC conducted a radio interview as a way to promote the event and the projects on Bay 93.9, on Saturday 26 January, 2019 at 3pm

The proposal was also discussed in the Geelong Advertiser newspaper on Friday January 25 (see below)

GEELONG WATERFRONT SAFE HARBOUR PRECINCT PROJECT

Come and meet the design team for the GWSHP and talk to them about how you want to experience the safe harbour.

We look forward to meeting you at our second round of community workshops

Dates: Saturday 26 January 10am to 2pm
 Sunday 27 January 10am to 2pm
 Monday 28 January 10am to 2pm

Location: Marquee at 25 Eastern Beach Road Geelong, Fairnie Park.

To provide feedback and for more information visit www.gwshp.com.au



RGYC's funky, bold marina

\$40M REDEVELOPMENT IN WORKS

Lead architect Nicky Adams of Terra Architects, Commodore John Kint and Tract Consultant Dave Cameron.

CHAD VAN ESTROP

PLANS for a floating 40m public walkway — longer than Cunningham Pier — extending into Corio Bay will be unveiled this weekend as part of the \$40 million Geelong Yacht Club redevelopment.

The walkway will also double as a seawall protecting boats berthed in the marina and ensure the future of world-class sailing events in Geelong, the yacht club says.

Revised plans for the project also include a redeveloped clubhouse and Victorian Sailing School to cater to up to 2000 people a year.

Royal Geelong Yacht Club Commodore John Kint said an elevated balcony would overlook the marina and alfresco dining would be added if plans for the club's masterplan for the site were approved by council.

"These will ensure the sustainability of the harbour going forward so that we can continue to host events like the Festival of Sails," Mr Kint said.

"We want the public to have a really good view of the bay and yachts. Other experiences along the waterfront at the moment are from the ground positions."

Mr Kint said the redevelopment would also include upgraded facilities for boats, including dry storage facilities and maintenance yard, and a modern media and control centre for hosting events on the waterfront, which will go to council for approval in February, is planned to be completed in two stages.

The first will add 29 berths, a replacement jetty connecting the clubhouse to the marina, a new marine education centre, a 50km wave attenuator and disabled toilets.

The club hopes to complete those works by early 2020 in time for two sailing world championships to be held in Geelong.

The centrepiece of stage two will be a multimillion-dollar redevelopment of the yacht clubhouse. It will also add alfresco dining, more berths and ramps to a balcony overlooking the bay.

"Subsequent stages after that will be to gradually convert the marina to a floating complex as all modern day marinas are," Mr Kint said.

The redevelopment has been funded by the State Government (\$7.6 million), Federal Government (\$5.5 million), the yacht club (\$3 million) and the Geelong council (\$1 million).

The club will need about \$20 million to complete stage two.

Plans for the redevelopment will be on show between 10am-2pm Saturday to Monday in a marquee near the yacht club, and will also be available at gwshp.com.au.

An artist's impression of the redeveloped Royal Geelong Yacht Club.

The yacht club's multimillion-dollar redevelopment plan will go to council for approval next month.

Picture: ALAN HARRIS

Stakeholder Engagement Week 2

Workshops

RESIDENTS WORKSHOP - THURSDAY EVENING 4-5.30PM
24/01/2019

Overview

Project Team Attendees: Mandy Elliot (EnviroME), David Cameron (TRACT), Phil Clohesy (RGYC General Manager) & John Kint (RGYC Commodore)

No. attendees: Approx. 4 residents

Residents from the units adjacent to the GWSHP at 110 and 120 Brougham Street were invited to a separate workshop at RGYC. The residents were shown a presentation of the Masterplan Vision. Content included key principles, issues and opportunities, concept precedents, concept summary and key drawings including concept renders. Following the presentation of the Masterplan Vision the project team were on hand to further explain the concept, discuss concerns and ideas and encourage feedback.

Themes

The themes were identified as follows:

- Sitting opportunities for the elderly
- Integrated toilets
- Impact the development will have on shore fishing
- Generally positive views

RGYC MEMBERS WORKSHOP - THURSDAY EVENING 6-7.30PM
24/01/2019

Overview

Project Team Attendees: Nicky Adams (TERROIR), Sam Noelker (RGYC), & John Kint (RGYC Commodore)

No. attendees: 52

Themes

The themes were identified as follows:

- Spare power ducts for festivals
- Low level of hardstand and upgrading of seawalls
- Site parking
- Questions regarding the other design concepts put forward from the other shortlisted architects
- Potential issues with skateboarders within the public domain
- Geotechnical information to support the wave wall
- Removal of West Wall
- Impact to the slipway
- Impact to sailability program
- Improvements for festivals



Stakeholder Engagement Week 2

Workshops

TRADERS WORKSHOP - THURSDAY AFTERNOON 2-3.30PM 24/01/2019

Introduction

Project Team Attendees: Nicky Adams (TERROIR), Phil Clohesy (RGYC), Sam Noelker(RGYC), John Klint, David Cameron(TRACT) & Andrew Ross(COGG)

No. attendees: 3

A map of the key onshore and offshore traders who lease from the COGG as the land manager is provided.

Council And RGYC sought the traders input to this precinct.

A short presentation was provided prior to opening up the discussion to a workshop discussion.

The existing uses were discussed and the traders ideas for future improvements that would benefit the public use of this precinct and the operations of their business.

Independent 1 on 1 discussions are ongoing directly with:

The helicopter charter business: their business would be directly impacted by the masterplan vision for Yarra Street Pier.

Elstone Diving Business: a separate meeting was held with Elstone Diving Services who are a commercial maritime contractor and have berths on Stoney Pier.

The Train operator..Who has advised their key need is to provide a 5m wide footpath – a widening of the existing footpath would greatly improve their movement past the RGYC site.

A full list of those that were contacted and invited to the trader's session is provided.

Contacted Traders - Refer Appendix B for full summary

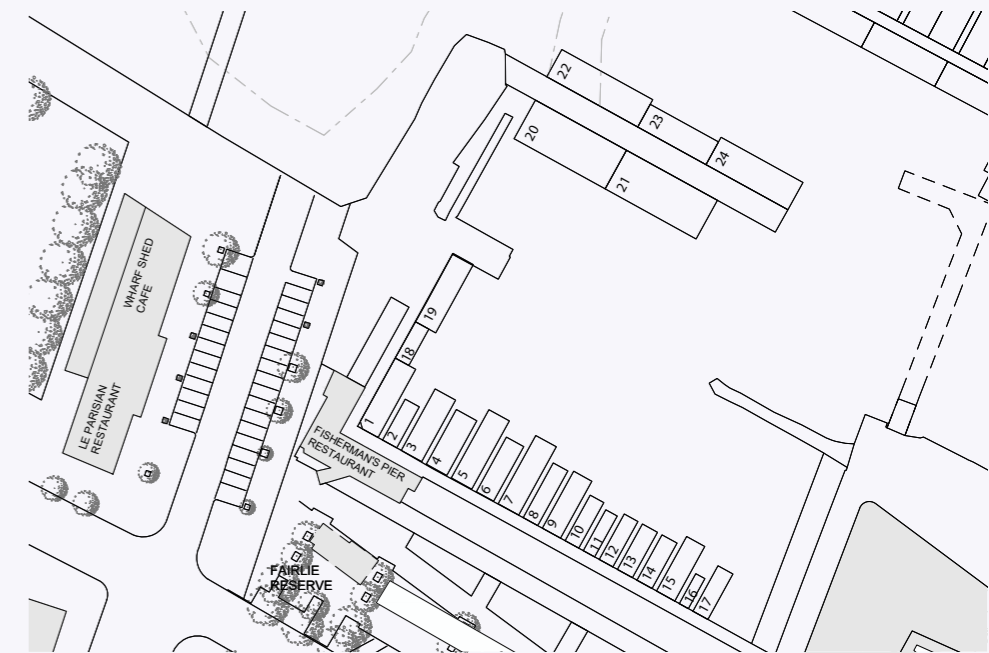
FB01 - Gerry's Mussel Paella
 FB02 - Ken Apted
 FB03 - Spiros Sannos
 FB04 - Charles Neal
 FB05 - Keith Zutt
 FB06 - Robert McDonald
 FB07 - Sydney McKay
 FB08 - Lutz Becker
 FB09 - Robert Heath
 FB10 - Steve Di Sauro
 FB11 - Michelle Fenske
 FB12 - Joe Calleja
 FB13 - Doug Beer
 FB15 - Craig Elstone/Scott Lakey
 FB16 - Peter Kanellos
 FB18 - Gerry's Mussel Paella
 FB19 - John Anastos
 FB20 - David Peters
 FB21 - Jim Anastos
 FB22 - Craig Elstone/Scott Lakey
 FB23 - Craig Elstone/Scott Lakey
 FB24 - Robbie Baldini
 Floating pontoon - David Peters

Fisherman's Pier
 Le Parisien
 Wharf Shed Café

Themes

The themes were identified as follows:

- Improved security to berths overnight
- Consideration of boat charters and thier value
- Historical uses of the foreshore could be highlighted
- Overall, waterfront businesses are not booming
- Existing concrete walkway should be maintained and retained
- Impact the loss of Stoney Pier will have
- Need to promote uses/activities within the Fisherman's basin that activate the area.
- Importance of retaining the character of the Fisherman's basin



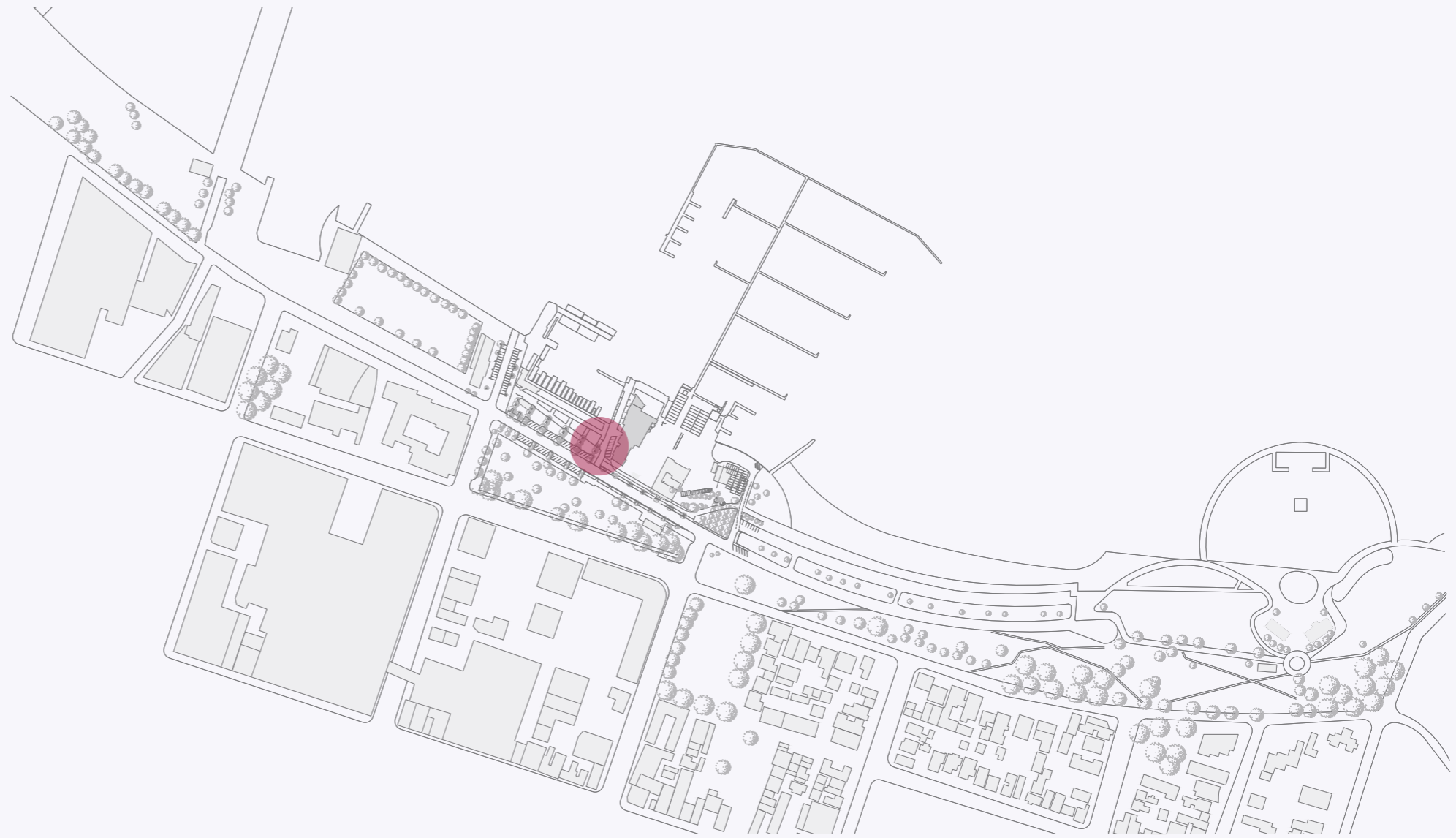
Stakeholder Engagement Week 2

Workshops

OPEN WORKSHOPS - FESTIVAL OF SAILS

Three separate workshops were held for the general public to attend. A series of A1 panels showcasing the Masterplan Vision were presented to the public by the project team attendees. Content of the panels included key principles, concept summary and key drawings including masterplan, landscaping, elevations and concept renders. The movie illustrating the design masterplan vision was also played on a constant loop throughout the day. Project team attendees were on hand to further explain the concept, discuss concerns and ideas and encourage feedback.

