

MINUTES

COMMUNITY FOCUS COUNCIL MEETING

TUESDAY 13 AUGUST 2019

7.00PM

**BELLARINE LIVING AND LEARNING CENTRE
20 WORDEN COURT
WHITTINGTON**

COUNCIL:

**Cr B Harwood (Kardinia Ward)
Mayor**

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

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**MINUTES OF THE COMMUNITY FOCUS COUNCIL MEETING
HELD AT THE BELLARINE LIVING AND LEARNING CENTRE
20 WORDEN COURT, WHITTINGTON
TUESDAY, 13 AUGUST 2019
COMMENCING AT 7.00 PM**

PRESENT: Cr B Harwood (Mayor), Crs A Aitken, K Grzybek, E Kontelj,
S Mansfield, J Mason, P Murnane, P Murrihy

Also present: M Cutter (Chief Executive Officer), B Luxford (Director Economy,
Investment and Attraction), G Smith (Director Planning, Design and
Development), R Thomas (Acting Director City Services),
S Broadbent (Acting Director Customer and Corporate Services),
R Stevens (Director Community Life), K Phyland (Executive Manager
People and Culture), R Leonard (Director Governance, Strategy and
Performance)

OPENING: The Chair declared the meeting open at 7.00pm

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 Asher, Crs Nelson and Sullivan (Leave of Absence),

Carried.

CONFIRMATION OF MINUTES:

Cr Mason moved, Cr Murnane seconded -

That the Minutes of the Community Focus Council Meeting held on 9 July 2019 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

PETITIONS:

Cr Mansfield presented a petition from concerned residents asking Council to remove 'Roundup' and other chemical herbicides from use in the City of Greater Geelong Council area.

PRESENTATION:

Crs Kontelj, Mansfield and Murrihy provided the gallery with a snapshot of some of the activities and projects happening in Brownbill Ward.

PUBLIC QUESTION AND SUBMISSION TIME:

Jenny Speed addressed Council as follows in relation to a Community Hub in Whittington:

Many discussions and meetings have been held over the past 10-15 years at all levels of government, agencies and community re building a Community Hub in Whittington to service the wide variety of needs of our community. With Council's Social Infrastructure Plan currently under review what is Council's commitment to a new Community Hub connected to the recently completed upgrade of Whittington Primary School?

The Mayor responded that as part of the current review of the Social Infrastructure Plan, Council will have an opportunity to consider the future direction for investments in social infrastructure across the entire municipality. The City is aware of the proposed idea for a community hub in Whittington. Council will be considering this idea, along with other investment priorities during the development of the new social infrastructure plan occurring over the next six months. All priorities emerging from this review process will be considered as part of the 2020/21 budget cycle. We would encourage the community to engage in our review process, with the new draft of our social infrastructure policy currently online and available for comment at geelongaustralia.com.au/yoursay/default.aspx. The engagement on a draft plan is likely to occur later this calendar year.

Jennifer Bantow asked the following:

- 1) Will Council please consider having its newly appointed heritage architect undertake an 'Osborne Park Heritage Interpretation Plan' for the entire property, including the sports ovals and the former polo ground, and all the buildings, during the Osborne Park Master Plan 6 week community consultation, and complete this 'Osborne Park Heritage Interpretation Plan' before the Business Case is started, and to have the Business Case comply with the 'Osborne Park Heritage Interpretation Plan'?

The Mayor responded that the current priority is completion of the Master Plan. There is a comprehensive conservation management plan and works schedule in place for the house and stables to guide the restoration works, including priorities. An interpretation plan is premature at this time until the Master Plan is finalised and repairs completed. Should one be needed in the future our Senior Heritage Planner, Heritage Advisor and Heritage Advisory Committee would be pivotal to this work. Consultation with all stakeholders would inform an interpretation plan if it was required.

- 2) Does Council have an overall plan to create public reserves along the entire length of the Barwon River corridor, on both the north and south banks, from Merrawarp Road to the Heads at Point Flinders and Sandy Point?

The Mayor responded neither Council nor the river management authority (Corrangamite Catchment Management Authority), has such a plan. This matter was investigated some years ago in partnership with other river management authorities to look at the feasibility of achieving public reserves along this length of the river. At that time the work did not progress any further due to the complex diversity of land management arrangements between public and private landholders along the corridor, which resulted in this outcome being deemed too complex to achieve.

Tina Thorburn asked Council to declare a Climate Emergency.

The Mayor thanked Ms Thorburn for her comments and added that this Council is aware of the issue.

Richard Grey raised concerns regarding the condition of naturestrips in Katarina Place, Whittington.

The Mayor and Deputy Mayor agreed to meet Mr Grey on-site the next morning to discuss the issue further.

Susan Allsop asked the following questions in relation to Osborne Park Precinct Draft Master Plan:

Re: Osborne House Titles 56A, 56B and 56C

- 1) Why the need to change the current designation from public use zone 6?
- 2) What zoning designation is being considered/proposed?
- 3) Why has the northern industrial zone between Mackey Street and the northern boundary of the Philip Russell Polo Field been included in the Master Plan?

The Mayor took the question on notice for a written response.

Gavan O'Connor asked the following regarding Osborne Park:

I refer to the July resolution sponsored by Cr Aitken/Kontelj and passed by Council which set this process in motion (Draft Osborne Park Master Plan). Does this draft Master Plan reflect the spirit and intent of the resolution passed by Council at that time?

In view of previous questions asked tonight relating to the heritage value of the site, is it the case that the plan has been developed without expert advice present on the panel responsible for considering and writing the Master Plan?

Cr Kontelj responded that Council will be debating the item later this evening and suggested that it hasn't quite met the intent that I personally put forward on July 24.

Cr Aitken added he did not agree the intent put to Council for the Master Plan design was met.

Shaun Richens asked about the dangers being experienced with traffic on the corner of Dorward Avenue and Wilson Road intersection due to cars parking too close to the intersection thus limiting driver vision.

Cr Kontelj acknowledged the problem and advised it has been put into the system for further action.

Emilian Nicolae addressed Council with general observations relating to the City of Greater Geelong. Areas of concern to him were: parking in the CBD area (some should be free) which may help with smaller business patronage; increase/install street lights on main streets (dark spots); install/implement traffic lights at high traffic roundabouts; car parking at VLine stations; more engagement with stakeholders via mail/local paper, e-mail etc.; local indigenous representative at Community Focus Meetings and more work to help/relieve organisations to address homelessness and unemployment.

The Mayor thanked Mr Nicolae for his comments.

1. OSBORNE PARK PRECINCT DRAFT MASTER PLAN

Source: Customer & Corporate Services – Property, Procurement and Assets
Acting Director: Shaun Broadbent
Portfolio: Finance

Purpose

1. To seek Council's approval to release the draft Osborne Park Precinct Master Plan (**Attachment 4**) for further community consultation.

Background

2. Council resolved to undertake a Master Plan of the Osborne Park precinct on 24 July 2018.
3. A detailed master planning process was undertaken to deliver a draft Master Plan for the Osborne Park precinct which consists of the land within the boundaries of Corio Bay, Mackey Street, Swinburne Street (including St Helens Foreshore) and the Princess Highway.
4. The Master Plan is informed by consultation with key stakeholders including local community and sporting groups, former users of the facility, landowners within and around the precinct, the Port of Geelong, the Victorian Channels Authority, the National Trust and Heritage Victoria.
5. Council resolved on 11 December 2018 an extension of time to complete the creation of a Master Plan.

Key Matters

6. The draft Master Plan presents a strategic vision that focuses on the key heritage assets of the Osborne House and Stables Complex while also recognising the contribution that the use and development of the overall precinct can make to local and regional communities (**Attachment 3** shows an artist impression of what the Complex may look like in the future). It seeks to maintain a balance with community access to the Osborne House and Stables Complex in combination with a range of suitable commercial activities which will contribute to its sustainable management and ongoing maintenance cost in the future.
7. The draft Master Plan includes spatial directions and land use and development initiatives across the precinct to ensure it can better function as a unified collection of land uses that integrate with the rest of Geelong. This includes better linkage between the sports grounds and the House and Stables area, the potential for pedestrian connections between Mackey Street and Swinburne Street and a coastal boardwalk at St Helens linking Osborne House to the existing coastal pathways and to the Central Geelong Waterfront. A number of public realm improvements at the St Helens foreshore are also identified and these will be subject to future Council budget processes.
8. Key directions include the provision of a centralised car park area for users of the precinct. This would relocate a portion of car parking away from the House and enable the reinstatement of heritage themed gardens consistent with the recommendations of the Conservation Management Plan.

9. The draft Master Plan also refines further the development sites that were identified in the Conservation Management Plan, reducing the footprint of any future buildings to ensure that adverse visual impacts on the setting of the House and Stables do not arise.
10. The Master Plan does not define a future use for the Osborne House and Stables Complex. It acknowledges that Council will need to commence a business case/market testing analysis process to deliver the Master Plan.
11. The draft Master Plan will be released for community consultation for a period of six weeks. Notification of the release of the draft plan will be given through the usual processes including mail out to key stakeholders and advertisements in City News. A number of drop-in sessions are also planned where the community can meet the project team and discuss the draft Master Plan with officers.
12. Submissions received during the consultation process will be reviewed and where necessary changes made to prepare the final Master Plan. The final Master Plan will be presented to Council for approval later this year. A summary of next steps can be found on **Attachment 2**.
13. Preliminary works have commenced on the business case as recommended in the draft Master Plan. The detailed business case process should not commence until the final Master Plan has been approved by Council.

Cr Murnane moved, Cr Harwood seconded -

14. That Council:

- 14.1 Approve the release of the draft Osborne Park Precinct Master Plan for community consultation for a period of six weeks (Attachment 4);**
- 14.2 Note that the business case preparation will be influenced by the community engagement to be undertaken as part of the Master Plan process and therefore the business case process cannot commence until such time that the final Master Plan has been adopted; and**
- 14.3 Note that pending community feedback, the final Osborne Park Precinct Master Plan will be presented for Council approval in November 2019.**

Lost.

Cr Harwood moved, Cr Mansfield seconded -

14. That :

- 14.1 Council officers report back to Council by October 2019 with an approach to rescoping the Master Plan in line with the discussion at this evening's Council Meeting; and**
- 14.2 Consider the inclusion of a Heritage Interpretation Plan.**

Carried.

Attachment 1

Financial Implications

1. All costs relating to the creation of the draft Master Plan have been finalised with costs exceeding \$117,832. Further costs for major amendments following consultation are expected but yet to be quantified.
2. To provide an estimate of the total cost of the proposed improvement and changes within the Master Plan, we have focused current costings into two separate sections:
 - 2.1 Osborne House and the Stables, including full restoration of the House and Stables, car parking changes, additional waterfront pedestrian paths and conversion of the existing parking to garden beds (as per the CMP and community engagement feedback). Currently estimated and \$12m - \$15m. This portion of the Master Plan will be the main focus of the next stage, being the business case process.
 - 2.2 The remainder of the improvements including the netball court, board walks, improvements relating to the St Helens Boat ramp area and any other council owned component have not been costed at this stage.
3. Implementation of all improvements to Council owned and managed assets will be subject to the business case and future Council budget processes as well as being dependent on the adoption of the Master Plan.

Community Engagement

4. Officers have undertaken a comprehensive program of community engagement activities including:
 - 4.1 Two Enquiry by Design workshops for different stages of the planning with a total of 72 participants across both sessions;
 - 4.2 Six drop-in sessions, with 11 individual drop-in guests;
 - 4.3 20 interviews, with 40 representatives from community groups, agencies, commercial interests and Geelong Port parties. These sessions averaging over 1.5 hours each in length;
 - 4.4 Two online surveys with 317 responses received; and
 - 4.5 13 written responses received providing feedback for the background document and the concept plan document.
5. Feedback has been reviewed and where appropriate incorporated into the draft Master Plan.

Social Equity Considerations

6. Accessibility has been one of the key considerations as part of the creation of the Master Plan. All abilities access to the House and Stables is recommended to be included in future iterations of the House and Stables.
7. Maximising land use to provide central parking in the precinct is seen as an important element to help reduce the traffic congestion within the precinct and reduce on street parking on Swinburne Street during busy sporting days.
8. Inclusion of an additional netball court to support the growth in demand within the precinct.

9. Greater access via multiple modes of transport including better connection from the Geelong CBD along the waterfront and improved pedestrian linkages.
10. The plan also supports the continued works in the industrial zoned areas of the precinct and encourages the growth of jobs in those zones.

Policy/Legal/Statutory Implications

11. Any plans to alter, create or refurbish any assets within the precinct, will be completed within the appropriate governance framework.
12. A planning scheme amendment to rezone the land occupied by the House and Stables complex may be required as the current Public Use Zone 6 limits the land for local government uses only.
13. At the time of community consultation, a planning application to develop the powerhouse site for offices, approved by Council in 2018, was due to be considered by VCAT. The application is currently subject to review proceedings, which has been called in by the Planning Minister for determination. A final decision on the planning application is pending.

Alignment to Council Plan

14. The Master Plan is designed to achieve a number of strategic objectives including;
 - 14.1 Informed social infrastructure and planning;
 - 14.2 A more inclusive and diverse community;
 - 14.3 Vibrant arts and culture;
 - 14.4 A thriving and sustainable economy;
 - 14.5 Growing our tourism and events;
 - 14.6 Innovative finances and technology.
15. Depending on the outcome of the business case process, any number of the above outcomes may be achieved.

Conflict of Interest

16. No City officer involved in the preparation of this report or the draft Master Plan has a conflict of interest in this matter.

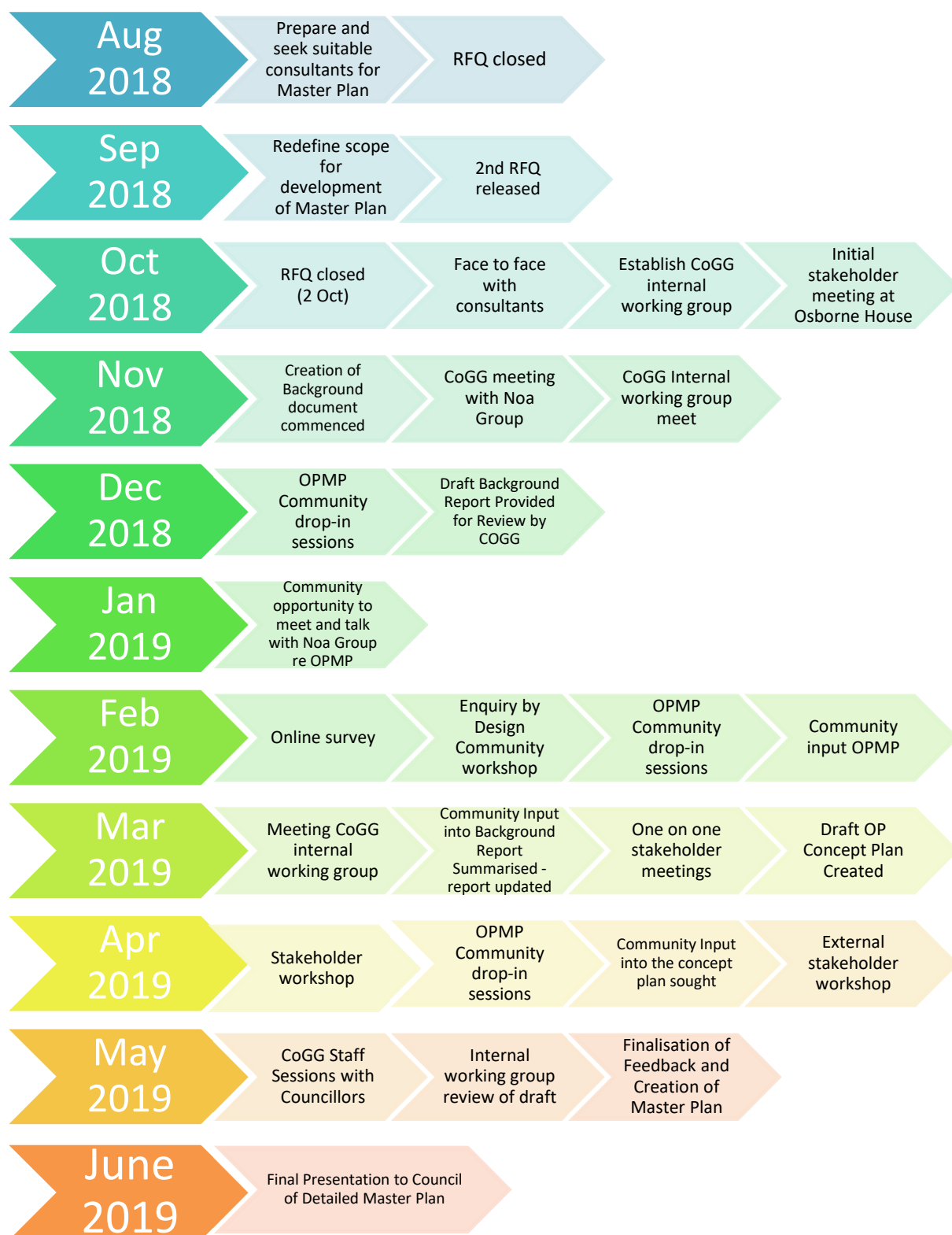
Risk Assessment

17. The heritage listed buildings require significant work, however a known use of the building should be determined prior to commencing those works to avoid unnecessary investment or re-work.
18. Community groups have expressed their desire to reoccupy to the House and Stables as soon as possible, however, known structural, safety issues and damaged components of the House and Stables need to be rectified prior to occupancy of any of the heritage components of the Complex.
19. Upon completion of the refurbishment of the House and Stables, there is a risk that the buildings may again enter a state of disrepair without significant additional funding for ongoing maintenance.

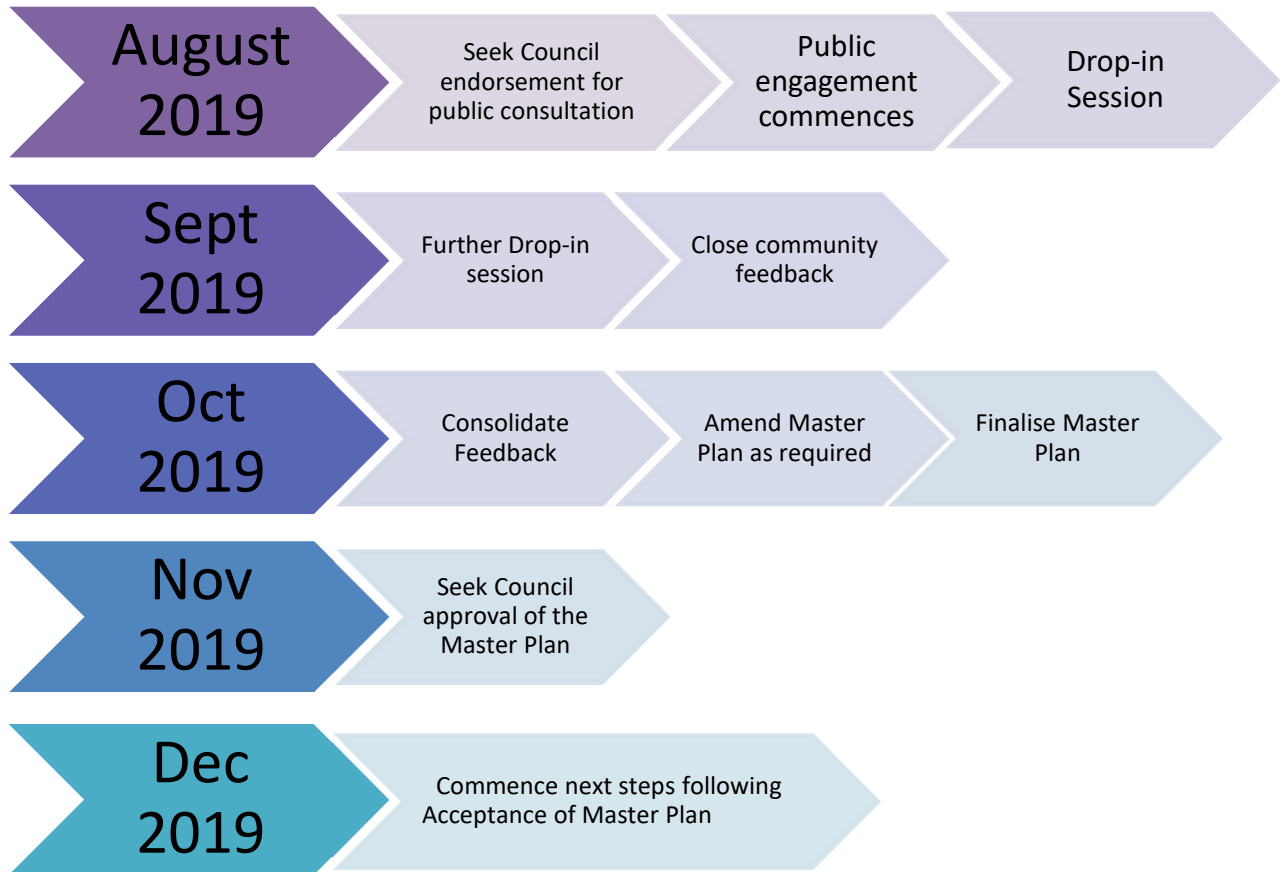
Environmental Implications

20. The proposed reinstatement of gardens near the House and Stables, will see an improved green space.
21. The connectivity of the Central Geelong waterfront and the precinct via the proposed pedestrian links will provide alternate travel methods to the precinct.

Project Map – Completed Activities



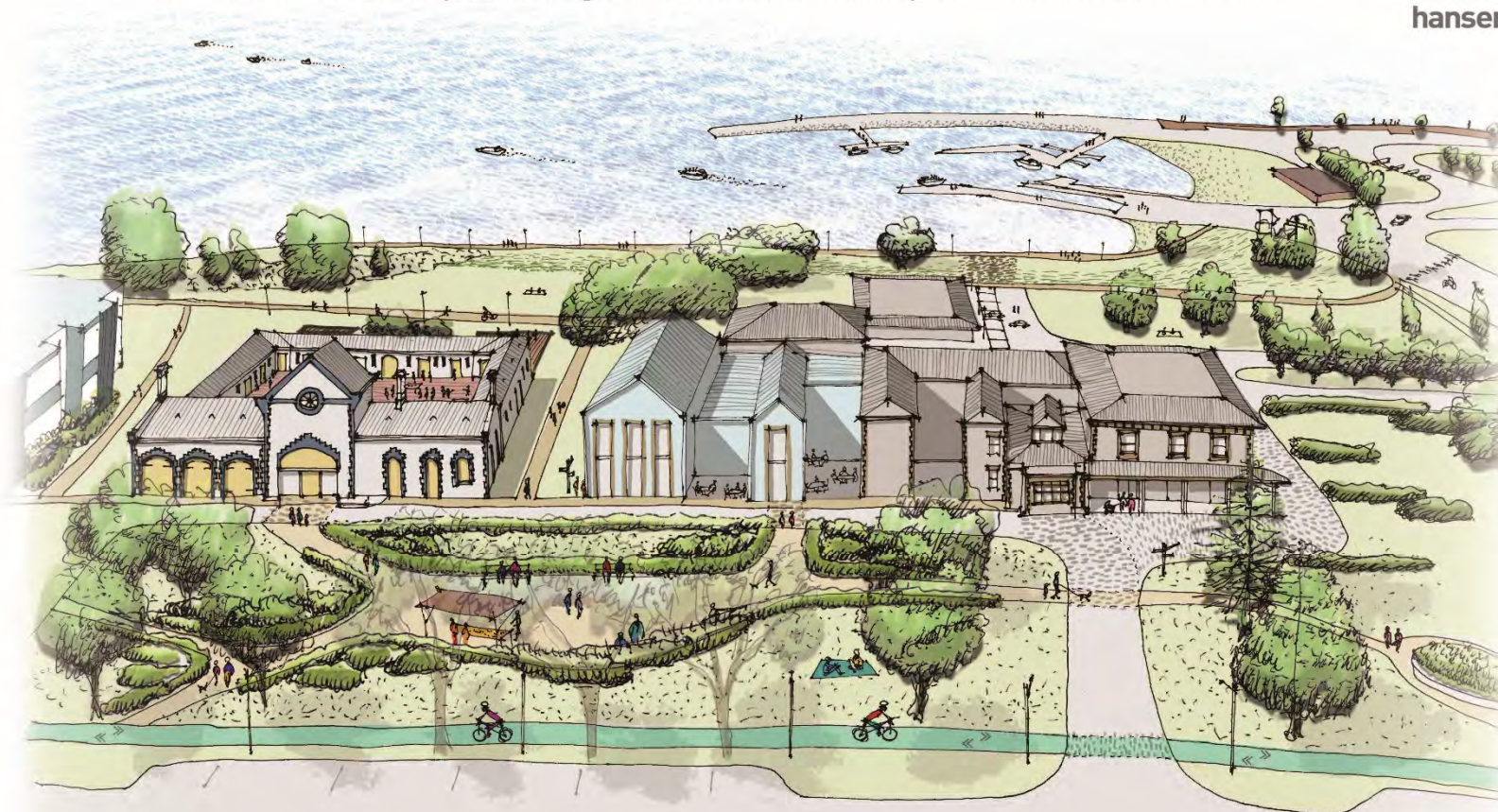
Project Map – Next Steps





Osborne Park Precinct Masterplan

The Northern Gateway: unlocking a new era for community, recreation and innovation



Artist's impression of a key element of the Osborne Park Precinct Masterplan

OSBORNE PARK PRECINCT MASTERPLAN

*The Northern Gateway: unlocking a new era for
community, recreation and innovation*

DRAFT

Prepared by **Hansen Partnership**
for **City of Greater Geelong**
August 2019

Project Team

The City of Greater Geelong have engaged Hansen Partnership (Hansen), a planning and design consultancy, to work with the local community and key stakeholders in preparing a masterplan for the Osborne Park Precinct (the precinct). Hansen have been assisted with supporting sub-consultant input from the Martyn Group (transport and movement consultant) and the Noa Group (community consultation specialist).

Acknowledgments

City of Greater Geelong Project Team

Travis Kirwood, Manager Property, Procurement and Assets
David Boyle, Project Manager Osborne House Precinct

Hansen Partnership

Richard Stevenson: Project Manager / Associate Urban Planner
Gerhana Waty: Associate Urban Designer
James Kelly, Urban Designer

Martyn Group

Cameron Martyn, Transport Planner

Noa Group

Lynda Jones, Senior Consultant

Version #	A	B	C	D	E
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1.0 Introduction

Hansen Partnership in association with the Martyn Group and the Noa Group has been engaged by the City of Greater Geelong to develop a strategic masterplan to guide the future of the Osborne Park Precinct (the precinct) which includes the historic Osborne House and surrounds. The local community place high value on the role and character of Osborne House, noting that it and the adjacent Stables Complex are major heritage assets which are Heritage Victoria/ National Trust listed. They form a unique place with significant potential to become a destination lynchpin within the precinct, accommodating a range of suitable and economically viable community and commercial uses, while respecting and enhancing the heritage fabric and setting. This masterplan will provide a framework for coordinated decision making around Osborne House & Stables Complex, and to maximise other development and land use opportunities present within the precinct.