The feedback was collated, all comments were recorded and sorted and the outcomes were summarised through a series of themes. The themes indicated areas where there were a number of related comments. Within each theme key issues were identified and listed.



Stakeholder Engagement Week 2

Advertising

OPEN WORKSHOP 01 - SAT 10AM-2PM 26/01/2019

Introduction

Project Team Attendees: Nicky Adams (TERROIR)
Mandy Elliot (EnviroME)

Location

A tent was set up facing Farnie Park
No. attendees: 48

Results

The feedback sheets recorded 12 comments in total.

Themes

The themes were identified as follows:

- Integration with other precinct plans/projects - increase tourism/economic development
- Silting of Point Richards - how will this be addressed
- Car parking for boat owners - drop off/pick up
- Materiality - invest in materials with longevity
- Wave attenuator - studies to prove effectiveness

OPEN WORKSHOP 02 - SUN 10AM-2PM 27/01/2019

Introduction

Project Team Attendees: Phil Clohesy (RGYC), Sam Noelker (RGYC) Mandy Elliot (EnviroME)

Location

A tent was set up facing Farnie Park
No. attendees: 73

Results

The feedback sheets recorded 17 comments in total.

Themes

The themes were identified as follows:

- Activation of Fairnie Park
- Cafe needs to become more visible. More cafe's suggested
- Vehicle access for RGYC drop off
- Car parking - what will happen to existing car parks? Need expressed for long term/multi-day parking.
- Building heights - will the new building be higher than existing?
- Public Realm: Support of the increased public realm and 'Up and Over' walkway.
- Tourism: Support from locals and visitors regarding the effect the project will have.

OPEN WORKSHOP 03 - MON 10AM-2PM 28/01/2019

Introduction

Project Team Attendees: Phil Clohesy (RGYC), Sam Noelker (RGYC) Mandy Elliot (EnviroME) , Dave Cameron (TRACT)

Location

A tent was set up facing Farnie Park
No. attendees: 27

Results

The feedback sheets recorded 8 comments in total.

Themes

The themes were identified as follows:

- Public realm: questions regarding the general public accessing the RGYC roof as a walkway
- Funding: How much of the project has been funded?
- Building height
- Public realm: Support for the sloping lawn and public decks.
- Shade: More shade/sun protection suggested



Stakeholder Engagement Week 2

Statistics + Conclusion

Statistics

Approximately 211 people attended the 6 stakeholder consultation events. Approximately 148 people attended the 3 Open Workshops during the Festival of Sails/Cadel Evans Great Ocean Road Race. From the comments received the number of negative comments received were far fewer than the positive comments received. The top three themes that people commented on or asked questions about were; design of the building, Public Amenity, and Parking.

Comments

The number of positive comments exceeded the number of negative comments received. The top three themes that people commented on or asked questions about were;

- Building Design
- Public Amenity
- Parking

The key issues arising from the comments are presented in the graphic wheel illustration to the right.

Level of Support

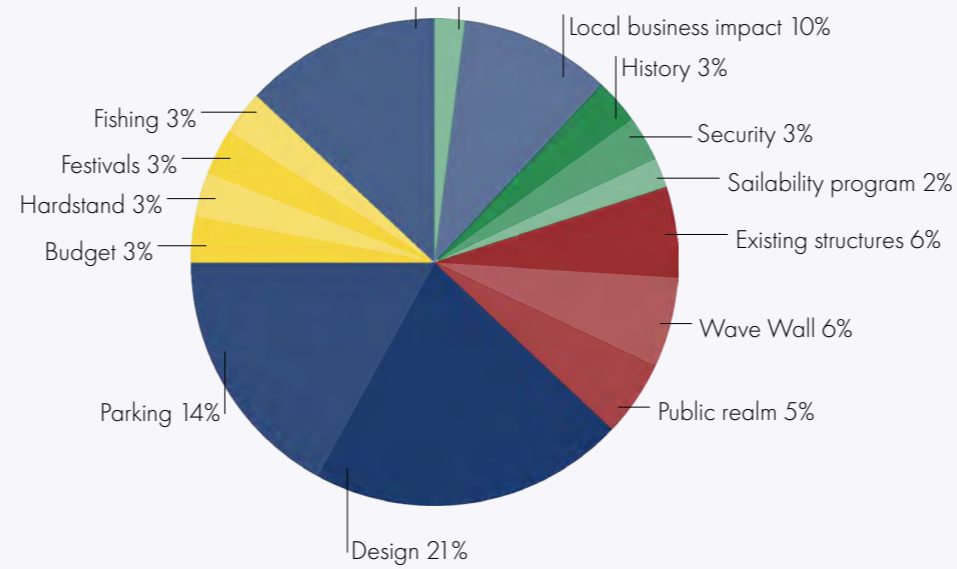
In addition to written comments, the public were also invited to indicate their level of support by marking a 'target' on the bullseye. Approximately 148 people in total attended the 3 Open Workshops and 79 people indicated a percentage level of support.

From past experience we can assume that those who left without comment and without indicating their level of support, are generally in favour.

Conclusion

Issues raised can be addressed, but these are unlikely to require any major changes to the Masterplan Vision.

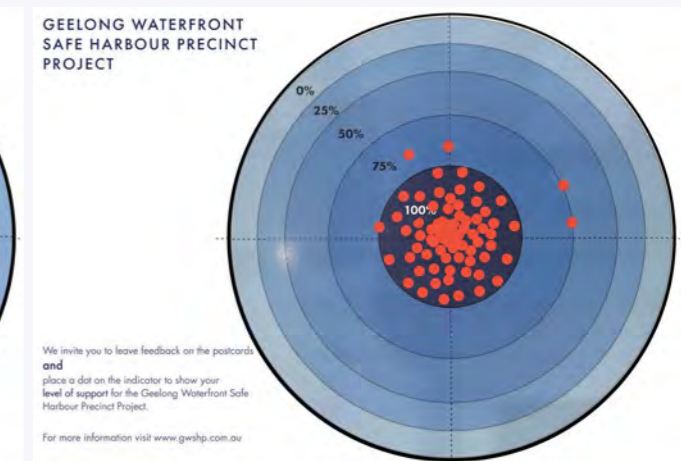
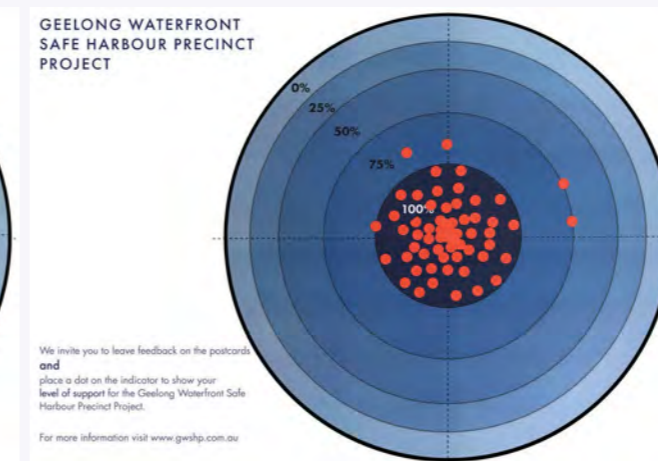
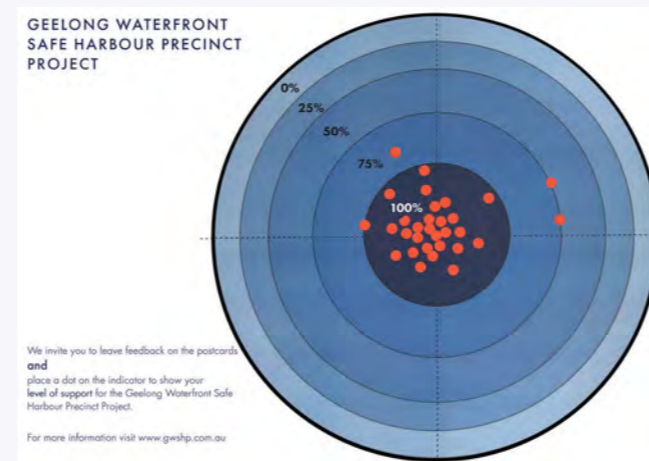
The GWSHP Masterplan Vision received an overwhelming level of support. 100% of respondents indicated a 75% or higher level of support.



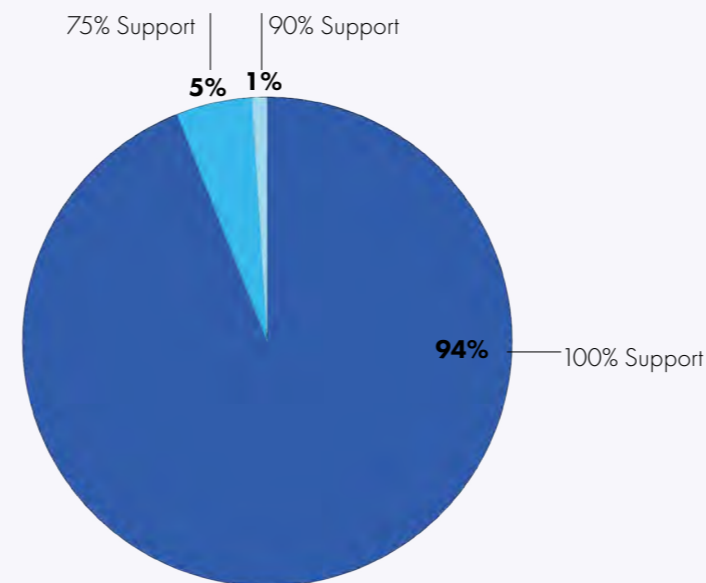
Open Workshop 01 - Saturday 26/01/2019

Open Workshop 02 - Sunday 27/01/2019

Open Workshop 03 - Monday 28/01/2019



Level of support statistics



Stakeholder Engagement Week 2

Key Issues Raised

Themes	Issue
Design of the building	<p>Materials Interest in what materials will be utilised for the building, and whether money will be spent to ensure they are hard-wearing/long-lasting</p>
	<p>Form, Scale and Appearance Concern over the building height, and whether views will be interrupted.</p> <p>Someone wanted assurance that the multi-purpose space would have high ceilings.</p>
	<p>Question regarding the initial 18 design responses, and the 5 that were eventually shortlisted. Have they been made publicly available?</p> <p>It was mentioned that the cafe needs to become more inviting and stand out more</p>
Public Amenity	<p>Seating and Shade Need for opportunity to sit somewhere and enjoy the view. Screening is often forgotten on long or elevated walks making it difficult for elderly or people with mobility difficulties.</p>
	<p>Seating must be included on the up and over</p> <p>Toilets more integrated toilets as opposed to an eyesore toilet block masquerading as free standing art!</p> <p>Dining It was suggested that more restaurants/eating venues were required.</p>

Themes	Issue
Parking	<p>There was a considerable amount of concern regarding parking. Specifically, how the existing parking will be affected during construction, whether short term parking facilities for boat owners to use for loading/unloading will be improved, whether parking permits will be made available to members, and whether a long term (multi-day) car park will be included.</p>
Local business impact	<p>There was general concern that overall waterfront businesses are not booming, and a desire to know how the new facility will affect positive change.</p>
	<p>It was suggested that promoting uses in Fisherman's Basin could help to activate the area.</p>
Wave Wall	<p>There were a questions as to whether geo-technical information was available to support the design of the wave wall, and whether coastal and marine studies had been undertaken to make sure it will work.</p> <p>Someone wanted to know how the issue of silt build up would be addressed.</p>
Security	<p>Concerns were raised over how security will be improved, particularly around the marina berths during the night.</p>

Stakeholder Engagement Week 2

Key Issues Raised

Themes	Issue
Existing Structures	There was a question regarding when the west wall (timber structure) would be removed.
	The existing concrete walkway (also acts as a berthing structure) should be identified within the Masterplan as in need of maintenance and to be retained in its current form for the indefinite future.
	Concerns were raised about the loss of Stoney Pier
Public Realm	<p>It was asked if the club was happy with the general public having access to the roof as a public walkway (noting controlled access in some areas)</p> <p>A question was asked as to whether the up and over walkway would become an issue with skateboarders.</p> <p>It was suggested that Fairnie Park is inactive and dull, and that it would be beneficial to incorporate this area into the masterplan.</p>
History	There were a few comments on how important the history of the area is, and how important it is to recognise and celebrate this within the proposal.
Sailability	<p>Someone wanted to know how/ if the Sailability program would be affected by the project, and whether there would still be a lock-up facility available for it.</p> <p>Someone also suggested including a science program into the sailing school.</p>

Themes	Issue
Hardstand	There was a question about how the slipway would be affected.
	There was concern over the low level of the hardstand, and how this will be addressed.
	It was asked when the 2nd vessel launching crane would be installed.
Fishing	A number of people wanted to know how the project would affect recreational fishers in the area, and wanted confirmation that they would still be able to enjoy this hobby/sport.
Festivals	<p>It was suggested that the hardstand should incorporate spare power ducts for festival setup.</p> <p>A question was asked as to whether the layout of the area would be improved for the Festival of Sails.</p>
Budget	A question was asked regarding the overall budget for the project, as well as how much of the project has currently been funded.
Timeframe	Someone wanted to know what the timing for the project is.

Stakeholder Engagement Week 2

Appendix A - Record of Comments

Residents Meeting - Thursday 24/01/2019 - 4pm-5.30pm

Comments	Geelong Resident	RGYC Member
Need for opportunity to sit somewhere and enjoy the view. Screening is often forgotten on long or elevated walks making it difficult for elderly or people with mobility difficulties. I would like to see more integrated toilets as opposed to an eyesore toilet block masquerading as free standing art! Toilets can be integrated into a building. I like the idea that fishing will still be allowed. A restaurant with wide water views will be excellent!	Y	
Like the concept and really keen to see it done	Y	
It will be nice to be able to see boats come in	Y	
New restaurant here as well, somewhere good to eat.	Y	
More public toilets are needed	Y	
Ensure fishing can occur	Y	
Seating around the site and on the up and over is required	Y	

RGYC Members Meeting - Thursday 24/01/2019 - 6pm-7.30pm

Comments	Geelong Resident	RGYC Member
The hardstand should consider spare power ducts for festival set up		Y
How is the low level of the hardstand being addressed, this was discussed as an element that will also require the seawalls to be upgraded, currently this not within the scope due to project budget limitations. Identifying this on the Masterplan as a future work element should be identified		Y
Overall project budget was discussed, \$40M provided as the response		Y
Site parking was raised as a concern, confirmed that within Stage 1 there will be no loss		Y
Have there been other design concepts put forward, this was discussed with the JAM Architect layout and considerations provided during the Lead Architect procurement where 18 organisation responded to the shortlist and 5 provided further layout ideas within the Request for Proposal phase.		Y
Will the up and over access become an issue with skateboarders.		Y
Is there geotechnical information available to support the wave protection design		Y
When will the West Wall (timber structure) be removed		Y
How is the slipway impacted, it will be reduced with two rails on the east side being removed		Y
When will the 2nd vessel launching crane be installed		Y
Will the Sailability program be impacted, is there still a lock up facility for this		Y
Will the layout be improved for Festival of Sails		Y

Traders Meeting - Thursday 24/01/2019 - 2pm-3.30pm

Comments	Geelong Resident	RGYC Member
Security to berths should be improved during nights, options may consider additional lighting, security camera (with ability for live streaming). Other option could be to close the walkway at night to improve security.		
Boat charters within the basin offer a lot of value		
History board of the various past uses of the foreshore should be considered		
Waterfront business overall are not booming		
The existing concrete walkway (also acts as a berthing structure) should be identified within the Masterplan as in need of maintenance and to be retained in its current form for the indefinite future.		
One on one meeting with maritime construction operator, between RGYC and Elstone Diving Services (14 January 2019): the impact and loss of Stoney Pier to their ability to load out construction materials and may need alternate infrastructure around Yarra Street Pier, or potential upgrade of other sites such as St Helens. Usage of the Port of Geelong facilities are too costly. Other elements of the project do not impact them and they have no further comments on the project.		
One on one discussion with owner of nearby restaurant, Wharf Shed owner and Sam Noelker (25 January 2019), completed by chance during the flyer handout: highlighted the project and directed them to further information on the website. Discussed the site layout and potential influence of the wave protection land interface near their business, this was consider to have minimal impact to their operation, overall the other elements of the project concept were generally supported.		
One on one meeting between RGYC and Geelong Helicopters (16 January 2019). Discussed the impact of the wave attenuator and potential of mast interfering with their flight path. The shift of the wave protection 50m to the west is very beneficial, feedback was provided and various different flight path were shown to demonstrate how they could continue their operations.		
One on one meetings between Terroir and Childrens' Train Operator (26 January 2019). Happy with the scheme and in particular the increased width and improvements to the Eastern Beach shared footpath. Provided key dimensions for consultants to achieve in the design development phase. Agreed to meet regularly over the course of the project.		
Need to promote uses in Fisherman's Basin that activate the area		
People love the history and seeing older boats within the Basin, character should be kept		

Stakeholder Engagement Week 2

Appendix A - Record of Comments

Open Workshop 01 - Saturday 26/-01/2019

Comments	Geelong Resident	RGYC Member
Integrate with other precinct plans/projects happening around Geelong e.g. cruise ship, moolap plan: good to increase tourism and economic development	Y	
how will the project address silting? Point Richards silts up		
Mr. John Gillett - Nicky spoke to this engineer who had some ideas?		
Car parking- where do we park to then get our belongings onto the boat? This is a big issue for members.		Y
What is the timing of the project?		
We can't get to the member mtgs- work etc.		
Love the concept of the redevelopment however car parking and security must be addressed to make it work		Y
Good for sailability, VSS, car drop off?		Y
Have the coastal and marine studies been undertaken to make sure the wave attenuator works?		
Don't put in finishes that date- pay for finishes that have a long life		
Keep the glass front open to ensure the views/like the idea of how the glass can reflect		
Thinks it's fabulous! - cladding material must not be cheap and nasty - great potential for entertainment area in this functional area/more cafes- multi purpose but make sure there are high ceilings - room for shade - good acoustic separation from the public - continue with this; design it and along it to define the precinct - please design elevations that are memorial as you view and approach is differently. Great to arrive on water from another city a d arrive at RGYC and say WOW! Just like you feel when you arrive in Sydney and experience the opera house how special will Geelong be		Y



Stakeholder Engagement Week 2

Appendix A - Record of Comments

Open Workshop 02 - Sunday 27/01/2019

Comments	Geelong Resident	RGYC Member
Fairnie park is inactive and dull and it would be good to open this area up and make it more active		
Make the café more welcoming - we didn't even now it was there!		
Regarding the east side of the RGYC building - have better vehicle access fro members drop off and commercial buildings. This should be looked at in the design		Y
What about including a science program into the Sailing School training? As it is so close to the water etc.	Y (x2)	
More cafes would be great		
So good for tourism and economic development for Geelong		
Love it; great concept and vision		
What about a sea breacher? This should increase tourism and visitors to the waterfront.		
It's a terrific project for Geelong		
Needs car parking for members - what will happen to the existing car parks?		
Could members get a parking permit for the whole day so that they can park longer than 2 hours?		
(visitor from England) This is great for visitors; a really good experience on the waterfront. It will bring more people to the waterfront	N	N
Concerned about the heights and views from his apartment (directly adjacent and first level). The trees are the problem regarding his views. Loves seeing the yachts. Will the heights be the same of will the new buildings be higher than existing?	Y	
(4 sailors) very impressed with the up and over concept and the whole masterplan vision/development.		
This development will be awesome for Geelong.		
Old infrastructure that needs to be developed.		
A RGYC member with a boat in the marina, the loss of car parks is a significant issue for how they use the site. Their requirement for a long term multi day park is not provided within the project layout.		Y



Stakeholder Engagement Week 2

Appendix A - Record of Comments

Open Workshop 03 - Monday 28/01/2019

Comments	Geelong Resident	RGYC Member
Is the club happy to have general public accessing the roof as a walkway (noting controlled access in some areas)		
How much of the project has been funded		
What is the height of the proposed building		
The VSS/OTB deck and sloping lawn will be great space for visitors, picnic etc		
The project should consider more shade / sun smart / weather protection concepts (reference project Malaga foreshore Spain)		
Really positive feedback, improvement to the existing dated infrastructure to make the site more modern		
The Geelong foreshore promenade is one of the best assets to the town, this project looks to enhance the existing experience and will have a long term legacy		
Seems like there has been consideration of this project for some time, slow progress when compared with other countries		



Stakeholder Engagement Week 2

Appendix B - Contacted Traders

Mooring No.	Vessel / Business	Invite / Engagement - Round 1, Nov 2018			Invite / Engagement - Round 2, Jan 2019
		9/11/2018	12/11/2018	12/11/2018	17/01/2019
FB001	Nerina	Phones was engaged, Tired 3 times	Got onto someone and they will be coming on Thursday		Called and spoke to Yalanda - He will be at info session on 24/01/19
FB002	Toona 2 CF982	Called - No answer			Called and spoke to Ken - He will be at info session on 24/01/19
FB003	Timber pro boat	Called - No answer and other number was engaged			Called - No answer (Left msg)
FB004	Fishing Charter	NO CONTACT NUMBER	Found number, spoke to Charles - sounded keen, just asked I pop all info in an email		Called and spoke to Charles - He will be at info session on 24/01/19
FB005	Navigator	Someone speaking another language and hung up on me	Someone did answer, I asked for Keith and the women said WRONG NUMBER	Called and spoke to Keith, he said "if he is around he'll pop his head in"	Called - No answer (Couldn't leave a msg)
FB006	Nellie Brett	Not available			Called - couldn't leave a message.
FB007	Conquest II E902	Called and spoke to Syd - he requested an email, email sent 9/11			Called and spoke to Syd, I have email info and will be at info session on 24/01/19
FB008	Kokoda	Called and spoke to Lutz - coming Thursday			Called and spoke to Lutz, he will try and make it as last info session was very interesting
FB009	Katherine Scarlett	Spoke to Robert - will hopefully be able to get down for the session			Called and spoke to Robert, he will be at the info session on 24/01/19
FB010	Anchor Maritime Services Fishing Charter	Spoke to Steve - Coming Thursday.			Called and spoke to Steve, he will be at the info session on 24/01/19
FB011	Carina	WRONG NUMBER - A man answered and told me I had the wrong number			WRONG NUMBER
FB012	Halvorsen/Lugarno	Number was engaged			Called and spoke to Joe, he will be at the info session on 24/01/19
FB013	Sylph	Spoke to Doug - coming Thursday			Called and spoke to Doug, he will be at the info session on 24/01/19
FB015	Elstone	WRONG NUMBER (a lady called Leanne)	Sam gave me Soctt's Number who I spoke to. I have emailed him a invite at his request. They will both be attending on Thursday		Spoke to Scott, both him and Craig will be at the info session on 24/01/19
FB016	Taliak	Spoke to Peter - asked me to email him			Called and spoke to Peter - He will be at info session on 24/01/19
AS 18	Mussel barge	Phone was engaged	Got onto someone and they will be coming on Thursday		Called and spoke to Yalanda - He will be at info session on 24/01/19