The masterplan has sought to develop a strategic vision for the valued community and heritage site in consultation with the community and various stakeholder groups. The masterplan is intended to ensure that the precinct can be utilised in a manner that strengthens its relationship with the community, is grounded in the natural, cultural and heritage significance of the study area, and can allow appropriate economic generating activities to assist in the ongoing management and maintenance of heritage listed Osborne House & Stables Complex.

The masterplan has been prepared in line with the project objectives listed with project brief, including:

- Provide access to Osborne House to the whole community.
- Protect heritage value of Osborne House and stables in a financially sustainable manner.
- Protect ongoing operations of the Port of Geelong and its users.
- Protect residential amenity of residents to the south along Swinburne Street.
- Provide appropriate community access to the foreshore.

The process that has informed the development of the masterplan involved:

- Initial analysis of the site and its context, including consultation with key stakeholders and the broader community.
- Review of a detailed suite of background documentation and information.
- Preparation of a detailed background information and analysis report.
- Community/ stakeholder workshop and drop in sessions for ideas generation and to formulate a design framework and key principles.
- Preparation of initial draft concepts.
- Additional community and stakeholder workshops and drop-in sessions to obtain feedback on initial draft concepts.
- Finalisation of the masterplan concept and associated report.

This masterplan presents a strategic vision that focuses attention on key heritage assets of Osborne House & Stables Complex, while also recognising the contribution that the use and development of the overall precinct can make to local and regional communities.

The masterplan seeks to maintain community use and access of Osborne House & Stables Complex in combination with a range of suitable commercial activities which will contribute to the sustainable management and ongoing maintenance costs into the future.

The masterplan will also provide both spatial directions and land use and development initiatives across the entirety of the precinct to ensure it can better function as a unified collection of land uses and activities.

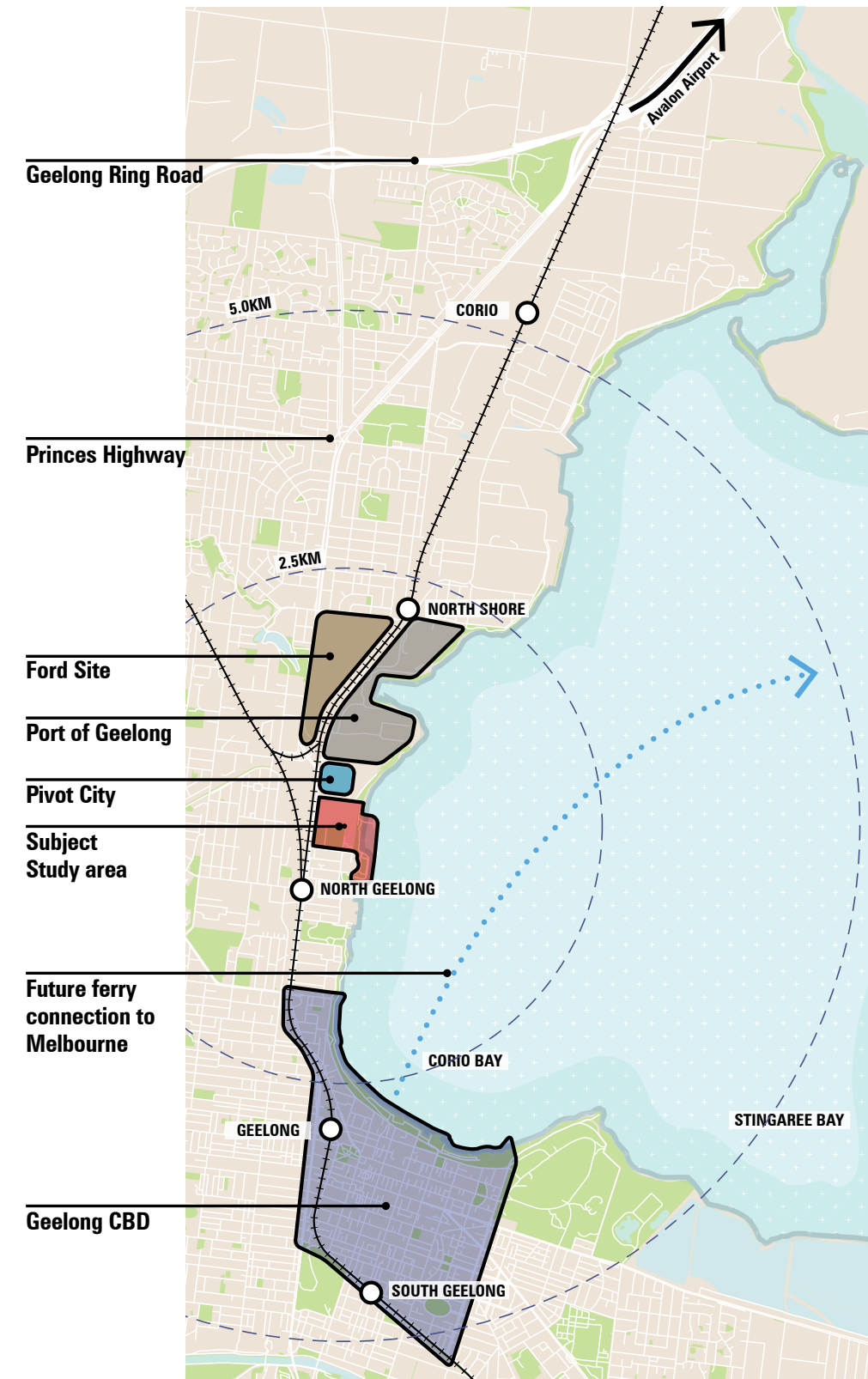


Figure 1. Strategic context

2.0 Regional context

2.1 Clever & creative future

The City of Greater Geelong has strong aspirations to support and encourage a 'clever and creative future', and has developed a policy program that:

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

The City of Greater Geelong has further defined a clever and creative future:

- *has business diversity that inspires a broad range of education and employment opportunities;*
- *attracts start-ups, innovative businesses and a can-do attitude;*
- *uses a variety of affordable technologies to provide universal digital access;*
- *makes travel between suburbs easier through a network of pedestrian and cycle paths;*
- *excites local and international visitors who are interested in its events, festivals, landscapes and food;*
- *is designed to create an active street culture and vibrant public spaces;*
- *has a strong sense of community and uplifts its vulnerable community members;*
- *is designed around people and makes the best use of technology and sustainable living;*
- *is devoted to research and encourages economically viable, environmentally sound and socially responsible solutions to its challenges;*
- *has a global outlook and is connected to the world by technology; and recognises the uniqueness and significance of its natural environments.*

2.2 UNESCO creative cities network

In October 2017, the UNESCO Creative Cities Network (UCCN) designated Geelong as a City of Design in October, 2017. This UNESCO 'global network of cities' has two key aims, including:

- Raise awareness about the power of creativity and innovation in building sustainable cities and communities; and
- Promote cooperation with and among cities that identified creativity as a strategic factor for sustainable urban development.

Geelong is Australia's first and only UNESCO designated City of Design.

This has allowed Geelong to join an international network of 180 cities committed to fostering and embracing the power of creativity and innovation in building sustainable cities.

The UCCN designation recognises the design history of Greater Geelong, extending the region's Aboriginal heritage, to textiles and wool production, automotive manufacturing and surf culture.

Key elements include collaboration, culture, planning, people and prosperity and essentially working together for a clever and creative future for all.

Geelong can benefit from being part of the UCCN in the following ways:

- *Improve Greater Geelong's liveability through policies that support design thinking and transforms the community's aspirations into reality;*
- *Strengthen Greater Geelong's international profile;*
- *Increase Greater Geelong's regional and international attractiveness to economic investors and stakeholders, skilled design professionals or visitors;*
- *Network with fellow Creative Cities Network members through joint events and common projects, knowledge sharing and creative partnerships; and*
- *Build momentum around Greater Geelong's design capability and encouraging dialogue between local authorities, public and private organisations, academia and the design community.*

In its support of the UCCN designation, the City of Greater Geelong is committed to building a world-class sustainable city through an enterprising and adaptive community of makers, where Geelong will:

- *be an active participant in the UNESCO Creative Cities Network Annual Meeting and City of Design Subnetwork Annual Meeting;*
- *develop and share good design practice in using creativity to build more sustainable and inclusive communities;*
- *actively monitor major trends in the design sector, identifying opportunities and new strategic approaches, and share these ideas with other Creative Cities;*
- *continue to raise the profile of our designation and the UCCN network through local print and social media;*
- *engage with other cities to foster an exchange of knowledge with under-represented regions within the network; and*
- *become involved in and host international programs, seminars and artistic residencies with other Creative Cities.*

3.0 Local context

The Osborne Park Precinct (the precinct) which is subject to the masterplan includes all land illustrated within Figure 2 below. The study area is broadly bounded by:

- Mackey Street to the north;
- Swinburne Street/ St Helens Park to the south;
- Corio Bay to the east; and
- Princes Highway to the west.

Consequently, the precinct includes land beyond the core Osborne House, including:

- Osborne Park
- Vacant land immediately north of Osborne Park
- Heritage gates and avenue of honour along Princes Highway
- Osborne House & Stables Complex and City depot (former Russell Polo Ground)
- St Helens marina/ carpark/ boat ramp &
- Industrial zoned land fronting Princes Highway/ Mackey Streets (including the powerhouse site).

Further details of existing land use and development within the precinct is provided in Section 4 of this document.

The precinct is located approximately 4km north of the Geelong CBD, and ‘bookended’ between Princes Highway to the west and overlooks Corio Bay to the east. A coastal foreshore pedestrian path extends along the edge of Corio Bay from Geelong CBD, but terminates at the southern edge of St Helens Park, which is located to the south of the precinct.

The precinct has an industrial and commercial interface to the northern boundary along Mackey Street, including the substantial and significant land uses associated with the adjoining privately developed innovation district (commercially branded as the Pivot City precinct) and the Port of Geelong to the north east. The precinct also accommodates a sensitive residential interface along the southern boundary to Swinburne Street. The Geelong rail yards are located beyond Princes Highway to the west.

Vehicle access is provided primarily via Princes Highway, Swinburne Street (southern boundary) and Mackey Street (northern boundary). Princes Highway is part of the VicRoads arterial network with all other roads in the study area under the authority of City of Geelong.

Princes Highway provides strong regional access but is also a significant barrier for east-west movement. Access into the precinct is exclusive via Mackey Street to the northern boundary and Swinburne Street to the south boundary, both of which are east-west aligned roads. No existing roads provide north-south access between Mackey Street and Swinburne Street, although internal roads provide vehicular access to various parts of the precinct.

Mackey Street provides vehicular access to the industrial zoned land within the northern part of the precinct, as well as the Port of Geelong and the Pivot City Innovation District located immediately to the north. Pivot City contains the Federal Mills site, which constitutes a refurbished industrial area now catering for office floor space, retail outlets and some recreational facilities. The commercial operators of the Pivot City Innovation District are seeking to expand similar land use and activity to the powerhouse site (located within the study area), and Glass House site (located outside of the study area to the north side of Mackey Street). Current development in this precinct indicates the changing nature of the land uses within context of its industrial surrounds.

A current planning application to develop the powerhouse site for offices was approved by Council in 2018, and continues to be supported by the City. However the application currently subject to review proceedings, which has been called in by the Planning Minister for determination. A final decision is currently awaited.

The GrainCorp facility within the Port of Geelong is located immediately to the north east. It constitutes a major transport generator and creates high demand for heavy vehicle movements and seasonal volumes from Princes Highway via Mackey Street and McLeod Street.

Swinburne Street provides vehicular access to residential areas located immediately south, and to existing land uses within the southern half of the precinct.

Pedestrian footpaths are provided on the local streets throughout the precinct, and off-road shared (pedestrian and cycle) paths are provided along Princes Highway, Corio Quay Road and the bay foreshore. The residential street network in the adjacent suburb of Rippleside provides some further options for local access from the south.

While active transport users can access the boundaries of the precinct, connections through the precinct are currently not provided. The existing transport conditions on the western and northern boundaries of the precinct are generally considered to present significant perceived and real safety risks for pedestrians and cyclists. In response, the masterplan carefully considers and identifies areas for the provision of safe and accessible networks and infrastructure for active transport.



Figure 2. Study Area



4.0 The precinct

The precinct covers an area of land in the order of 25 hectares, and currently accommodates a varied mixture of buildings and land uses. Existing land uses within the southern half of the precinct includes established recreational facilities within Osborne Park (including ovals, netball court and sports clubs), the former use of Osborne House & Stables Complex for a variety of community uses, as well as the St Helens Marina, boat ramp and coast guard building.

Osborne House & Stables Complex are of historical significance to Victoria as the original component of Osborne House is a two storey house in basalt stone with a rectangular (almost square) plan form, which was built as a homestead for pastoralist Robert Muirhead in 1857-58, who also constructed the brick stables and coach house complex to the north of the main house, which encloses a central courtyard. Osborne House has been adapted and extended on a number of occasions, where the present building is a composite of fabric dating from the 1857-58, 1890s, c.1910, 1966-67 and 1975-76, while stables were extensively remodelled in the 1890s. The present form of the gardens and landscape setting dates to the late 1960s, with three trees surviving from the nineteenth century. Osborne House and the Stables Complex are included on the Victorian Heritage Register (reference number Ref.No.H1101).