Mooring No.	Vessel / Business	Invite / Engagement - Round 1, Nov 2018			Invite / Engagement - Round 2, Jan 2019
		9/11/2018	12/11/2018	12/11/2018	17/01/2019
AS 19	Fresh Fish Sales	NO CONTACT NUMBER	Called and spoke to John, he asked if I could email him but he is keen to attend		Called and spoke to John - he won't be present but he would like Sam to contact him for an update and to leave his feedback. Sam called John, 5 Feb 2019, he has no issue with the plan as long as his current berth is retained (south side of Yarra St Pier). Welcomes more berths on the north side. Wants to understand the long term use of the helicopter, as this can interfere with their operations. Understands the strategic decision to dedicate the site land approach to Yarra Street only, retiring Stoney Pier Lane for vehicle use
AS 20	Hygeia	Spoke to David - coming Thursday			Called and spoke to David - He will be at info session on 24/01/19
AS 21	Geelong	NO CONTACT NUMBER	Called and spoke to John, he asked if I could email him but he is keen to attend		Called and spoke to John - he won't be present but he would like Sam to contact him for an update and to leave his feedback. Sam called John, 5 Feb 2019, he has no issue with the plan as long as his current berth is retained (south side of Yarra St Pier). Welcomes more berths on the north side. Wants to understand the long term use of the helicopter, as this can interfere with their operations. Understands the strategic decision to dedicate the site land approach to Yarra Street only, retiring Stoney Pier Lane for vehicle use
AS 22	barge	WRONG NUMBER (a lady called Leanne)	Sam gave me Soctt's Number who I spoke to. I have emailed him a invite at his request. They will both be attending on Thursday		Spoke to Scott, both him and Craig will be at the info session on 24/01/19
AS 23	Mundu	WRONG NUMBER (a lady called Leanne)	Sam gave me Soctt's Number who I spoke to. I have emailed him a invite at his request. They will both be attending on Thursday		Spoke to Scott, both him and Craig will be at the info session on 24/01/19
AS 24	Caroline Star	Spoke to Robbie - coming Thursday			Called and spoke to Robbie, unfortunately he won't be present at the info session but has asked if Sam to contact him to give him a run down of whats going on. Spoke with Robbie on 5 February 2019. Concern about the demolition of Stoney Pier until the functions and operations are fully transferred. Concerned that the project priorities are for RGYC. Raised the wave protection concept of a screen running parallel to the shore to Cunningham Pier, this would create a larger protected safe harbour.
Floating pontoon	Jet Boat	Spoke to David - coming Thursday			Called and spoke to David - He will be at info session on 24/01/19
	Fisherman's Pier	No Answer	Called and spoke to the Manager Adam, he will pass the info on the owner		Called and spoke to Kieran, he will pass the info onto the manager + owner
	Le Parisien	No Answer	Spoke to Andrew, he requested I send him an email. Emailed 12/11/18		Called and spoke to Andrew - He will be at info session on 24/01/19
	Wharf Shed Café	Spoke to the supervisor who was going to pass the message on.			Spoke to the supervisor who was going to pass the message on. Project Manager, meet with owner on 25 January 2019, highlighted that they missed the information session. Discussed the project and new wave attenuator interface, there were no concerns raised about the concept, overall the impact of events to the foreshore was raised, as an item that does not add to their business.

Appendix C Summary of Planning Controls Applicable to the Project

Planning Scheme provision	Key objectives
Clause 11 Settlement	Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.
Clause 11.01-1R Geelong G21	Supporting the role of Central Geelong as a major regional city and revitalise and strengthen its role as Victoria's second city. It is policy to consider as relevant G21 Regional Growth Plan.
Clause 11.03-4S Coastal settlement	<p>The objective is to plan for sustainable coastal development.</p> <ul style="list-style-type: none"> • Support the sustainable management of growth around coastal, estuary and marine assets to protect environmental values, and to achieve regional economic and community benefits. • Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.
Clause 12 Environmental and landscape values	<p>Planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value, including:</p> <ul style="list-style-type: none"> • Avoiding impacts of land use and development on important areas of biodiversity (Clause 12.01-1S). • Ensuring that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
Clause 12.02-1S Protection of coastal areas	<p>Key strategies to protect coastal areas include:</p> <ul style="list-style-type: none"> • Plan for marine development and infrastructure that is sensitive to marine national parks and environmental assets. • Coordinate land use and planning with the requirements of the Coastal Management Act 1995 to: <ul style="list-style-type: none"> o Provide clear direction for the future sustainable use of the coast, including the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas. o Protect and maintain areas of environmental significance. o Identify suitable areas and opportunities for improved facilities. • Apply the principles of coastal management. • Ensure development protects and seeks to enhance coastal biodiversity and ecological values. • Ensure development is sensitively sited and designed and respects the character of coastal settlements. • Encourage revegetation of cleared land abutting coastal reserves. • Maintain the natural drainage patterns, water quality and biodiversity in and adjacent to coastal estuaries, wetlands and waterways. • Avoid disturbance of coastal acid sulphate soils. • Protect cultural heritage places, including Aboriginal places, archaeological sites and historic shipwrecks
Clause 12.02-2S Coastal Crown Land	<p>Key strategies to achieve coastal crown land development that provides an environmental, social and economic balance are:</p> <ul style="list-style-type: none"> • Ensuring that use and development on or adjacent to coastal foreshore Crown land: • Maintaining safe, equitable public access and improves public benefit.

Planning Scheme provision	Key objectives
	<ul style="list-style-type: none"> Protecting local environmental and social values. Demonstrating need and coastal dependency. Minimising impact on the coast by locating within a defined activity or recreation node.
Clause 12.02-3S Bays	<p>The objective is to improve the environmental health of Port Phillip Bay and Western Port and their catchments. Relevant strategies include:</p> <ul style="list-style-type: none"> Improving the quality of stormwater entering waterways, particularly from construction sites and road development. Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port by: Focussing development in areas already developed or in areas that can tolerate more intensive use. Requiring coastal planning and management to be consistent with the Victorian Coastal Strategy.
Clause 13.01 Climate change impacts	<p>The objective is to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning. Relevant strategies include:</p> <ul style="list-style-type: none"> Consider the risks associated with climate change in planning and management decision making processes. Site and design development to minimise risk to life, property, the natural environment and community infrastructure from natural hazards.
Clause 13.01-2S Coastal inundation and erosion	<p>The objective is to plan for and manage the potential costal impacts of climate change. Relevant strategies include:</p> <ul style="list-style-type: none"> Ensure that land subject to coastal hazards is identified and appropriately managed to ensure that future development is not at risk. Ensure that development or protective works that seek to respond to coastal hazard risks avoid detrimental impacts on coastal processes.
Clause 13.04 Soil degradation	<p>The key objective is to ensure that potentially contaminated land is suitable for its intended future use and development and that contaminated land is used safely.</p>
Clause 14.02 Water	<p>The key objective for catchment planning and management is to assist the protection and restoration of catchments, water bodies, groundwater, and the marine environment. Relevant strategies include:</p> <ul style="list-style-type: none"> Ensuring planning is coordinated with the activities of catchment management authorities.
Clause 14.02-2S Water quality	<p>Relevant strategies that will protect water quality include:</p> <ul style="list-style-type: none"> Protect reservoirs, water mains and local storage facilities from potential contamination. Ensure that land use activities potentially discharging contaminated runoff or wastes to waterways are sited and managed to minimise such discharges and to protect the quality of surface water and groundwater resources, rivers, streams, wetlands, estuaries and marine environments. Discourage incompatible land use activities in areas subject to flooding, severe soil degradation, groundwater salinity or geotechnical hazards where the land cannot be sustainably managed to ensure minimum impact on downstream water quality or flow volumes. Prevent the establishment of incompatible land uses in aquifer recharge or saline discharge areas and in potable water

Planning Scheme
provision

Key objectives

catchments.

- Encourage the siting, design, operation and rehabilitation of landfills to reduce impact on groundwater and surface water.
- Use the mapped information available from the Department of Environment, Land, Water and Planning to identify the beneficial uses of groundwater resources and have regard to potential impacts on these resources from proposed land use or development.

Clause 15.01
Built environment

The objective is to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. Relevant strategies include:

- Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.
- Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.
- Ensure the interface between the private and public realm protects and enhances personal safety.
- Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
- Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
- Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
- Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Clause 15.01-2S
Building design

The objective is to achieve building design outcomes that contribute positively to the local context and enhance the public realm. Strategies require a comprehensive site analysis as the starting point of the design process.

- Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.
- Ensure development responds and contributes to the strategic and cultural context of its location.
- Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
- Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
- Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
- Ensure development is designed to protect and enhance valued landmarks, views and vistas.
- Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.
- Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.
- Encourage development to retain existing vegetation.

Clause 15.02
Sustainable
development

The objective is to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimize greenhouse gas emissions. The most relevant strategy is to improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development

Clause 15.03-2S
Aboriginal

The objective is to ensure the protection and conservation of places of Aboriginal cultural heritage significance. Key strategies include:

Planning Scheme provision	Key objectives
cultural heritage	<ul style="list-style-type: none"> Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme. Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places. Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.
Clause 17.01-1R Diversified economy - Geelong G21	<p>Strategies are:</p> <ul style="list-style-type: none"> Build on the region's competitive strengths, including <u>tourism</u> and agricultural land resources and <u>economic, social and natural assets</u>. Support new businesses that provide employment and innovation opportunities in identified employment nodes across the region. Support industries that utilise skills within the region.
Clause 17.04-1S Facilitating tourism	<p>To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.</p> <p>Strategies include:</p> <ul style="list-style-type: none"> Encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, accommodation, host farm, bed and breakfast and retail opportunities. Seek to ensure that tourism facilities have access to suitable transport. Promote tourism facilities that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions. Create innovative tourism experiences. Encourage investment that meets demand and supports growth in tourism.
Clause 17.04-2S Coastal and maritime tourism and recreation	<p>The objective is to encourage suitably located and designed coastal, marine and maritime tourism and recreational opportunities.</p> <p>Strategies include:</p> <ul style="list-style-type: none"> Support the development of ecotourism, tourism and major maritime events. Ensure sites and facilities are accessible to all Ensure development is of an appropriate scale, use and intensity relative to its location and minimises impacts on the surrounding natural, visual, environmental and coastal character. Maintain and expand boating and recreational infrastructure around the bays in maritime precincts at Frankston, Geelong, Hastings, Hobsons Bay, Mordialloc, Mornington, Patterson River, Portarlington, Queenscliff, St Kilda, Stony Point/Cowes and Wyndham. Provide public access to recreational facilities and activities on land and water. Encourage high quality urban design that is innovative, sustainable and integrated with surrounding areas. Support maritime and related industries in appropriate locations.
Clause 19.02-3S	<p>The objective is to develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.</p>

Planning Scheme
provision

Key objectives

Cultural
facilities

Relevant Strategies include

- Encourage a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres in the Central City and at Metropolitan Activity Centres.
- Reinforce the existing major precincts for arts, sports and major events of state wide appeal.
- Establish new facilities at locations well served by public transport.

Clause 19.03-4S
Stormwater

The objective is to reduce the impact of stormwater on bays, water bodies and catchments. Relevant Strategies include:

- Manage stormwater quality through a mix of on-site measures and developer contributions.
- Mitigate stormwater pollution from construction sites.
- Ensure stormwater and groundwater entering wetlands do not have a detrimental effect on wetlands and estuaries.
- Incorporate water-sensitive urban design techniques into developments to:
 - Protect and enhance natural water systems.
 - Integrate stormwater treatment into the landscape.
 - Protect quality of water.
 - Reduce run-off and peak flows.
 - Minimise drainage and infrastructure costs.

Clause 21.05
Natural
environment

The municipality is rich in flora and fauna including along coastal area and the marine environment. This policy is about:

- Protecting the waterways;
- Reducing runoff;
- Ensuring groundwater catchments are protected from surface contamination; and
- Effectively manage stormwater runoff from development.

Clause 21.06-5
Settlement

Heritage and identity are an important part of Settlement. The City of Greater Geelong is within the traditional territory of the Wathaurong Aboriginal clan groups. Recognition, respect and protection of Greater Geelong's Indigenous and European cultural heritage is of critical importance to the City's identity moving forward.