Over time Osborne House has been used as a pastoralist's estate, guest house, naval college, military convalescent hospital and municipal offices for the Shire of Corio. Although the property has been largely under-utilised since the amalgamation of the Shire of Corio and other Councils to create the City of Greater Geelong in 1994, it has accommodated a variety of community groups prior to the buildings being vacated due to ongoing maintenance issues.

The precinct itself accommodates a large number of differing land uses and activities. It can be broadly described as follows:

- The precinct is book-ended by the established residential area of Rippleside south of Swinburne Street, and industrial/commercial and Port of Geelong uses to the north of Mackey Street.
- The precinct has some reference to its adjoining uses, with recreational and community uses located to the south, responding to the more sensitive interface at the residential edge, and either current or former industrial land use to the north.
- Across the entirety of the precinct there is generally a low coverage of building. The most prominent buildings are located to the north, including industrial factories to the north west and the former powerhouse building to the north east. These existing buildings, land use and activity responds to the less sensitive but evolving interface north of Mackey Street, comprising the Pivot City Innovation District and the GrainCorp facility within the Port of Geelong. It contains large scale industrial buildings, with a distinct chimney building punctuating the skyline with a tower form equivalent of approximately 10 storeys. GrainCorp and the Port of Geelong experiences fluctuating levels of activity at different times of the day, week and year.
- Osborne Park consists of two ovals/ sporting fields, which are operated by the North Geelong Football & Cricket Clubs and contain associated club rooms and training facilities. A netball court is located adjacent to the main oval at the Swinburne Street interface.
- Currently, there is a planning application on the powerhouse site to refurbish the existing building for office floor space and ground level food and beverage tenancies spilling out to a new open space looking over the foreshore. Council have issued a Notice of Decision in support of the proposal which is currently subject to a review hearing at the Victoria Civil & Administrative Tribunal after an objecting party appealed the decision.
- There is a clear separation between the diverse uses in the northern and southern halves of the study area, with various fenced areas restricting pedestrian access and movement.
- Located immediately to the north of Osborne Park is an open grassed section of land which currently does not accommodate any active use, but previously accommodated a rail spur line connecting to the Port area.
- Corio Bay foreshore, the eastern interface is occupied by some passive recreational spaces, which mainly consists of a pedestrian walkway at the bottom and a grassed escarpment to the coastal edge.
- An active boat launch marina and associated car parking facility is located along Corio Bay to the south east of the Precinct. The Australian Volunteer Coast Guard site comprises of a large surface car park at the coast edge which is commonly used for recreational fishing. Pedestrian access is limited and dominated by car parking throughout the marina precinct. There is an existing approval to upgrade the facilities around the existing buildings.
- The tallest element in the study area is the now redundant powerhouse building, with the equivalent height of 6 to 7 storeys.

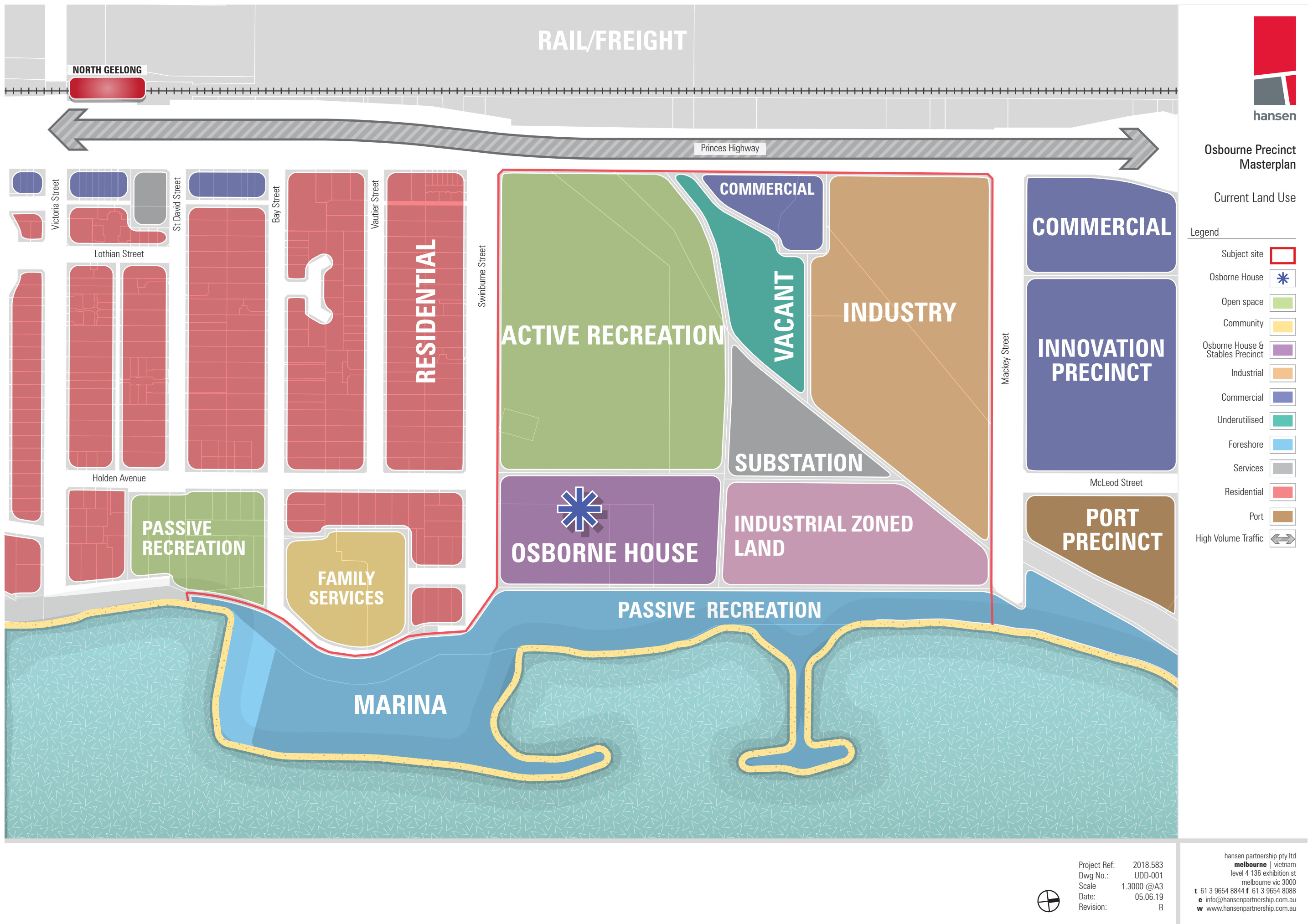


Figure 3. Current land uses

- Heritage Overlay 207 (H0207) nominates that the heritage place includes Osborne House & Stables Complex, and designated that the site is included on the Victorian Heritage Register (reference number Ref. No.H1101). The Osborne House and Stables Conservation Management Plan (2009) prepared by Lovell Chen provides guidance on the significance of the various building components and their scope for adaptation. A brief summary of heritage elements includes:
 - Osborne House has undergone a number of additions and alterations over the years, with the construction of original building components occurring in 1857-58. Later additions/extensions of primary significance occurred in the 1890s and in 1910.
 - The Muirhead Building built in 1857-58 presents a substantially intact two storey bluestone house and bears numerous characteristics of early large and private colonial buildings of Victoria. Distinct features include its entrance defined by pilasters, bay window facing lawns to the south, and a single storey veranda wrapping around its western, southern and eastern edges supported by cast iron columns. The slightly overhanging hipped roof is supported by decorative timber brackets, contributing to the overall ornamental character of the building.
 - The Russell extension (1890s) comprises a two storey bluestone addition adjoining the northern elevation of the Osborne House.
 - Later additions that predominantly occurred in the 1960s are office buildings typical of their time and are of no heritage significance.
 - The Stables Complex comprises a rendered brick building enclosing a central brick paved courtyard. The original three wings (north, south and east) were built in the late 1850s while the grand western wing was built in the 1890s. All wings are of primary heritage significance.
 - The stables have a bluestone base with distinct architectural features including decorative chimneys, pattern rolled windows and arched windows above its openings.
 - The City Depot Site (former Russell Polo Ground) contains no buildings of significance and is comprised of predominantly shed and storage structures.
 - The Lovell Chen Conservation Management Plan (2009) identifies a number of significant trees on site with high retention values. These are found in the east lawn and in ornamental lawns that define the southern entrance from Swinburne Street.

- Heritage Overlay – Schedule 1999 (H01999) applies to the Vietnam Veterans Avenue of Honour and Memorial Princes Highway, Osborne Park and 241 Princes Highway, North Geelong. The schedule to the overlay nominates that tree controls apply to the avenue of 146 Eucalyptus sideroxylon (Ironbark trees) located on both sides of Princes Highway.
- Heritage Overlay – Schedule 2000 (H02000) applies to Osborne Park heritage gates, which form the original entrance gates to Osborne House, sited on Princes Highway towards the intersection with Swinburne Street.

Further detailed review of relevant planning context and existing conditions analysis is contained within a separate Osborne Park masterplan background report, which addresses key matters including:

- Strategic & planning context;
- Background documentation review;
- Access & movement;
- Land use & activity;
- Built form & heritage;
- Landscape & environment; and
- Public realm, views & vistas.

- | | |
|--------------------------------------|----|
| 1857-58 Muirhead Building | 1 |
| 1890 Russell extension | 2 |
| 1966-1967 Corio Shire extension | 3 |
| 1966-1967 Corio Shire extension | 4 |
| 1910 Geelong Harbour Trust extension | 5 |
| 1975-1976 Corio Shire extension | 6 |
| 1966-1967 Corio Shire extension | 7 |
| 1890 Russell extension (stables) | 8 |
| 1857-58 Stables Complex | 9 |
| 1966-1967 Corio Shire extension | 10 |
| 1966-1967 Corio Shire extension | 11 |

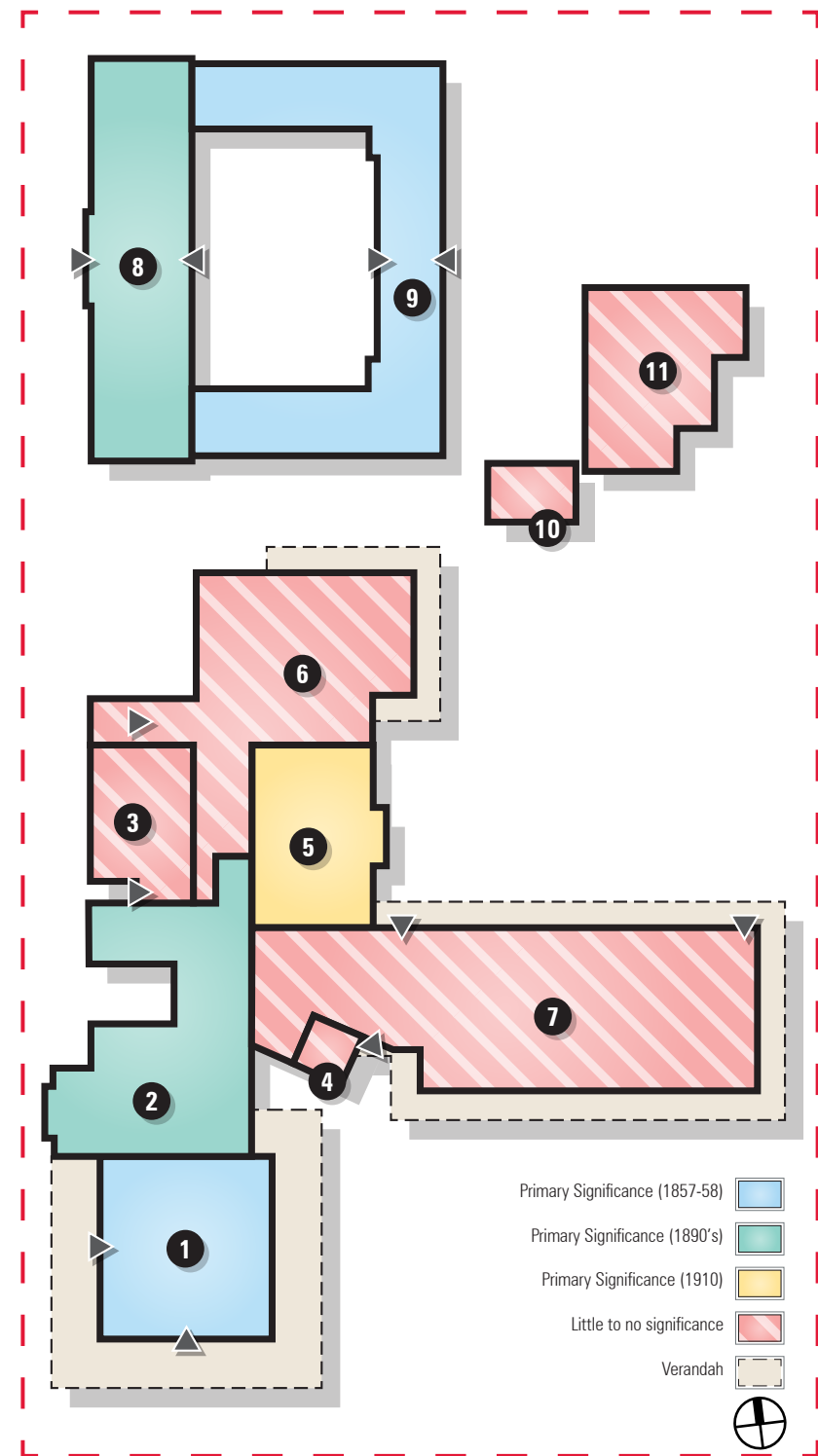


Figure 4. Osborne House & Stables Complex heritage gradings



The hard edges between varying types of surface treatments.



The east lawn containing heritage protected trees.



Clay escarpment south of the power house site.

Land ownership patterns within the precinct are mixed, including both land within public and private ownership. This is illustrated on Figure 5. The Osborne House & Stables Complex site, and land to the north of Osborne Park is owned and managed by the City. Although Osborne Park and marina are owned by DELWP, the management of these sites and associated public assets are managed by the City. Powercor own and manage the substation site, while the other sites are in private ownership.

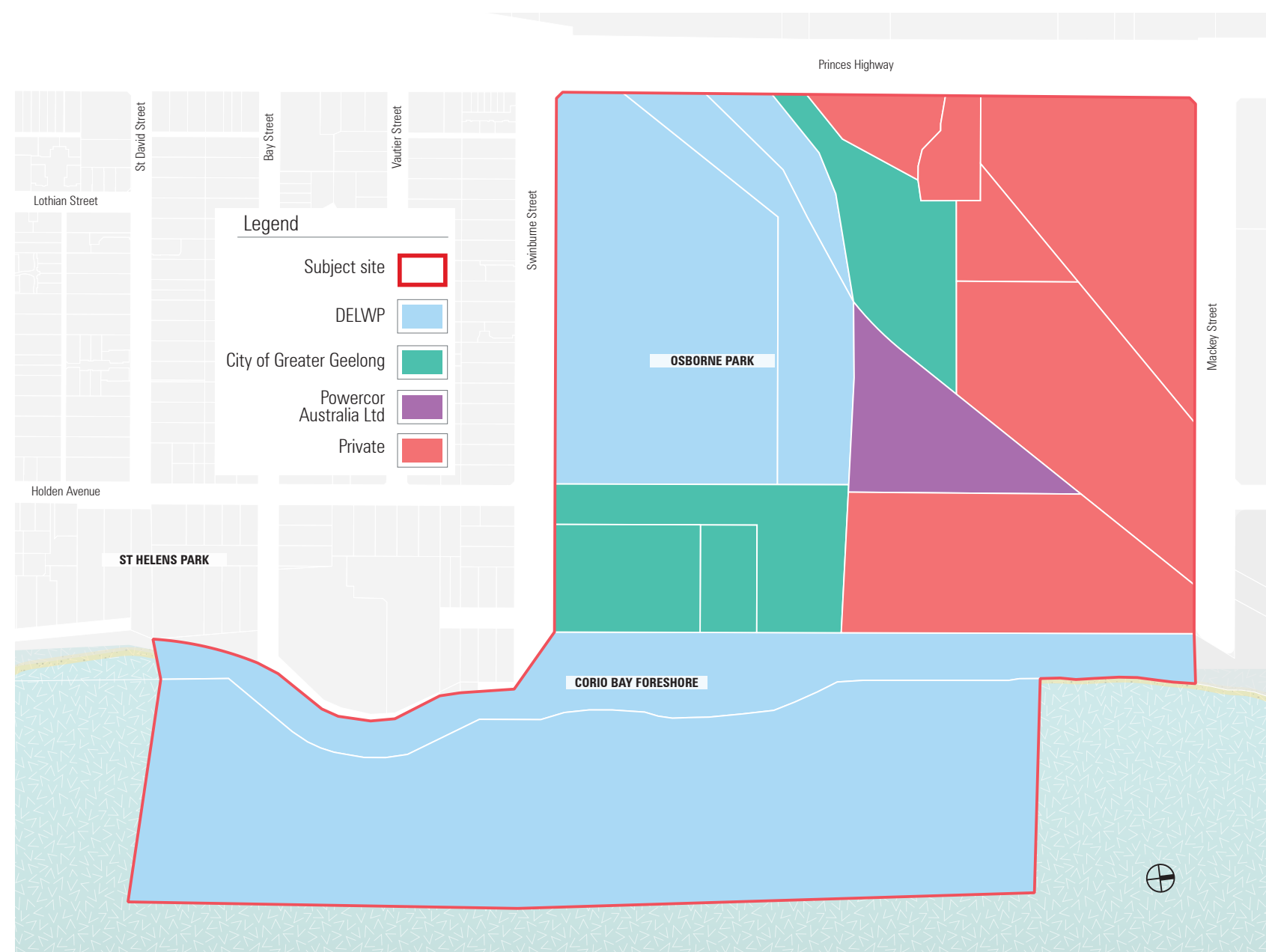


Figure 5. Land ownership diagram

5.0 Opportunities & issues

A range of opportunities and constraints were identified in the background stages of this project, and broadly confirmed following consultation with key stakeholders and members of the local community. The list of opportunities and constraints, which have been framed around a number of themes, are not intended to be fully comprehensive, nor have all identified opportunities are pursued through the masterplan. However, they functioned as a good summary basis for masterplan preparation.



Fencing restricting movement through the site



Shared user path at the foreshore level

5.1 Indigenous heritage, built environment & heritage

- Opportunity to acknowledge and celebrate Aboriginal heritage of the site, surrounds and region through interpretation or other education method.
- Opportunity to address matters relating to Aboriginal Cultural Heritage, particularly in and around the land now occupied by Osborne House and the stables precinct (site is broadly identified as being an area of Aboriginal cultural heritage sensitivity).
- Opportunity to investigate the incorporation the two Aboriginal cultural heritage registered sites with a 50m radius extend onto the subject site.
- Acknowledge that any proposed development that involves significant ground disturbance as defined in the Aboriginal Heritage Regulations 2018 must be assessed against the Aboriginal Heritage Act 2006.
- Possible requirement for a mandatory Cultural Heritage Management Plan (CHMP), voluntary CHMP or application for a Cultural Heritage permit prior to the approval of future development on site. Opportunity for the renovation and restoration of core/significant heritage buildings within Osborne House & Stables Precinct.
- Opportunity to consider the removal of non-contributory additions made to Osborne House to allow significant heritage buildings to be viewed from multiple locations, including along the waterfront (east).
- Opportunity to consider new development within the curtilage of Osborne House & Stables Complex in line with the Conservation Management Plan (2009, Lovell Chen).
- Issue of needing to ensure future development opportunity does not visually compete with significant heritage buildings.
- Issue of needing to ensure any future development contributes to a sense of 'transition' between the employment precinct to north and residential neighbourhood to south.
- Issue of needing to ensure future development 'fronts' the streets and waterfronts with services and car parking secluded from key vantage points.
- Opportunity for future development to embrace the maritime heritage and industrial character of the site in its architectural response.
- Opportunity to acknowledge and celebrate European heritage of the site, surrounds and region through interpretation or other education method.

5.2 Land use & activity

- Opportunity to foster and encourage a suite of complementary land uses within the precinct.
- Opportunity for innovation and employment focus activities to define the northern section of the precinct, with main access and address to Princes Highway and Mackey Street.
- Opportunity to create community, recreation and tourism facilities with high quality amenity for residents, workers and visitors though the southern sections of the precinct, which could be logically located between established residential (south of Swinburne Street) and emerging employment precinct to the north.
- Opportunity for potential boutique tourist/ short stay accommodation for areas of the site outside of the designated port environs (refer to Ministerial Direction 14: Port Environs), within the southern portion of the precinct.
- Opportunity to encourage consolidation of car parking and services away from the foreshore environs, where quality pedestrian amenity should be maximised, and located away from heritage buildings.
- Opportunity to encourage future land uses that support longer stays/ visits, including day and night, and weekday activities.
- Opportunity to provide shared community spaces to maximise community usage by the widest range of existing and future community groups.
- Issue of needing to manage and provide a balance between a new use of Osborne House & Stables Complex and the need to retain public access.
- Opportunity for complementary commercial activities within and surrounding Osborne House & Stables Complex, in order to contribute to its ongoing operation, management and maintenance, without compromising community function.



Paved car parking at the immediate interface to Osborne House.



Insignificant 1960s dwelling blocking views to stables from east lawns.



The foreshore experience directly east of Osborne House.

5.3 Access & movement

- Issue of poor pedestrian permeability through the study area with lack of defined north-south connections north of Swinburne Street.
- Opportunity to provide greater connectivity from the precinct to Geelong CBD.
- Opportunity to improve precinct permeability through greater provision of pathways for pedestrian access, including consideration of lighting, sightlines and other safety aspects.
- Issues associated with level of pedestrian access and safety around Mackey Street and Princes Highway, and a need to avoid pedestrians attempting to cross in an uncontrolled and unsafe heavy traffic environment.
- Opportunity to use road reserve space in the precinct to provide separated pedestrian/ cycle shared paths.
- Issue that the transport network within and surrounding the precinct needs to accommodate demand from a wide range of existing and likely future users, including: freight, residential, commercial/retail, office and recreational.
- Issue of the presence of well-established recreational facilities and residential and community uses in the southern part of the precinct that are sensitive to high levels of change, in particular related to volumes, speeds and types of traffic.

5.4 Landscape & environment

- Opportunity for the restoration of heritage gardens.
- Opportunity to improve publicly accessible 'open spaces' along the coastal foreshore.
- Opportunity for retention of existing valued landscapes as part of the overall amenity of the precinct.
- Opportunity for planting new street trees along Mackey Street and Swinburne Street and other newly proposed access ways through the precinct.
- Issue of needing to ensure future development and public realm upgrades address localised flooding issue around Osborne House.
- The need to appropriately address possible land contamination associated with prior land use and activities, including but not limited to, fuel and chemical storage on the former Council depot site.

5.5 Public realm, views & vistas

- Opportunity for improvements to public accessibility throughout the precinct.
- Opportunity to establish a clear east-west pedestrians and visual axis links between any new development sited on the top of the coastal escarpment.
- Opportunity to establish a clear north-south cycle/ pedestrian and visual axis between Holden Avenue and McLeod Street, to connect Swinburne Street with Mackey Street.
- Issue of needing to ensure future development does not visually dominate Osborne House & Stables Complex.



1857-1858 Muirhead Building



Stables internal courtyard



Residential development south of the study area.



The marina at the study area's east interface.



Eastern wing of 1960s Corio Shire extension

5.6 Conservation Management Plan

In 2009 the City commissioned Lovell Chen Heritage Architect to prepare a Conservation Management Plan (CMP) for Osborne House & Stables Complex. The nominated role and purpose of the CMP is to provide:

- *A framework for conservation works and management, to ensure that the cultural heritage significance of the place is maintained, and;*
- *Guidance on adaptive reuse and potential new development.*

The CMP includes detailed historic analysis and a range of general and specific recommendations applying to the conservation and management of significant fabric, use and adaptation.

Despite the CMP being prepared in 2009, following a detailed review, it is considered that its analysis, findings and conclusions have relevance and validity to inform and underpin the current masterplan. A broad level summary of critical elements of the document, and particularly with regard to recommendations for potential future development are outlined below.

CMP Executive Summary

The Executive Summary of the CMP outlines the following historical overview of Osborne House & Stables Complex and why it is significant:

- *'The original component of Osborne House is a two storey house in basalt stone with a rectangular (almost square) plan form, built as a homestead for pastoralist Robert Muirhead in 1857-58. Muirhead also constructed the brick stables and coach house complex to the north of the main house, which encloses a central courtyard.*
- *Osborne House has been adapted and extended on a number of occasions, generally in a linear pattern from the south to the north. The present building is a composite of fabric dating from the 1857-58, 1890s, c. 1910, 1966-67 and 1975-76. The stables were extensively remodelled in the 1890s. The extent of the landholding associated with the property has also fluctuated, reaching its largest area during the 1890s, when the property was owned by sheep breeder Philip Russell. The present form of the gardens and landscape setting dates to the late-1960s, with three trees surviving from the nineteenth century.*
- *The modifications and extensions carried out to the property reflect the diverse requirements of the estate's multiple occupants. Osborne House has been used as a pastoralist's estate, guest house, naval college, military convalescent hospital and municipal offices for the Shire of Corio.*

- *The property has been largely under-utilised since the amalgamation of the Shire of Corio and City of Greater Geelong in 1994, leading to preparation of the Masterplan in 2007, which is intended to govern future development of the Osborne Park, including the proposed development of Osborne House as a publicly-accessible hospitality and/or function facility'.*
- *Osborne House is of historical and architectural significance. It was among Geelong's finest early mansion houses, and one of the earliest properties in North Geelong. Despite layers of twentieth century additions and modifications, the nineteenth century building fabric – notably the house and the stables – provides substantial evidence of how Osborne House functioned as a pastoralist's estate from 1858 to the early twentieth century. The interior plan of the nineteenth century building is substantially intact, as is the later significant 1890s decorative treatment to both the original two storey house and the 1890s extension.*
- *The property is also of historical significance as the first base of the Royal Australian Naval College (1913-15).*
- *Osborne House and Stables is additionally significant as an example of the work of architects Charles Webb and Thomas Taylor. Other significant architectural associations include Joseph Watts, architect of the 1890s stables extension and Percy Everett, a future State Government architect who designed the Geelong Harbour Trust extension (1910).*
- *Osborne House and Stables is included in the Victorian Heritage Register (H 1101) and the Victorian Heritage Inventory (H7721-0064). Osborne House is classified by the National Trust of Australia (Victoria) as a building of State significance (File No. B935) and is included in the Register of the National Estate (Place ID 3651). Osborne House, including the stables and courtyard, is also included in the Heritage Overlay Schedule to the City of Greater Geelong (H0207).*

The conclusions as outlined in the Executive Summary begin to frame and summarise the broader heritage recommendations of the CMP, as follows:

- *The policy included in this report recognises that the multi-layered history and eclectic character of Osborne House requires a realistic and pragmatic approach to heritage management and site development. While it might be a preference to remove later elements of built fabric and landscape deemed to be detrimental to its nineteenth century origins and character, it is also recognised that Osborne House is a transformed environment and that physical evolution is an established aspect of the place. Accordingly, while the policies in this CMP provide recommendations on conservation of significant building fabric, form and heritage values, they also provide pragmatic guidance on potential site development and adaptation of existing buildings.*
- *Built and landscape elements have been identified as having different levels of significance. Generally, in terms of the built fabric, there is very limited scope for alterations to the exterior and interior of the Muirhead property and the 1890s former billiard room. The stables complex, surviving elements of the 1890s Russell extension (excluding the billiard room) and the 1910 Geelong Harbour Trust extension present opportunities for internal modifications. The Shire of Corio additions are of no significance and can be retained, demolished or remodelled as required. If remodelled, all works should be carried out with reference to the design and development guidelines that accompany this CMP.*
- *A 'zoned' approach has been adopted for potential site development, which recognises that different areas of the property have varying levels of heritage sensitivity and historical associations with the property. The zones can also potentially accommodate new development of varying scale and footprint. The forms and plantings of the open space to the immediate east, south and south-west of the heritage building bear almost no resemblance to the nineteenth century forms at the place, but as open spaces play an important role in the presentation of the property with consequently no/limited scope for development. There is scope for the construction of new buildings and modifications to existing structures to the east and west of the stables, and on the Council depot to the north of the site. There is also significant potential for development through removing, replacing or adapting the post-World War II additions to Osborne House.*

A summary of recommendations regarding future development are outlined on following pages.