Clause 21.06-5 seeks to:

- To ensure that urban development enhances Geelong's sense of place and identity.
- To conserve and enhance individual places and areas of pre and post contact cultural heritage significance.

Strategies include:

- Protecting places of Aboriginal cultural heritage significance.
- Retaining culturally significant heritage places and areas recognised as being of State, regional, local and contributory significance.
- Ensuring that the use and development of a heritage place contributes to its heritage significance and longevity.
- Encouraging the design of new development in heritage areas to provide for a contemporary interpretation that relates to the location, bulk, form and materials of existing and/or neighbouring significant building.

Planning Scheme provision	Key objectives
Clause 21.08 Development and community infrastructure	It is necessary to upgrade existing community infrastructure and to provide new community infrastructure to meet the needs of the current and future population.
Clause 21.09 Central Geelong	<p>The subject land is within the waterfront precinct as well as the Activity Centre Zone of Central Geelong. Relevant objectives include:</p> <ul style="list-style-type: none"> • To support development of Central Geelong as an international waterfront city with world class facilities that is a highly desirable place to live. • To ensure the land use precincts are strengthened in accordance with their identified roles in the Central Geelong Precincts Map at Clause 21.09-4. • To ensure the activity clusters are strengthened and support their expansion in accordance with their identified roles in the Central Geelong Precincts Map at Clause 21.09-4. • To encourage innovative and sustainable design outcomes whilst maintaining overall intensity of development and discouraging the under development of sites. • Ensure new development appropriately responds to identified heritage values. • To maintain and enhance public access to the waterfront.
Clause 22.09 - Cultural heritage	This policy applies to all properties affected by a Heritage Overlay. It provides policy guidance on instances a permit is required to demolish, use and development.

THE CITY OF
GREATER GEELONG

GEELONG WATERFRONT SAFE HARBOUR PROJECT MASTERPLAN

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ENGAGEMENT FINDINGS REPORT

MAY 2019

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About this report

This report summarises the results from the engagement process we undertook to help us understand community views on the draft document, ***Geelong Waterfront Safe Harbour Project – Masterplan***.

The purpose of the engagement was for Council to seek public comment and invite submissions on the Masterplan, before the City considers any approval or decision regarding the progression of the Plan.



FIGURE 1: ARTIST IMPRESSION OF THE GEELONG WATERFRONT SAFE HARBOUR PROJECT MASTERPLAN

How we engaged

The engagement period was from 13 March to 5 April 2019 (23 days). It was promoted to business owners, residents, property owners and the general public.

The following methods were used to collect community views:

- open for public submissions
- notice drop to all nearby land owners and occupiers (800 approx. mailed) (distribution map at Figure 2)
- information displayed on the City’s website (have your say page)

We received a total of 30 submissions from the public. Our online page tracking information indicated that there were 567 views of the webpage displaying the information about the project, and there were a further 148 downloads of the Masterplan document.

Hard copies of the Masterplan were also made available for public viewing at Council’s Brougham Street Offices.

Approach	Engagement level	Activities
General communications	Inform	<ul style="list-style-type: none"> • Have your say website • Media release • Notice sent by mail to all owners and occupiers
Engagement	Consult	<ul style="list-style-type: none"> • Open for public submissions

23 day community engagement period

800 notices mailed to nearby land owners/occupiers

30 public submissions

567 page views & **148** downloads of the Masterplan

TABLE 2: ENGAGEMENT ACTIVITIES AND INFORMATION

Who we engaged with

PARTICIPATION

We received 30 written submissions, 27 of which were lodged online via the City's have your say website, 2 were received via the mail and 1 was emailed.

INTERESTS

Respondents were not asked to identify whether they were a nearby business, resident, general public, or had any other interests in the Masterplan. However, from analysing the contents of each submission, a general assumption can be made regarding the submission purely for the purposes of depicting the different interests in the respondents.

As depicted in Figure 2 below, the majority (**74%**) of respondents were estimated to be from the general public, while **22%** of the respondents were from businesses located on the Waterfront, and **4%** of respondents were estimated to be residents living on the Waterfront.

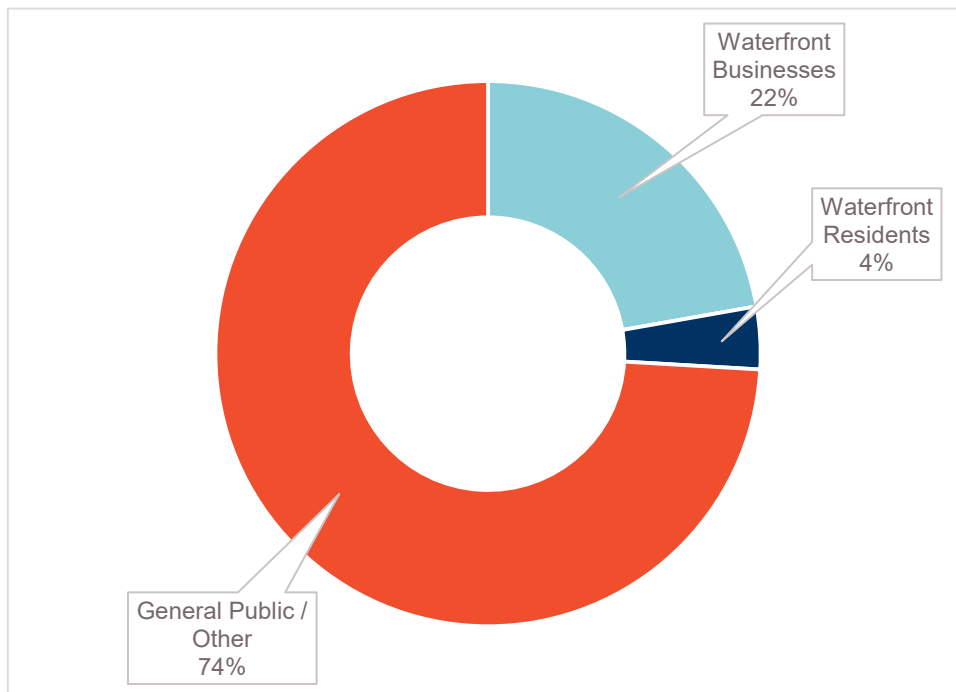


FIGURE 2: INTERESTS

What we heard

SUMMARY OF PUBLIC SUBMISSIONS RECEIVED

No.	Summary of Submission
1	<ul style="list-style-type: none"> • Supports improvements to the precinct proposed by the Masterplan. • Raises considerations regarding potential improvements to pedestrian and bicycle access.
2	<ul style="list-style-type: none"> • Supports the Masterplan.
3	<ul style="list-style-type: none"> • Supports the Masterplan.
4	<ul style="list-style-type: none"> • Supports the Masterplan. • Raises consideration of potential separation of cyclists from pedestrians. • Provides examples of successful Waterfront redevelopment benchmarks in Cairns, Chicago, Melbourne and New York.
5	<ul style="list-style-type: none"> • Supports the Masterplan.
6	<ul style="list-style-type: none"> • Opposes the Masterplan. • Primary concerns relate to the allocation of public funding for the project.
7	<ul style="list-style-type: none"> • Provides comments on the need for retaining public access for running, walking and cycling, both during any works, and post-completion.
8	<ul style="list-style-type: none"> • Raises concerns regarding any loss of public land to the Royal Geelong Yacht Club.
9	<ul style="list-style-type: none"> • Raises concerns relating to the allocation of funding for the project and the perceived priority over other community issues.
10	<ul style="list-style-type: none"> • Raises consideration of the design to consider its surrounding context and the need for the design to respect other design elements on the Waterfront. • Raises consideration of need for universal access and ensuring that public access is acceptable for people with mobility limitations. • Raises concerns regarding potential loss of public views to the water. • Raises concerns regarding the bulk and scale associated with the proposed development.
11	<ul style="list-style-type: none"> • Asks a question about sailing.
12	<ul style="list-style-type: none"> • Supports the Masterplan. • Requests that the project scope be extended to include the redevelopment of a public toilet block located in Transvaal Square, and provides suggestions for the design of a new integrated toilet block facility on the Waterfront.
13	<ul style="list-style-type: none"> • Supports the Masterplan. • Raises considerations regarding the proposed location of the wave attenuator and suggests another location.
14	<ul style="list-style-type: none"> • Raises considerations for the retention of commercial vessel berthing facilities at Stony Pier. • Raises considerations to look at opportunities to incorporate facilities for bus access for cruise ships.
15	<ul style="list-style-type: none"> • Raises concerns regarding the wave attenuator and impacts to other marine vessels. • Raises considerations of an alternative to the wave attenuator, being a multi-purpose wharf option.

No.	Summary of Submission
16	<ul style="list-style-type: none"> • Raises considerations for the retention of public access and recreational fishing facilities on the wave attenuator.
17	<ul style="list-style-type: none"> • Raises concerns regarding the removal of any piers or jetties associated with the project.
18	<ul style="list-style-type: none"> • Supports the Masterplan. • Raises considerations to retain public access.
19	<ul style="list-style-type: none"> • Raises concerns regarding potential impacts to existing commercial businesses on the Waterfront. • Raises concerns regarding the perceived lack of transparency of funding allocation for direct commercial benefit to the Yacht Club, and the level of public benefit.
20	<ul style="list-style-type: none"> • Raises considerations to alter traffic along Eastern Beach Road.
21	<ul style="list-style-type: none"> • Raises concerns about the potential impacts to an existing commercial business on the Waterfront.
22	<ul style="list-style-type: none"> • Raises concerns regarding the “need” for the project and the perceived emphasis on the Yacht Club.
23	<ul style="list-style-type: none"> • Opposes the Masterplan. • Raises concerns relating to the allocation of funding for the project and the perceived priority over other community issues.
24	<ul style="list-style-type: none"> • Opposes the Masterplan. • Raises concerns relating to the allocation of funding for the project and the perceived priority over other community issues.
25	<ul style="list-style-type: none"> • Raises concerns regarding potential impacts to existing commercial businesses on the Waterfront. • Raises considerations for the retention of commercial vessel berthing facilities at Stony Pier & the lack of commercial vessel berthing facilities in the region. • Raises considerations for the retention of loading/unloading areas to support commercial vessel berthing facilities. • Raises concerns regarding the potential impacts to a historic shipwreck. • Raises concerns regarding loss of public views to the water and to the You Yang’s. • Raises concerns regarding the increased footprint on public land & water for the Yacht Club. • Raises concerns regarding loss of commercial car parking at Stony Pier. • Provides emphasis on need to support the Geelong fishing and maritime communities and to retain Geelong’s Waterfront as an active commercial port.
26	<ul style="list-style-type: none"> • Raises concerns regarding the loss of public land to the Yacht Club & the need to retain public access.
27	<ul style="list-style-type: none"> • Supports the Masterplan.
28	<ul style="list-style-type: none"> • Raises considerations regarding the potential impacts to fish species and a fish breeding area.
29	<ul style="list-style-type: none"> • Raises considerations regarding the heritage significance of the area and the need to respect the nearby heritage listings.
30	<ul style="list-style-type: none"> • Raises considerations to provide increased public access along the wave attenuator, and to provide recreational fishing facilities.

Submission Ref.	Summary of Submission	Officer Response
1	<ul style="list-style-type: none"> • Supports improvements to the precinct proposed by the Masterplan. • Raises considerations regarding potential improvements to pedestrian and bicycle access. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted. • Comments regarding pedestrian and bicycle access will need to be considered in greater detail as the project progresses into more detailed design considerations. • Submission has been provided to the Project Control Group for further consideration by Design Advisory Committee.
2	<ul style="list-style-type: none"> • Supports the Masterplan. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted.
3	<ul style="list-style-type: none"> • Supports the Masterplan. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted.
4	<ul style="list-style-type: none"> • Supports the Masterplan. • Raises consideration of potential separation of cyclists from pedestrians. • Provides examples of successful Waterfront redevelopment benchmarks in Cairns, Chicago, Melbourne and New York. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted. • Comments regarding pedestrian and bicycle separation will be considered in greater detail as the project progresses into more detailed design considerations. • Submission has been provided to the Project Control Group for further consideration by Design Advisory Committee.
5	<ul style="list-style-type: none"> • Supports the Masterplan. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted.
6	<ul style="list-style-type: none"> • Opposes the Masterplan. • Primary concerns relate to the allocation of public funding for the project. 	<ul style="list-style-type: none"> • Opposition for the Masterplan is noted on the basis that the respondent submits that public funds should not be allocated to this project. • It is respectfully noted that Council resolved to provide funding for this project on 13 November 2018
7	<ul style="list-style-type: none"> • Provides comments on the need for retaining public access for running, walking and cycling, both during any works, and post-completion. 	<ul style="list-style-type: none"> • Comments regarding pedestrian and bicycle separation will be considered in greater detail as the project progresses into more detailed design considerations. • Submission has been provided to the Project Control Group for further consideration by Design Advisory Committee.
8	<ul style="list-style-type: none"> • Raises concerns regarding any loss of public land to the Royal Geelong Yacht Club. 	<ul style="list-style-type: none"> • Concerns regarding the loss of public land are noted. • Master Plan principles and strategies ensure improvements

Submission Ref.	Summary of Submission	Officer Response
		<p>and changes to the precinct result in no net loss of public open space. Officers are satisfied with the balance between private/public land.</p>
9	<ul style="list-style-type: none"> • Raises concerns relating to the allocation of funding for the project and the perceived priority over other community issues. 	<ul style="list-style-type: none"> • Concerns regarding the allocation of public funds for this project are noted. • As provided in response to Submission Ref. 6, it is respectfully noted that Council resolved to provide funding for this project on 13 November 2018.
10	<ul style="list-style-type: none"> • Raises consideration of the design to consider its surrounding context and the need for the design to respect other design elements on the Waterfront. • Raises consideration of need for universal access and ensuring that public access is acceptable for people with mobility limitations. • Raises concerns regarding potential loss of public views to the water. • Raises concerns regarding the bulk and scale associated with the proposed development. 	<ul style="list-style-type: none"> • Comments regarding urban design, accessibility, views and overall scale and design will be considered in greater detail as the project progresses into more details design considerations. • Submission has been provided to the Project Control Group for further consideration by Design Advisory Committee.
11	<ul style="list-style-type: none"> • Appears to be a typing error and reads "What sail" only. 	<ul style="list-style-type: none"> • No response required.
12	<ul style="list-style-type: none"> • Supports the Masterplan. • Requests that the project scope be extended to include the redevelopment of a public toilet block located in Transvaal Square, and provides suggestions for the design of a new integrated toilet block facility on the Waterfront. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted. • Comments regarding an expansion to the project scope are noted and consideration will be referred to the Project Control Group. • Submission has been provided to the Project Control Group for further consideration.
13	<ul style="list-style-type: none"> • Supports the Masterplan. • Raises considerations regarding the proposed location of the wave attenuator and suggests another location. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted. • Comments regarding an alternative location for the wave attenuator are noted and will be referred to the Project Control Group for further consideration. • It is noted that the proposed location of the wave attenuator has had regard to access to Corio Bay for vessel berthing and public promenading. The alternative location is cost prohibitive and does not deliver improved access to Corio Bay.

Submission Ref.	Summary of Submission	Officer Response
14	<ul style="list-style-type: none"> • Raises considerations for the retention of commercial vessel berthing facilities at Stony Pier. • Raises considerations to look at opportunities to incorporate facilities for bus access for cruise ships. 	<ul style="list-style-type: none"> • Concerns regarding the loss of the commercial vessel berthing facilities at Stony Pier have been referred to the Project Control Group for further consideration. • Alternative commercial vessel berthing facilities are being investigated and further work on this particular issue will be developed in consultation with the commercial fishing & other operators. • A decision on the future of Stony Pier will be made with consideration to improvements to the functions and capacity of Fisherman’s Basin to cater for growth in commercial vessel usage.
15	<ul style="list-style-type: none"> • Raises concerns regarding the wave attenuator and impacts to other marine vessels. • Raises considerations of an alternative to the wave attenuator, being a multi-purpose wharf option. 	<ul style="list-style-type: none"> • Concerns regarding the impact of the wave attenuator on marine vessels are noted and have been referred to the Project Control Group for further consideration. • The location and design of the wave attenuator has been informed by expert advice and is subject to relevant environmental studies.
16	<ul style="list-style-type: none"> • Raises considerations for the retention of public access and recreational fishing facilities on the wave attenuator. 	<ul style="list-style-type: none"> • Comments regarding urban design, accessibility, views and overall scale and design will be considered in greater detail as the project progresses into more details design considerations. • Submission has been provided to the Project Control Group for further consideration.
17	<ul style="list-style-type: none"> • Raises concerns regarding the removal of any piers or jetties associated with the project. 	<ul style="list-style-type: none"> • Concerns regarding the loss of the commercial vessel berthing facilities at Fisherman’s Basin have been referred to the Project Control Group for further consideration. • Alternative commercial vessel berthing facilities are being investigated and further work on this particular issue will be developed in consultation with the commercial fishing & other operators.

Submission Ref.	Summary of Submission	Officer Response
		<ul style="list-style-type: none"> • A decision on the future of Public Piers will be made with consideration to improvements to the functions and capacity of Fisherman’s Basin to cater for growth in commercial vessel usage.
18	<ul style="list-style-type: none"> • Supports the Masterplan. • Raises considerations to retain public access. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted. • Comments regarding public access are noted and consideration will be referred to the Project Control Group. • Submission has been provided to the Project Control Group for further consideration.
19	<ul style="list-style-type: none"> • Raises concerns regarding potential impacts to existing commercial businesses on the Waterfront. • Raises concerns regarding the perceived lack of transparency of funding allocation for direct commercial benefit to the Yacht Club, and the level of public benefit. 	<ul style="list-style-type: none"> • Concerns regarding the loss of the commercial vessel berthing facilities at Stony Pier have been referred to the Project Control Group for further consideration. • Alternative commercial vessel berthing facilities are being investigated and further work on this particular issue will be developed in consultation with the commercial fishing & other operators. • A decision on the future of Stony Pier will be made with consideration to improvements to the functions and capacity of Fisherman’s Basin to cater for growth in commercial vessel usage.
20	<ul style="list-style-type: none"> • Raises considerations to alter traffic along Eastern Beach Road. 	<ul style="list-style-type: none"> • Comments regarding traffic alterations are outside of the current project scope but will be referred to the Project Control Group for further consideration.
21	<ul style="list-style-type: none"> • Raises concerns about the potential impacts to an existing helicopter joy flight commercial business on the Waterfront. 	<ul style="list-style-type: none"> • Concerns regarding the loss of the business have been referred to the Project Control Group for further consideration. • Officer meetings with the business owner has satisfied this issue and it is considered that the helicopter joy flights can continue in its existing location with some

Submission Ref.	Summary of Submission	Officer Response
		<p>modification to flight paths and operation times during events.</p> <ul style="list-style-type: none"> • Vessel berthing restrictions will be implemented on a section of the wave attenuator to assist with helicopter flight paths.
22	<ul style="list-style-type: none"> • Raises concerns regarding the “need” for the project and the perceived emphasis on the Yacht Club. 	<ul style="list-style-type: none"> • The project is identified as a Council priority project. Master Plan principles and strategies ensure improvements and changes are precinct wide benefit and not isolated the RGYC.
23	<ul style="list-style-type: none"> • Opposes the Masterplan. • Raises concerns relating to the allocation of funding for the project and the perceived priority over other community issues. 	<ul style="list-style-type: none"> • Opposition for the Masterplan is noted on the basis that the respondent submits that public funds should not be allocated to this project. • It is respectfully noted that Council resolved to provide funding for this project on 13 November 2018.
24	<ul style="list-style-type: none"> • Opposes the Masterplan. • Raises concerns relating to the allocation of funding for the project and the perceived priority over other community issues. 	<ul style="list-style-type: none"> • As per response to Submission Ref. 23
25	<ul style="list-style-type: none"> • Raises concerns regarding potential impacts to existing commercial businesses on the Waterfront. • Raises considerations for the retention of commercial vessel berthing facilities at Stony Pier & the lack of commercial vessel berthing facilities in the region. • Raises considerations for the retention of loading/unloading areas to support commercial vessel berthing facilities. • Raises concerns regarding the potential impacts to a historic shipwreck. • Raises concerns regarding loss of public views to the water and to the You Yang's. • Raises concerns regarding the increased footprint on public land & water for the Yacht Club. • Raises concerns regarding loss of commercial car parking at Stony Pier. • Provides emphasis on need to support the Geelong fishing and maritime communities and to retain Geelong's Waterfront as an active commercial port. 	<ul style="list-style-type: none"> • Concerns regarding the loss of the commercial vessel berthing facilities at Stony Pier have been referred to the Project Control Group for further consideration. • Alternative commercial vessel berthing facilities are being investigated and further work on this particular issue will be developed in consultation with the commercial fishing & other operators. • Concerns regarding the loss of views, increased footprint and loss of parking have been referred to the Project Control Group for further consideration. • Concerns regarding potential impacts to historic shipwreck are noted and will be referred to the Project Control Group for further consideration. • Comments regarding the need to support Geelong's fishing and maritime communities are noted.

Submission Ref.	Summary of Submission	Officer Response
26	<ul style="list-style-type: none"> • Raises concerns regarding the loss of public land to the Yacht Club & the need to retain public access. 	<ul style="list-style-type: none"> • Concerns regarding the perceived loss of public land for commercial purposes are noted. • Master Plan principles and strategies ensure improvements and changes to the precinct result in no net loss of public open space. Officers are satisfied with the balance between private/public land.
27	<ul style="list-style-type: none"> • Supports the Masterplan. 	<ul style="list-style-type: none"> • Support for the Masterplan is noted.
28	<ul style="list-style-type: none"> • Raises considerations regarding the potential impacts to fish species and a fish breeding area. 	<ul style="list-style-type: none"> • Concerns regarding environmental impacts to fish species and a fish breeding area are noted and will need to be considered in greater detail as the project progresses into more detailed and technical considerations. • Submission has been provided to the Project Control Group for further consideration.
29	<ul style="list-style-type: none"> • Raises considerations regarding the heritage significance of the area and the need to respect the nearby heritage listings. 	<ul style="list-style-type: none"> • Comments relating to heritage considerations are noted and have been referred to the Project Control Group for further consideration. • This aspect will be addressed through more detailed design and technical considerations.
30	<ul style="list-style-type: none"> • Raises considerations to provide increased public access along the wave attenuator, and to provide recreational fishing facilities. 	<ul style="list-style-type: none"> • Comments relating to the need to retain public access on the wave attenuator and to provide recreational fishing facilities are noted and have been referred to the Project Control Group. • Submission has been provided to the Project Control Group for further consideration. • Access to the outer section of the wave attenuator will be considered subject to safety and security considerations.

Next Steps

This engagement findings report will be presented to Council and available for public viewing.

The report and its findings should be taken into consideration when making any decisions regarding the Geelong Waterfront Safe Harbour Project Masterplan.

The full contents of individual submissions have also been provided to the relevant project working groups for further consideration as the project progresses into more detailed design.

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Cr Murnance moved, Cr Sullivan seconded –

That item 6. Community Investment Support Fund (CISF) 2018-19 Round 2 Funding Recommendations be discussed in open Council.

Carried.

6. COMMUNITY INVESTMENT SUPPORT FUND (CISF) 2018-19 ROUND 2 FUNDING RECOMMENDATIONS

Source: Customer & Corporate Services - Program Integration & Development
Director: Michael Dugina
Portfolio: Finance

Purpose

1. To seek Council endorsement of the Community Investment Support Fund (CISF) Independent Assessment Panel Round 2 funding recommendations for the period 1 December 2018 to 18 February 2019.

Background

2. The CISF grant programs are assessed by an independent assessment panel. The independent assessment panel present a summary of funding recommendations based on the Council endorsed framework, guidelines and terms of reference and specialist advice from relevant City officers to the Council for endorsement.