Summary of CMP built form guidance

The CMP outlines broad level guidance on potential development opportunities and constraints at Osborne House & Stables Complex, including guidelines for new buildings with reference to design, materials, height, location, and building envelope.

In noting the CMP's zoned based approach, four zones were identified as being suited to new development, which recognises that discrete areas within the property offer opportunity for new works of varying scale, form and footprint. The four identified zones are described below, and illustrated in Figure 6 adjacent:

- Zone 1: The area between the nineteenth century heritage fabric of Osborne House and the stables, including the area of the East Lawn Precinct projecting from the Branscombe Room.
- Zone 2: The area east (rear) of the stables, between the stables complex and Corio Bay.
- Zone 3: The large area presently occupied by the City Depot, to the north of the stables.
- Zone 4: The area east of the cricket ground and west of the heritage buildings, including part of the current carpark.

Design guidance is provided for each zone, including appropriate development, and location/ scale of new buildings.

Zone 1: CMP built form guidance

The CMP describes Zone 1 by noting that development has historically generally evolved in a linear pattern, from the original Muirhead building north towards the stables, where such development has been contained within a west line established by the west elevations of the Muirhead building and stables.

A summary of the CMP's design guidelines relating to Zone 1 includes:

- *Where new buildings and works are contemplated for Zone 1, including on the site of demolished structures, they should be sited on or behind the west building line established by the Muirhead building and stables, to maintain the prominence and primacy of the heritage buildings in this area of the site.*
- *New built forms on the footprints of the present 1966-67 and 1975-76 Shire of Corio extensions should not be higher than the Muirhead building.*
- *In the event that the east annexe is demolished, there is potential for construction of a new single storey pavilion projecting from the location of the present Branscombe Room*
- *The envelope/footprint of the new single storey pavilion should in preference not exceed that of the present east annexe to the south, to avoid a new structure of inappropriate prominence.*

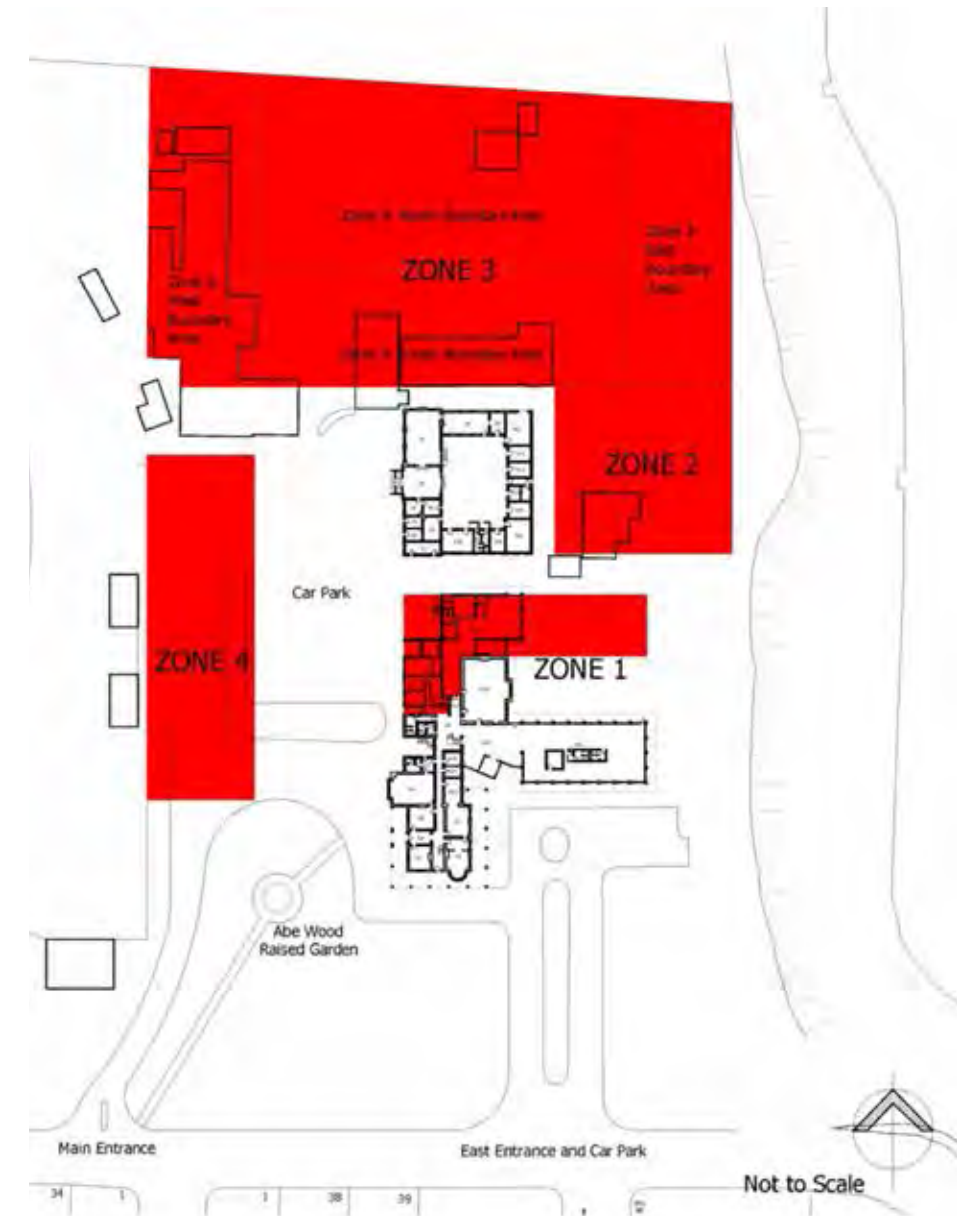


Figure 6. Conservation Management Plan designated development zones
(source: page 165 Lovell Chen CMP 2019)

Zone 2: CMP built form guidance

The CMP describes Zone 2 as being historically associated with gardening and support services for Osborne House & Stables Complex. It identifies that from the nineteenth century, it was divided from the formal east garden to the south by planting, and possibly used as a vegetable/kitchen garden, which extended into the 1980s, when the site was part of the Shire of Corio's nursery operations. It further describes the area as being characterised by a geometric layout with several paths connecting small structures to the north and east. Historically the area has also been partially screened from Corio Bay by planting along the escarpment.

A summary of the CMP's design guidelines relating to Zone 2 includes:

- *Given its utilitarian history and use, new works and buildings can be considered.*
- *New works should not extend beyond the line established by the north and south elevations of the stables, should be no higher than the rear of the stables and should be setback from the east wall of the stables by a distance of approximately five metres. This distance is sufficient to retain evidence of the three dimensional form of the stables building, and some visibility of the east elevation from within the site, albeit this is a rear wall.*
- *A low-scale and lightweight link or physical connection between the rear of the stables and a new structure is possible.*
- *A set back from the east side of new works to the bay would also be required, but would require a more detailed views analysis of what can be seen in oblique views of the historic buildings from the bay (from the north-east direction).*
- *New development can be visible, but that the visual impacts of development need to be managed in terms of the siting, scale, form and materials of buildings in this area of the site.*
- *Form and design of new works in Zone 2 can be contemporary, although highly reflective materials should be avoided in this area with high visibility from the bay.*

Zone 3: CMP built form guidance

The CMP described Zone 3 as a large and generally open area of utilitarian character, and with the exception of the relocated boathouse, depot buildings no heritage significance that can be removed. It notes that Zone 3 serves as an 'interface' area between the Osborne House property to the south and industrial land to the north, which is adjoined to the south by the stables; on the east by the escarpment overlooking Corio Bay; and on the west by the cricket ground. It acknowledged that Zone 3 has a historical association with Osborne House dating back to at least the 1890s, when it was used as a polo ground, but subsequent uses include cadet hutting and municipal storage.

The 2009 CMP critically notes that given the utilitarian history of Zone 3, the general lack of heritage character, and recognising the majority of the zone is some distance away from the more heritage-sensitive areas of the Osborne House property, that there is considerable scope for new buildings and works in the zone, subject to a range of design guidelines. The provided design guidelines relates to four boundary areas, which are summarised below:

North Boundary Area:

- *Greatest distance from the heritage buildings with less heritage sensitivity and most flexibility with regard to the footprint, form and scale of potential development.*
- *Heights of three to five storeys are feasible, subject to further sight or views analysis to avoid unacceptable heritage impacts. Visibility of new works should be minimised as a backdrop to, or above the roof of the stables building when it is viewed from the south-west (as viewed from the entry driveway) or south-east (as viewed from the south-east corner of the landholding). Partial visibility is acceptable.*
- *In terms of footprint, a single large building, or smaller structures, could be accommodated, with the main consideration being form and articulation when viewed from the south, from within the Osborne House property. It would be inappropriate for bulky new buildings to the north to dominate views or compete with visual appreciation of the heritage buildings.*

- *The approach to Osborne House has also always been from the south-west and historically the northern backdrop in views from the south and west was open space, with the present industrial forms in the distance being post-World War II additions. It is not suggested that this northern view from Osborne House should be returned to 'open space' it is important to manage the bulk and prominence of any new structure in this area.*

- *A large terraced building in this location should be feasible, subject to these constraints.*

South Boundary Area

- *The South Boundary Area of Zone 3 is in close proximity to the stables.*
- *New works and buildings in this area should be no higher than the main north-south roof ridge of the west wing of the stables building, so as to maintain the prominence of the stables including the central gable which has been the tallest structure on the site since the 1890s, and should remain so in this general vicinity.*
- *The north setback from the stables to new works should also be a minimum of five metres, in order to retain evidence of the three-dimensional form of the stables building, and 'free space' on its northern side.*
- *The footprint of a new building(s) in this area should also be carefully managed, to articulate and break up the plan and massing so as to again prevent introduction of what appears to be a large and bulky new building in this area.*
- *Applicable comments for the North Boundary Area apply, in terms of views of new development from the south, from within the Osborne House property.*
- *Construction of lower-scale buildings in this area will also ensure the enduring primacy of the Muirhead building and stables in views from further south, including from Swinburne Street and the property entrance area.*

East Boundary Area

- *The East Boundary Area of the zone overlooks the Bay.*
- *There is considerable potential for development in this area, subject to the sensitive handling of new works and buildings in terms of views from the Bay.*
- *A setback from the east boundary would be required, contingent upon a more detailed views analysis of what can be seen in oblique views of the historic buildings from the Bay (from the north-east direction).*
- *New development can be visible, but the visual impacts of development needs to be managed in terms of the siting, scale, form and materials of buildings in this area of the site. Articulation of building footprint and plan would assist in breaking up the impression of building bulk in this area, as potentially visible from the Bay.*
- *Depending again on the outcome of a detailed views analysis from the Bay, it is likely that new works will be lower than those in the North Boundary Area, although a stepped form may be possible, with lower scale on the east rising to higher scale on the west, consistent with what can be achieved within the constraints outlined above in relation to the visibility of new works in the adjoining North Boundary Area.*

West Boundary Area

- *West Boundary Area overlooks the cricket ground, and is visible from Melbourne Road.*
- *This area has historically been populated with single storey and generally temporary structures and at present is occupied by a long, low structure running north-south through the area.*
- *New works on the north of the area can be higher, as is consistent with what is achievable in the adjacent North Boundary Area, subject to those constraints and also to the visibility and appearance of works from the south, from within the Osborne House property.*
- *Works on the west side of this area should also have regard for their appearance in relation to the adjacent cricket ground and avoiding potential visual dominance over the recreational.*
- *Articulation of building footprint and plan would also assist in breaking up the impression of building bulk in this area.*

Zone 4: CMP built form guidance

The CMP describes Zone 4 as historically having been open space.