Key Matters

3. Initial funding recommendations for the 2018-19 CISF grant programs were endorsed by Council on 27 November 2018. Three grant programs did not exhaust the available funds so a second round was conducted from 1 December 2018 to 18 February 2019 for:
 - 3.1 Community Facilities Infrastructure Fund (CFIF) – Round 2 funding recommendations of \$155,148;
 - 3.2 Healthy & Connected Communities – Round 2 funding recommendations of \$93,123; and
 - 3.3 Major Heritage – Round 2 funding recommendations of \$104,360.
4. Round 2 Independent Assessment Panel funding recommendations resulted in unallocated funds for all the programs – see **Attachment 2** for summary and **Attachment 3** report for details of funding recommendations (successful applicants).
5. Four applications to the CFIF were not assessed due to ineligibility because they were not on Council or Crown land. The recent endorsement by Council of the updated CISF Policy and Guidelines has the effect that these clubs will be eligible to apply for grant funding under the renamed Community Infrastructure Grants for 2019-20, application period due to open in May. The organisations will be contacted by the City after final funding recommendations have been endorsed by Council to explain how to progress new applications for 2019-20 Grant round.

Cr Murnane moved, Cr Murrhly seconded -

6. That Council:

- 6.1 Endorse the Community Investment and Support Fund Independent Assessment Panel Round 2 funding recommendations for 2018-2019 listed in Attachment 3 for period 1 December 2018 to 18 February 2019;**
- 6.2 Commend and congratulate the community groups and organisations who have received funding under the Community Investment and Support Fund for their efforts and contribution to the Geelong community;**
- 6.3 Endorse the carry-over of the Community Facilities Infrastructure Fund unallocated grant funds of \$162,852 from FY 2018-19 to FY 2019-20; and**
- 6.4 Recognise the efforts of the Independent Assessment Panel members.**
- 6.5 Authorise the Chief Executive Officer to publicly communicate the Council's decision.**

Carried.

Attachment 1

Financial Implications

1. If the total budget allocation for the competitive grants programs listed in this report is still not fully expended after Round 2 the remaining funds may be carried over to 2019-20.

Community Engagement

2. Grant application open and closing dates were advertised.
3. Applications were made via the Smarty Grants website and City staff are available to help organisations experiencing difficulties with the website.
4. Independent assessment panel members are community members who followed an expression of interest process and were appointed based on experience and suitability.
5. All groups will be notified of the outcome of their grant application. The list of grant applications to be funded will be published on the Geelong Australia website.
6. Feedback will be provided to unsuccessful applicants with the aim to aid future grant applications.

Social Equity Considerations

7. Social equity issues were considered for all grant applications.

Policy/Legal/Statutory Implications

8. The provision of grants to the community supports local community organisations and endorses the aims of the *Greater Geelong: A Clever and Creative Future* vision.
9. The program was run in accordance with the Council's *Community Investment and Support Fund Policy*.

Alignment to Council Plan

10. The CISF aims to fund projects that assist in achieving goals and outcomes consistent with the strategic priorities of the Council Plan 2018-2022.
11. The grant guidelines provide details about the priority areas of each program. This is to ensure applicants are made aware of the aims of the program and to assist them in developing their proposals.
12. Grants are offered to assist community organisations to provide opportunities that benefit the wider Geelong community. This aligns with the council plan strategic priority of "A More Inclusive and Diverse Community" where one of the aims of 2018-19 is to "provide a grants scheme to fund community groups, and initiatives that promote inclusion and accessibility".

Conflict of Interest

13. The provision of grants is carried out in accordance with *the Local Government Act 1989* consideration of officer direct or indirect interest.

14. The CISF assessment process records any conflict of interest relating to each grant application that is assessed.

Risk Assessment

15. The CISF is governed in accordance with the City's monitoring, reporting and accountability framework.
16. Successful applicants are provided with an acquittal and evaluation form for their completion and return to the City as a record of the outcome of the grant funding they received. Audits are carried out on a periodic basis.

Environmental Implications

17. Some of the projects supported via the CISF undertake environmental activities.

SUMMARY OF APPLICATIONS AND RECOMMENDED FUNDING

COMMUNITY INVESTMENT SUPPORT FUNDS (CISF) 2018-19 ROUND 2:

Grant Fund Stream	Fund Pool 18/19	Fund Pool ROUND 2	Value of Funding Requests ROUND 2	Total Value of Funding Recommendations ROUND 2	Balance available in Grant Fund ROUND 2	Number of Applications ROUND 2	Number of Applications Funded in Full ROUND 2	Number of Applications Partially Funded ROUND 2	Number of Applications Unsuccessful ROUND 2	Number of Applications Ineligible under Guidelines ROUND 2
CISF Major Heritage	\$200,000	\$171,250	\$227,949	\$104,360	\$66,890	7	0	4	0	3
CISF Healthy & Connected Communities	\$243,000	\$100,463	\$214,443	\$93,123	\$ 7,340	64	26	7	20	11
TOTAL	\$713,000	\$271,713	\$442,392	\$197,483	\$74,230	71	26	11	20	14

COMMUNITY INVESTMENT SUPPORT FUND: COMMUNITY FACILITIES INFRASTRUCTURE FUND

Guideline requirement that Applicant fund one third of the project or apply for Financial Hardship exemption and the City fund full project.

	Fund Pool 18/19	Fund Pool ROUND 2	Value of Funding Requests ROUND 2	Total Value of Funding Recommendations ROUND 2	Balance available in Grant Fund ROUND 2	Number of Applications ROUND 2	Number of Applications Funded in Full ROUND 2	Number of Applications Partially Funded ROUND 2	Number of Applications Unsuccessful ROUND 2	Number of Applications Ineligible under Guidelines ROUND 2
CISF Community Facilities Infrastructure Fund (CFIF)	\$1,000,000	\$318,011	\$2,467,624	\$155,148	\$162,863	22	6	1	4	11
TOTAL	\$1,000,000	\$318,011	\$2,467,624	\$155,148	\$162,863	22	6	1	4	11

CISF Major Heritage 2018_19 Round 2

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
Macula Properties Trust	Repaint existing painted surfaces including all window frames, gables, etc - 83 Yarra Street, Geelong		\$ 17,204.00	\$ 34,408.00	\$ 10,285.00		\$ 10,285.00			N/A	N/A	PARTIALLY FUND: Recommend partially supporting the funding only. Recommend funding for painting work only, not for traffic management and equipment hiring costs.		
Reformed Presbyterian Church Of Australia Geelong	Replace the existing slate roof with Glendyne slate and associated battens, flashing, vents, ridge cappings in the church and manse. 10 Fenwick Street, Geelong		\$ 70,990.00	\$ 141,980.00	\$ 40,750.00	\$ -	\$ 40,750.00			N/A	N/A	PARTIALLY FUND: Recommend funding the replacement of the church roof only. Manse is the residence for the priest and is a residential building which is not eligible under the MHF for funding. Recommend supporting 50% of cost of the church roof replacement.		
The Trustee for G & G MACULA FAMILY TRUST NO3	Painting of the windows above the veranda. The proposed work is to match the existing paint colours and repaint the painted surfaces. 33 Yara Street, Geelong		\$ 26,372.50	\$ 52,745.00	\$ 11,825.00	\$ -	\$ 11,825.00			N/A	N/A	PARTIALLY FUND: Recommend support for partial funding only. Recommend funding for painting work, but not for traffic management and equipment hiring costs.		
The Trustee for The DM Family Trust	Old Geelong Goal Restoring and renovating the roof turret, guttering, eaves of the main prison building 200 Myes Street, Geelong		\$ 74,750.00	\$ 150,000.00	\$ 41,500.00	\$ -	\$ 41,500.00			N/A	N/A	PARTIALLY FUND: Recommend funding the turret restoration works only. Remaining works are general repairs and maintenance.		
Major Heritage Round 2			\$ 171,250	\$ 189,317	\$ 104,360	\$ -	\$ 104,360						\$ 171,250	\$ 66,890

CISF Healthy & Connected Communities 2018_19 Round 2

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
Barwon Adolescent Task Force (BATForce)	DISCOVERY DAY WORKSHOP	A programmed event that enables any group to come and experience the amazing creative space of the Makers Hub in Central Geelong. The groups will rotate through 4/5 creative adventures that are linked to jobs of the future.	\$6,000.00	\$9,600.00	\$6,000.00	\$ 6,000.00	\$ -			N/A	N/A			
Barwon Community Legal Service	"Portraits of Justice" – a workshop series and exhibition by young people in Geelong for young people in Geelong	"Portraits of Justice" is an innovative project that hopes to address barriers young people face in accessing legal help through workshops combining art and legal information which will introduce young people to the legal services in Geelong.	\$6,000.00	\$19,400.00	\$6,000.00	\$ 6,000.00	\$ -			N/A	N/A			

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
genU Karingal St Laurence	National Volunteer Week - 30th Anniversary Regional Event	A regional volunteering celebration during National Volunteer Week (NVW) 2019, May 20 - 26, hosted by genU in partnership with key stakeholders which marks the 30th anniversary of NVW, and celebrates existing volunteer champions while also raising public awareness and providing education on the advantages of volunteering.	\$6,000.00	\$12,000.00	\$6,000.00	\$ 6,000.00	\$ -			N/A	N/A			
Geelong Nepalese Association Inc	Promoting health and fostering social network among second generation Nepalese-Australian children and adolescents in Geelong	Through a series of face to face interactive activities such as playful learning activity, healthy cooking classes this project aims to promote physical health, mental health and promote social capital among children and adolescents.	\$5,985.00	\$7,485.00	\$5,985.00	\$ 5,985.00	\$ -			N/A	N/A			
Whittington Primary School	Whittington Primary Community Cooking Class -For Parents/Carers + Students	For Parents/Carers + Students aim to improve life skills as well as social connections in our community. Promoting healthy eating, learning where food comes, and celebrating food intergenerationally are the main aims of the program.	\$5,609.00	\$5,609.00	\$5,609.00	\$ 5,609.00	\$ -			N/A	N/A			
Belmont Lions Sports Club (AFL football and netball)	Strategic, operational and participation growth plan for our organisation	Establish a business plan to guide us through upcoming periods of rapid growth and ensure we foster and meet community and stakeholder engagement and needs.	\$5,500.00	\$5,500.00	\$5,500.00	\$ 5,500.00	\$ -			N/A	N/A			
Rights Information and Advocacy Centre Inc.	NDIS-Strengthening Self-Advocacy Skills Workshops	The project will involve undertaking 6 workshops for people with disabilities, their carers/families and service providers within Geelong to provide people with information and resources on how to self-advocate, particularly in regard to the NDIS and the Appeals processes available.	\$3,300.00	\$5,950.00	\$3,300.00	\$ 3,300.00	\$ -			N/A	N/A			
Bellarine Catchment Network	Defibrillator for a safer community	Purchase of defibrillator	\$2,000.00	\$2,350.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Bellarine Peninsula Basketball Association Inc	Northern Basketball League	Equipment and uniforms for training	\$2,000.00	\$2,350.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Corio Northern Suburbs Soccer Club	Recovery Ice Baths	Purchase of icebath	\$2,000.00	\$2,500.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
Deakin Ducks Football Club	Training Equipment - training tops, soccer balls, drink bottles, first aid kits.	Purchase of training equipment	\$2,000.00	\$4,500.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Geelong Animal Welfare Society	Animal Foster Care Equipment	Animal enclosures and pet crates	\$2,000.00	\$2,652.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Newtown & Chilwell Football Club Inc	Female training equipment	Purchase of footballs	\$2,000.00	\$2,068.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
No Lights No Lycra Geelong	Window coverings (blinds)	Window furnishings	\$2,000.00	\$2,308.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Polish Community Association in Geelong Inc. (PCA)	Data Projector	Purchase of data projector	\$2,000.00	\$2,845.00	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
The Inspiring Grace Foundation Incorporated	Yoga Equipment Replacement	Purchase of yoga equipment	\$2,000.00	\$2,048.75	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Waurm Ponds Mechanic Institute and Free Library Inc.	Hall Seating	Purchase of new chairs	\$2,000.00	\$6,953.60	\$2,000.00	\$ 2,000.00	\$ -			N/A	N/A			
Bell Park Sport and Recreation Club	Equipment for a new football team	Training equipment	\$1,998.00	\$1,998.00	\$1,998.00	\$ 1,998.00	\$ -			N/A	N/A			
Hamlyn Views School	Switching to access computers for children with disability	Accessible computer hardware	\$1,997.80	\$1,997.80	\$1,997.80	\$ 1,997.80	\$ -			N/A	N/A			
Geelong Highland Pipeband	New Kilts	Purchase of Kilts	\$1,900.00	\$1,900.00	\$1,900.00	\$ 1,900.00	\$ -			N/A	N/A			
Geelong Animal Rescue GAR Limited	Governance & Leadership Training	To commission governance and leadership training from a governance expert for the GAR Board of Directors.	\$1,650.00	\$1,650.00	\$1,650.00	\$ 1,650.00	\$ -			N/A	N/A			
Friends of Waurm Ponds Creek Inc	Waurm Ponds Creek Enhancement Program	Purchase of various pieces of equipment to maintain grounds	\$1,502.36	\$2,400.00	\$1,502.36	\$ 1,502.36	\$ -			N/A	N/A			
St Leonard's & District Greek Elderly Citizens Club Inc	Cooking/Catering Equipment	Purchase of catering equipment	\$1,455.07	\$1,455.07	\$1,455.07	\$ 1,455.07	\$ -			N/A	N/A			
Geelong Invitation Homing Society	IT Equipment ie laptop, printer, DVD writer/burner	Purchase of IT equipment	\$1,075.00	\$1,075.00	\$1,075.00	\$ 1,075.00	\$ -			N/A	N/A			
Grovedale Senior Citizens Club Inc	Office Equipment	Purchase of Printer	\$1,000.00	\$1,376.00	\$1,000.00	\$ 1,000.00	\$ -			N/A	N/A			