A summary of the CMP's design guidelines relating to Zone 4 includes:

- *Provides some, albeit limited, opportunity for new works.*
- *Acknowledges that while such works would potentially impact on views of the heritage buildings from the west, including the stables, these views have historically been impacted by plantings and therefore have not always been available.*
- *While new works can be contemplated for this zone, constraints on height, footprint and placement apply. This would assist in meeting the objective of limiting the scale and prominence of any new structures in this area to not compete with, or detract from the significant heritage buildings to the east, with their important western presentations.*
- *New buildings should be of low scale; as an indication new development should not exceed the height of the eaves line to the Muirhead building or the height of the main north-south roof ridge of the west wing of the stables building. These heights would allow the heritage buildings to remain the dominant forms on the property.*
- *In terms of footprints, new buildings within the zone should preferably be of a free-standing pavilion type or similar, potentially connected by low-scale and lightweight links.*
- *The footprints of individual buildings need not necessarily occupy the whole of the hatched zone but can be setback from the zone boundaries, or have some form of articulated plan to avoid a bulky or long linear building (or 'wall' of new building) in this visually sensitive area.*
- *Retention of some east-west views from the historic buildings to the cricket ground is also desirable, and should be achievable with limited connections between building components.*
- *A direct pedestrian/pathway link between the stables and cricket ground should also be maintained.*

Other general design guidance

The CMP also provides broad level guidance regarding design, form, and materials, which are briefly summarised below:

- *A contemporary but sympathetic design aesthetic for new works is considered an appropriate response for new buildings and structures within an historic setting.*
- *A contemporary approach will ensure a contrast with the heritage buildings, but should ensure the latter to remain prominent.*
- *Selection of materials and colours is important. Locally available materials such as bluestone, sandstone, brick, slate, render and timber have all been previously used, in a variety of applications and textures. This palette would provide a suite of robust materials for selective contemporary application.*
- *Design and form of new works should also avoid a 'faux' historic approach, or one which directly seeks to reproduce the character and appearance of the historic buildings within the site.*
- *Existing architectural details can be selectively reflected in new works, and if appropriate, include the use of eaves and verandahs.*
- *Hipped roofs are a consistent design feature at the place since 1857-58. Consideration should be given to maintaining this tradition in the vicinity of the heritage buildings, and where roof form of new works is an important consideration in visual impact.*
- *Pitched and gabled roof of the west elevation of the stables is an anomaly within the site, with the prominent double-height central gable in particular being a strong architectural feature and the tallest element at the site. This distinctive roof form should continue to stand out in the property context and, desirably not be replicated or mimicked.*
- *Driveway and hardstand areas should be surfaced in light-coloured gravel. Where appropriate, for reasons of substantial traffic volumes or dust suppression, the gravel finish may be rolled into a light coloured asphalt base to stabilize, or other similar treatment.*
- *Pedestrian hardstand area on the east side of Osborne House should be loose gravel.*
- *Driveway access and turning circle should also be light coloured gravel finish bordered both sides with brick spoon drains.*

Conclusions on findings and recommendations of CMP

The CMP is considered to be specifically relevant to the preparation of this masterplan, where its findings and recommendations can be effectively adopted to ensure the critical historic elements of Osborne House & Stables Complex are maintained.

This allows the masterplan to contemplate the removal/ retention/ remodelling of any and/ or all parts of the building which have been assessed as having little of no significance. (refer to pages 134 to 138 of CMP).

Furthermore, the zone based approach of the CMP (as summarised on preceding pages) have been adopted to guide and inform potential future built form (refer to pages 161 to 170 of the CMP).

With regard to the detailed commentary of the CMP relating to internal features and building details, this would have a greater degree of relevance to future detailed design concept work which would be logically prepared following the finalisation and adoption of this masterplan.

However, it is specifically highlighted that the broad level summary of the CMP's built form guidance as outlined within this document should not replace a full and detailed review of all relevant commentary and material contained in the CMP.

6.0 Stakeholder consultation

Figure 7 summarises the stakeholder consultation engagement activities undertaken to support the development of the Masterplan. There were three stages to the engagement process:

- Stage 1: Planning undertaken with the internal project team to confirm the engagement purpose, whole system representative groups, methods and communications.
- Stage 2: Input included individual stakeholder interviews; a co-design workshop where stakeholders worked with project team members on preferred elements of the future Masterplan; drop-in sessions for those unable to attend the workshop and an on-line survey.
- Stage 3: Feedback following the presentation of the draft concept plan. Stakeholders again worked with the project team at a workshop; drop-in sessions were offered and there was also an on-line feedback survey.

The City's communications team supported the engagement program through the provision of information, promoting activities via social media, advertisements and media articles. Presentations and information summaries were prepared by the consultant team to build knowledge and understanding through each stage.

These points summarise the key issues from the engagement:

- 1) There is optimism about developing the Precinct and its potential contribution to local and city-wide community and economic life.
- 2) There is a desire by some groups to restore Osborne House to acknowledge its significant heritage values and also as a community meeting venue where they can base their activities. This was a narrower focus than developing a precinct wide plan.
- 3) Continued community access to the precinct and the potential to connect with the City via foreshore walking and cycling paths with landscaped gardens and views of the bay.
- 4) The opportunity to combine history and heritage with future opportunities like the proposed powerhouse development to make the precinct a significant visitor destination and gateway with commercial employment opportunities.
- 5) The need to plan vehicle access and parking to accommodate increased use arising from an increase in the number of visitors and workers.

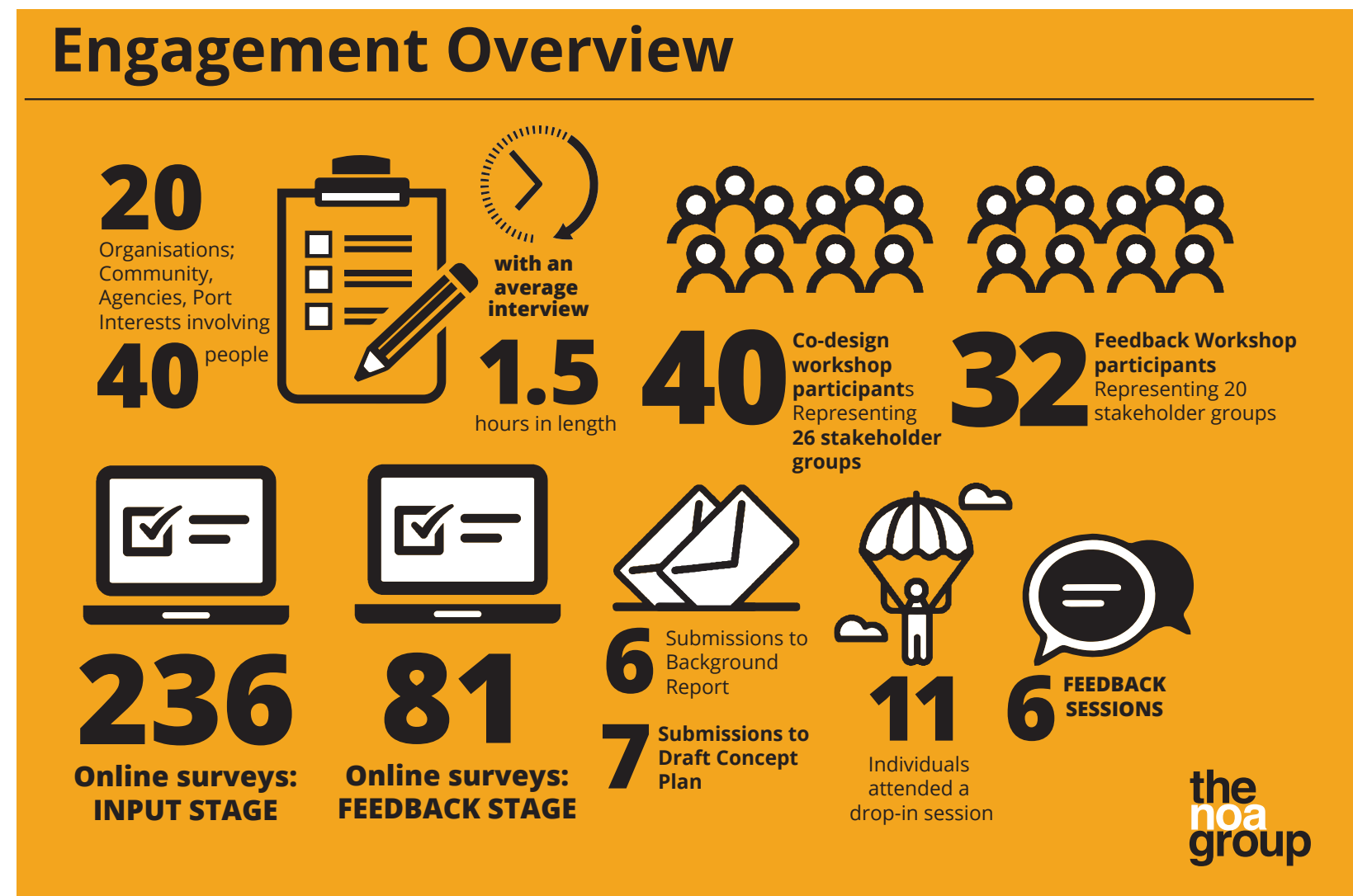


Figure 7. Consultation activities summary

Stage 2: Input

The preferred future, insights and themes that came from the Stage 1 engagement activities are set out below. Preferred future for the precinct:

- A place where heritage, culture, innovation, recreation and commerce come together and continuously evolve - 40,000 years of heritage; Geelong's story; creating a destination.
- A place where you live, learn, work, play, connect and reflect - many users; attractions and activities.
- A place of Geelong - a Gateway to Geelong

Supported by the following themes and insights (refer to following page):

A Strong Sense of Place: Blue Bay and Green Spaces

The strong sense of place evolves from a number of characteristics: the precinct's location on Corio Bay with sweeping water views; green open spaces and gardens; Aboriginal and European heritage found in the landscape and buildings; the Vietnam Veterans Avenue of Honour, and the imposing powerhouse building with its art works adding a contemporary layer. There are sport and recreation grounds; the City's fire fighters train here and the Memorial Band practice music and marching. Osborne House & Stables Complex attracts strong heritage interest. There is concern about the current neglect and lack of care which to many has implications for public safety.

Economic Activity: For the City and North Geelong

The proposed powerhouse development has potential to generate economic activity and employment in North Geelong and the City. The precinct could also be a visitor destination featuring history, heritage, cultural activities and learning. Central to these economic aspirations is the advancement of the powerhouse as an employment hub and the renovation of Osborne House and Stables. The need for on-site commercial activities to help fund the ongoing maintenance costs of Osborne House is also seen as necessary. There is tension over the potential loss of 'port-purpose' land.

Foreshore linkages: Bookend Linking Eastern Park, Central City and Osborne Park precinct

The aim of this popular theme is to link the precinct to the Central City and Eastern Park via the foreshore, developing a continuous commuter pathway for cyclists and walkers. The Bay is seen as a potential link with water taxis and boats transporting people to and from the precinct.

Movement and Access

The majority of people access the precinct by car, but it is also a recreational walking area for locals. Within the precinct there are paths and roads that 'don't go anywhere'. Roads and paths for bikes, pedestrians and cars need to create connections and linkages within and beyond the precinct. At present traffic is tolerable but could change as the site develops and a potential employment centre and visitor attractions emerge. There is concern over increased use of Mackey Street competing with industrial vehicles and port related access. A north-south connecting road was not supported with fear it could become a 'rat-run'. Consolidating parking was seen as key to a successful plan.

Stage 3: Feedback

The draft concept plan included five ambitions to support the realisation of the preferred future for the precinct. Outlined below are the insights on these ambitions:

Ambition 1: A precinct that embraces its "blue" bay and "green" park assets to enhance the visual and physical connections throughout and to the Osborne Park precinct and Corio Bay foreshore. The majority of respondents felt this ambition was innovative and likely to be part of the mix of creating a destination for locals and visitors and generating employment through visitor activities and the proposed powerhouse commercial development. The strengthened sense of arrival to Osborne House was noted and the improvements to access and linkages for pedestrians and cyclists within the precinct and to the foreshore welcomed by most. Open space expansion and improved waterfront access was also appreciated.

Ambition 2: A local precinct with regional influence to position a renovated Osborne House and Stables, along with the potential powerhouse development and associated employment opportunities as catalysts for activating the precinct as well as contributing to the City and Region's economy. There was some caution around the balance of potential commercial and community interests in the future management of Osborne House and Stables. Development of the powerhouse as an employment and enterprise centre, was seen as an opportunity for the precinct, City and Region. Although debate remains regarding the potential loss of port-purpose land and the introduction of non-industrial uses which could erode the functional operation of the Port of Geelong caused by the potential for amenity related complaints made against the port activities by newly established land uses.

The potential for development in-between the powerhouse and Osborne House and Stables attracted some support with the caution being around having clear separation of Osborne House from the industrial land to the north.

Ambition 3: A culturally enhanced precinct that celebrates its Aboriginal and European heritage to reveal the unique heritage attributes of Osborne House and Stables embracing its role as a key destination for the community; to tell and promote Aboriginal culture, the industrial heritage of the precinct and potentially emerging extension of the innovation district and enterprise activities inherent within the proposed powerhouse development. The combination of the collective heritage was seen as having the potential to create an exciting future for the precinct, however there were varying opinions regarding how core heritage fabric should be restored, and whether non-contributory heritage elements should be retained and refurbished or demolished and replaced. A lack of knowledge of Aboriginal heritage caused some uncertainty. There was support for restoring and reoccupying Osborne House and Stables by previous community group tenants. Mention was also made on the restoration of the Osborne Park gates on Princes Highway as a visual link to the House and precinct.