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
Geelong Cement Bowls Club	Aluminium Ramps for Bowling Green Equipment	Purchase of Aluminium Ramps for machinery to access the bowling greens	\$600.00	\$858.00	\$600.00	\$ 600.00	\$ -			N/A	N/A			
Lara Giants Basketball Club	Lara Giants Basketball Club Strategic Plan Funding	To develop and implement a strategic plan in particular reviewing our club's current documents and developing a club profile to include our club's vision and mission moving forward.	\$6,000.00	\$7,000.00	\$4,995.00	\$ -	\$ 4,995.00			N/A	N/A	PARTIALLY FUND: No information provided with regards to implementation costs therefore this component removed		
bestchance Child and Family Care Network	Grow, harvest, prepare and share: kitchen garden workshops at Armstrong East Children's Centre	bestchance seeks to host a series of kitchen garden workshops at the new Armstrong Creek East Children's Centre to strengthen community engagement and to unlock the power of learning in the kitchen and garden through healthy food education. Eighty local participants made up of an appropriate mix of pre-school children, educators, parents, and community members will be invited to attend the workshops.	\$5,480.00	\$6,830.00	\$4,600.00	\$ -	\$ 4,600.00			N/A	N/A	PARTIALLY FUND: Amount reduced due to part of the request being for salaries which is an ineligible expenditure item under the guidelines.		
Australian Red Cross	FoodREDi	FoodREDi is a six-week food literacy program, empowering people with the confidence to choose, prepare and cook healthy meals and to make positive changes including increased physical activity and budgeting skills.	\$5,500.00	\$5,500.00	\$3,600.00	\$ -	\$ 3,600.00			N/A	N/A	PARTIALLY FUND: Only fund establishment of new program, not ongoing program costs		
Bellarine Training and Community Hub	Community Lunch Days	Support a community kitchen for people who have a disability as well as provide a 3 course meal for people who would normally spend Christmas alone .	\$6,000.00	\$6,000.00	\$3,266.00	\$ -	\$ 3,266.00			N/A	N/A	PARTIALLY FUND: Project submitted was to be funded for multiple years which is outside the guidelines. Funding 1 year of the project only		
Sirovilla	Surviving to Thriving - Building resilience in the elderly	To reduce social isolation and build resilience in older people aging from 55+. Working with vulnerable older people from diverse socio-economic backgrounds, interests and locations within the G21 region.	\$6,000.00	\$16,500.00	\$2,000.00	\$ -	\$ 2,000.00			N/A	N/A	PARTIALLY FUND: Only fund the component that will be delivered in the CoGG municipality.		

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
Ocean Grove Collendina Cobras Junior Football Club	Increase female participation in active sport (we could apply under the project grant if required)	Football jumpers	\$2,000.00	\$2,000.00	\$1,815.00	\$ -	\$ 1,815.00			N/A	N/A	PARTIALLY FUND: Reduced to fund items of equipment for which quotes were provided		
Geelong Mountain Bike Club	Geelong Mountain Bike Club Young Guns Program	Our program aims to provide a supervised social setting for teenage Mountain Bike (mtb) riders to have fun, build fitness and learn technical skills.	\$3,575.00	\$7,225.00	\$1,275.00	\$ -	\$ 1,275.00			N/A	N/A	PARTIALLY FUND: Fund maximum for equipment grants as per guidelines is \$2,000, other elements not eligible under equipment grants.		
Healthy & Connected Communities			\$ 100,463	\$ 106,127	\$ 93,123	\$ 71,572	\$ 21,551						\$ 100,463	\$ 7,340

CISF Community Facilities Infrastructure Fund 2018_19 Round 2

Applicant Organisation Name	Project Title	BRIEF Project Description	Total Amount Requested	Total Cost of Project	TOTAL Value of Funding Recommendations	Recommended Funding Grant Request IN FULL	Recommended PARTIAL Funding of Grant request	Unsuccessful Applicants	Ineligible Applications	Financial Hardship Application Y / N	Financial Hardship application successful Y / N	Comment if unsuccessful or if successful for less than requested. Also if a second year funding.	Fund	Fund unallocated based on Assessment Panel recommendations
The MG Car Club Geelong Inc	Construction of a Vehicle Workshop		\$ 46,899.00	\$ 92,808.30	\$ 46,899.00	\$ 46,899.00	\$ -			No				
North Geelong Football Netball Club	Provision of an Electronic Scoreboard		\$ 38,000.00	\$ 70,000.00	\$ 38,000.00	\$ 38,000.00	\$ -			No				
East Geelong Golf Club Inc	Installation of Solar System		\$ 23,848.00	\$ 35,770.00	\$ 23,848.00	\$ 23,848.00	\$ -			No				
FC Leopold	Concept plan for future club room facilities		\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ -			Yes	Yes			
Lions Club of Corio Norlane Inc	Erection of Shed		\$ 10,000.00	\$ 18,000.00	\$ 10,000.00	\$ 10,000.00	\$ -			No				
Serbian Parish Youth Club Branko Radicevic Inc	Installation of a concrete wheelchair access ramp to the front and rear of the building		\$ 9,401.00	\$ 12,600.00	\$ 9,401.00	\$ 9,401.00	\$ -			No				
Anakie Football & Netball Club	Anakie pavilion upgrade Stage 2 Design		\$ 30,000.00	\$ 33,000.00	\$ 15,000.00	\$ -	\$ 15,000.00			No		PARTIALLY FUND: Recommed funding design only		
Community Facilities Infrastructure Fund - Fund \$1m - Round 2 \$318K available			\$ 170,148		\$ 155,148	\$ 140,148	\$ 15,000						\$ 318,000	\$ 162,852

7. CONTRACTUAL MATTER

Source: City Services
Director: Guy Wilson-Browne
Portfolio: Environment and Sustainability

Cr Murnane moved, Cr Asher seconded -

That in accordance with Section 89 (2)(d) and (f) of the Local Government Act 1989, this report which relates to contractual matters and legal advice be considered at the conclusion of all other business at which time the meeting be closed to members of the public.

Carried.

ASSEMBLY OF COUNCIL RECORD

Source: Governance and Legal Services
Chief Executive Officer: Martin Cutter
Portfolio: Leadership & Governance

Summary

1. Section 80A (2) of the Local Government Act 1989 requires the record of an Assembly of Council be reported to the next practicable Ordinary Meeting of Council.
2. A record of Assembly of Council meeting(s) is attached as an Appendix to this report.

Recommendation

3. **That the information be received.**

**RECORD OF ASSEMBLIES OF COUNCIL
(Council Meeting 28 May 2019)**

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
<p>Council Briefing 7 May 2019</p>	<p>Crs Harwood, Aitken, Asher (left at 8.23pm), Grzybek, Kotelj, Mansfield, Mason, Murrihy, Murnane, Sullivan.</p>	<p>M Cutter (CEO) G Wilson-Browne (DIR) B Luxford (DIR) G Smith (DIR) R Stevens (DIR) R Leonard (A/C DIR) R Grant (EX DIR TOUR) G Russell (MGR) J Hurse (MGR) J Van Slageren (MGR) S Boer (MGR) S Solomaco (MGR) A Ross (MGR) J Watson (MGR) J Brown (CO ORD) S Provilij (CO ORD) P Smith (CO ORD) M Macgugan (SNR COMM ADV) K Ivens (SNR ADV TO MAYOR & CEO) M Mitchell (OFFICER)</p>	<ul style="list-style-type: none"> • Amendment C394 – Proposed Coastal Inundation Overlay • Amendment C376 (Part 2) – Removal of Heritage Overlay – Batesford Quarry – Consideration of Submissions and Adoption • Revised Terms of Reference for Planning committee and Abolition of the Development Hearings Panel • Community Investment Support Fund (CISF) 2018-19 – Round 2 Funding Recommendations • Quarterly Financial Management Report – March 2019 • Council Plan Quarterly Report – March 2019 • Women in Community Life Advisory Committee (WiCLAC) – Appointment of New members 2019 • G21 Regional Hockey Strategy – Final Report • Greater Geelong and The Bellarine Tourism Plan 	<ul style="list-style-type: none"> • Nil.

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
<p>Council Briefing 21 May 2019</p>	<p>Crs Harwood, Aitken, Grzybek, Kotelj, Mansfield, Mason, Murrihy, Murnane, Nelson, Sullivan.</p>	<p>M Cutter (CEO) G Wilson-Browne (DIR) B Luxford (DIR) G Smith (DIR) I Hicks (A/C DIR) R Leonard (A/C DIR) M Dugina (DIR) G Russell (MGR) J Hurse (MGR) F Suarez (Urban Planner) J Van Slageren (MGR) J Brown (CO ORD) J Lane (MGR) G Lawler (SNR P OFFICER) V Shelton (MGR) J Hinch (CO ORD) A Ross (CO ORD) V Lee-Laurie (CO ORD) H Fletcher (MGR) M Macgugan (SNR COMM ADV) K Ivens (SNR ADV TO MAYOR & CEO) D Bushel (OFFICER)</p>	<ul style="list-style-type: none"> • Youth Council Advisory Committee • Amendment C363 Central Road Drysdale – Resolution to Prepare and Exhibit the Amendment • 2018-19 Loan Borrowing Provision of \$26M • Official Renaming of Stewarts Reserve, Armstrong Creek to 'Dooliebeal' • Geelong Waterfront Safe Harbour Precinct – Masterplan Final Report • Contractual matter (<i>Confidential</i>) • Contractual matter (<i>Confidential</i>) 	<ul style="list-style-type: none"> • Nil

PLANNING DELEGATIONS

Source: Planning, Design & Development - City Development
Director: Gareth Smith
Portfolio: Planning

Summary

1. Section 98 of the Local Government Act 1989 and section 188 of the Planning and Environment Act 1987 empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.
2. Council may also delegate to committees comprising Councillors and staff or a combination of both, pursuant to sections 86 and 87 of the Local Government Act and section 188 of the Planning and Environment Act.
3. At its meeting on 13 March 2007 Council established a Planning Committee and a Development Hearings Panel with delegated powers to determine upon any development applications which have been the subject of an objection or in circumstances where officers have recommended refusal of the application.
4. At its meeting on 23 September 2008 Council adopted a recommendation to allow Officers (restricted to Manager, Coordinator and Team Leader level) the ability to consider and approve applications with five or less objections.
5. The appendix to this report contains a schedule of all applications determined under these delegations.

Cr Sullivan moved, Cr Aitken seconded -

6. **That the information be received.**

Carried.

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 -

Akla Nanayakkara	Town Planner
Laura Wyatt	Town Planner
Phil Mabbs	Town Planner
Matthew Stojanovic	Town 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 11 June 2019

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

Mayor

Chief Executive Officer

Date: / /

Cr Kontelj moved, Cr Mansfield seconded -

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 8.30pm

A record of the proceedings of this section of the meeting is contained in a Confidential Minute Book.

Cr Asher moved, Cr Mason seconded –

That the Meeting be opened to the public.

Carried.

CLOSE OF MEETING

As there was no further business the meeting closed at 8.31pm. Tuesday, 28 May 2019.

Signed: _____

Cr Bruce Harwood (Mayor)

Date of Confirmation: _____