Ambition 4: A people - oriented precinct to establish a legible network of access ways that prioritise people's movement and comfort, and to consolidate parking away from foreshore environs to improve built form and landscape setting around Osborne House and Stables and potentially the powerhouse development. This was seen as a key opportunity to make the precinct people centric with enhanced natural landscapes, gardens and strong internal linkages for pedestrians and cyclists along with connection to the foreshore and beyond to the City.

Ambition 5: A precinct with appropriately managed parking to ensure vehicle parking and access do not dominate key spaces in the Precinct. The proposed central car park is seen as not only addressing parking issues particularly with a potential increase in people working in and visiting the precinct but also a way of accessing the area without creating a north-south thoroughfare. There were some concerns around safety and distance of the car park to precinct activities and for any future powerhouse development to have access to the car park from Mackey Street.

7.0 Masterplan role & vision

7.1 The masterplan's role

The following pages contain the masterplan, including a series of initiatives which are intended to guide use and development throughout the precinct over the coming years.

The masterplan seeks to outline a series of design principles and land use and development recommendations which recognise the diversity and potential of different parts of the site.

The following pages contain the masterplan vision, the over-arching five ambitions and the associated objective and strategies. This high level guiding material is then expanded upon within a series of precinct plans, which includes:

- Precinct 1: Marina
- Precinct 2: Osborne House & Stables Complex
- Precinct 3: Osborne Park
- Precinct 4: Employment & innovation

The designated precincts have been driven through a consideration of topography, access, coastal interface, land use and other existing conditions considerations such as heritage fabric, as well as consultation with stakeholders.

The precincts seek to recognise the diversity and potential of different parts of the site and have been devised through a consideration and analysis of appropriate land use, development form and landscape treatments across various part of the study area.

Consideration of the broad level land use and development guidance and principles for designated activity zones/ areas will ensure the overall site coherence, where this combined material is intended to guide land use and development throughout the precinct over the coming years.

However equally, a flexible approach should be taken to allow detailed design processes to find the best 'fit' for the site. Therefore the masterplan has a degree of in-built flexibility and should not be read as a prescriptive document.



1857-1858 Muirhead Building & existing foreground landscaping

7.2 The vision

The devised vision for the precinct is:

Osborne Park Precinct is a gateway to Geelong, where heritage, culture, innovation, commerce and recreation are celebrated. It will be linked to the city along the beautiful, crescent foreshore of Corio Bay, and will be a key destination in Geelong, showcased as 'one place' with many users, activities and attractions.



Reference image for active sporting uses



Reference image for pedestrian & cycle priority



Reference image for boulevard planting & pedestrian & cycle priority

8.0 Masterplan ambitions, objectives & strategies

In order to articulate the overall themes and directions of the masterplan, a series of five ‘ambitions’ have been devised, including:

- **Ambition 1:** *A precinct that embraces its ‘blue’ bay and ‘green’ park assets*
- **Ambition 2:** *A local precinct with regional influence*
- **Ambition 3:** *A culturally enhanced precinct that celebrates its Aboriginal and European heritage*
- **Ambition 4:** *A people- oriented precinct*
- **Ambition 5:** *A precinct with appropriately managed parking*

In order to build upon the devised masterplan ambitions, a guiding objective and associated strategies to achieve it have been developed for each ambition.

Each of the five ambitions and the associated objective and strategies are outlined in Sections 8.1 to 8.5. The objective and strategies for each seek to identify specific initiatives to ensure designated ambitions can be achieved.

In a spatial context the devised ambitions and associated objective and strategies apply broadly across the entirety of the study area. However in order to further expand upon their details and aspirations, further discussion of relevant strategies is provided in context of the four devised precincts. Those precincts include:

- Precinct 1: Marina
- Precinct 2: Osborne House & Stables Complex
- Precinct 3: Osborne Park
- Precinct 4: Employment & innovation

Refer to Section 9.0 for further details.

8.1 Ambition 1

A precinct that embraces its ‘blue’ bay and ‘green’ park assets.

Objective:

To enhance visual and physical connections between Osborne Park, Osborne House and the Corio Bay foreshore.

Strategies:

Well-connected green spaces within and around the precinct including along the foreshore, produce a series of community health benefits relating to recreation, visual amenity and broader ecological benefit. The precinct masterplan can harness these opportunities by implementing the following:

- A1.1: Create new network of pedestrian linkages from Osborne Park to the foreshore.
- A1.2: Enhance and extend the network of pedestrian links and bike infrastructure between Osborne Park and St Helens Park.
- A1.3: Create a parallel pedestrian shared path along the foreshore (at the top and bottom of the embankment), which connect to existing St Helens Park trail, St Helens Boat Ramp, Swinburne Street and Mackey Street.
- A1.4: Enhance and extend boulevard treatment along Swinburne Street and along future vehicular, cycle and pedestrian access ways.
- A1.5: Strengthen the sense of arrival to Osborne House & Stables Complex through the removal of existing car parking and returning to landscaped heritage gardens.
- A1.6: Encourage space to be provided between buildings (existing and future) to facilitate visual links between Osborne Park and foreshore.
- A1.7: Enhance the waterfront experience along St Helens car park through the creation of a new pedestrian coastal boardwalk to support an improved water recreation precinct.
- A1.8: Support the northern expansion of open space for further informal recreation and activity.
- A1.9: Acknowledge future opportunity to accommodate two netball courts.
- A1.10: Consider implementing new aesthetic fencing treatments along the edge of Osborne Park along its east, north and south boundaries to encourage visual openness and public access during non-active period, and better connect Osborne Park and Osborne House & Stables Complex.
- A1.11: Explore Water Sensitive Urban Design (WSUD) initiatives in future streetscape design as an appropriate means of managing urban stormwater quality and localised flooding.

8.2 Ambition 2

A local precinct with regional influence.

Objective:

To position a refurbished or redeveloped Osborne House & Stables Complex as a regional destination and support ongoing employment and recreational use.

Strategies:

For the precinct to become a resilient and sustainable asset, which includes a refurbished or redeveloped Osborne House & Stables Complex, and marketed within Geelong to attract local and regional visitors. Strategies to achieve this include:

- A2.1: Create new destinations and activities within a refurbished or redeveloped Osborne House & Stables Complex, to include community spaces coupled with a range of potential commercially focused uses such as *tourism focused retail, cafes, restaurants, conference rooms, event/function/wedding spaces, gallery, museum, boutique accommodation, artisan workshops etc (* - to be determined through later business case/market testing analysis).
- A2.2: Support investment within the precinct, with a focus on innovation and creativity.
- A2.3: Support the future evolution of existing manufacturing activities towards innovative manufacturing, commercial and business activity.
- A2.4: Encourage improved activation of buildings fronting Princes Highway and Mackey Street as part of any future development proposals.
- A2.5: Encourage improved north/ south pedestrian and cycle links from Mackey Street to Osborne Park as part of future development proposals.
- A2.6: Ensure future working population is provided with quality amenity and services within new developments.
- A2.7: Ensure future land use and development does not negatively impact on the ongoing operation of Port of Geelong and its function.
- A2.8: Ensure future land use and development does not negatively impact on existing residential precinct along Swinburne Street.
- A2.9: Consider opportunities to encourage water taxis as an alternative transport option connecting the precinct to central Geelong.

8.3 Ambition 3

A culturally enhanced precinct that celebrates its Aboriginal and European heritage.

Objective:

To reveal the unique heritage attributes of the Osborne House & Stables Complex, and embrace its role as a key destination for the community.

To promote the Aboriginal and industrial heritage of the surrounding area.

Strategies:

The heritage and cultural uniqueness of the Precinct comes from its Aboriginal heritage and European built heritage. The precinct has a unique history as a civic, maritime, industrial, recreational and meeting place for the community. It is important that this diverse history is reflected moving forward.

- A3.1: Provide a range of appropriate communal and shared community spaces/ facilities within the reactivated precinct to maximise usage by the widest range of local community groups.
- A3.2: Encourage an appropriate balance between community access and commercial activity within the reactivated Osborne House & Stables Complex.
- A3.3: Maintain and refurbish core heritage elements of Osborne House & Stables Complex, as identified in the Conservation Management Plan (2009 Lovell Chen).
- A3.4: Consider opportunities to restore and interpret the Muirhead section of Osborne House (note: inventory listed in the Geelong Advertiser, 12 March 1864, Page 3 may be of relevance).
- A3.5: Determine through business case analysis or market testing whether the refurbishment or removal and replacement of non-heritage buildings (as identified in the Conservation Management Plan, 2009 Lovell Chen) is the most financially viable means to reactivate the Osborne House & Stables Complex.
- A3.6: Ensure any replacement of non-heritage buildings is specifically guided by this masterplan and Zone 2 development parameters nominated in the Conservation Management Plan (2009 Lovell Chen).
- A3.7: Require potential future development north of the Osborne House Heritage Overlay (HO207) to be informed and guided by this masterplan and the development parameters for 'Zone 3' nominated in the Conservation Management Plan (2009 Lovell Chen).

- A3.8: Improve the setting and appearance of the Osborne House & Stables Complex through the removal of at grade parking to the western side of the building and replacement with heritage designed landscaped gardens.
- A3.9: Protect trees with primary and contributory heritage significance.
- A3.10: Undertake a heritage assessment of the existing c.1920 boathouse currently sited in City Depot (former Russell Polo Ground), to determine history, condition, retention value and appropriate site for relocation (as required).
- A3.11: Maintain and protect the Vietnam Veterans Avenue of Honour and Memorial (HO1999) and the Osborne Park heritage gates (HO2000) in line with existing heritage controls, as features at a key entry into the precinct.
- A3.12: Maintain and protect the World War II, Kokoda & Isurava monuments and flagpoles to the south west of Osborne House.
- A3.13: Support Indigenous and European heritage interpretation throughout precinct.
- A3.14: Encourage visual enhancement of existing substation as an industrial art installation without undermining its functional operation.
- A3.15: Continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier) to terminate at the precinct.



Reference image for potential coastal boardwalk



Reference image for new active uses



Reference image for new pathways and Osborne Park fencing

8.4 Ambition 4

A people- oriented precinct.

Objective:

To establish a legible network of access ways that prioritise people's movement and comfort, and to consolidate parking away from foreshore environs to improve built form and landscape setting around Osborne House & Stables Complex and within its immediate periphery.

Strategies:

Pedestrians are integral to realising a vibrant and active precinct. Creating a well – designed and safe pedestrian environment will contribute to the creation of memorable experiences and a positive image for the precinct.

- A4.1: Create a north – south pedestrian/ cycle link between the employment & innovation precinct (north) and Osborne Park (south), including boulevard landscaping and canopy tree planting.
- A4.2: Establish pedestrian and cycling priority within the precinct to create an active, safe and memorable place.
- A4.3: Encourage regular breaks between development parcels to enable east- west pedestrian and visual links to the foreshore.
- A4.4: Establish a continuous foreshore shared path (pedestrian and cyclists) that links seamlessly to key activity nodes within the precinct, and the existing foreshore trail to the south.
- A4.6: Improve pedestrian conditions at key intersections along the Princes Highway to ensure safe pedestrian links between the precinct and the North Geelong Railway Station.
- A4.7: Encourage night time activation within the precinct to contribute to improved perception of safety after dark.
- A4.8: Promote temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.
- A4.9: Encourage the creation of a cohesive sense of place for the precinct through adopting considered but flexible material and street furniture palette that focus on its industrial and maritime setting.

8.5 Ambition 5

A precinct with appropriately managed parking.

Objective:

To appropriately manage vehicle parking and access ways to ensure they do not dominate key spaces around Osborne House & Stables Complex and at the coastal interface.

Strategies:

The success of the precinct's revitalisation will require a considered and well managed access and parking arrangement to minimise impacts on the existing street network. Key initiatives include:

- A.5.1: Develop a new centralised carpark to the north of Osborne Park (to be accessed only via Swinburne Street), to consolidate the majority of parking and to maximise activation and landscaping opportunities elsewhere within the precinct.
- A5.2: Ensure the new access way is appropriately landscaped as a boulevard with canopy tree planting and provides for separate pedestrian and cycle access paths.
- A5.3: Acknowledge opportunities resulting from a centralised carpark in providing greater flexibility for buildings and landscaping within proximity of the foreshore and around Osborne House & Stables Complex.
- A5.5: Explore opportunities to unlock precinct revitalisation opportunities through licensing of Government land (DELWP/ City of Geelong) accommodating the centralised carpark.
- A5.5: Recognise the need for a wider network traffic and transport analysis of the existing road network surrounding and servicing the Port of Geelong, with a view to identifying optimal road network upgrades to service current and future growth in port activities and other land uses, leading to greater demand for shared use of Mackey Street.



Reference image for artistic lighting of substation



Reference image for palate of mixed materials



Reference image for palate of mixed materials

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9.0 Masterplan & Precincts



Figure 8. Overall Masterplan

Figure 8 Legend

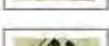
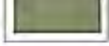
	Marina Precinct		Traffic Calming
	Osborne House & Stables Precinct		Stairs
	Osborne Park Precinct		War Memorial
	Employment & Innovation Precinct		Ocean Panoramic Views
	Refurbished or Replaced		Wayfinding Element
	Non-Heritage Building		New Entrance
	Refurbished Building		Street Furniture
	Potential Development Parcel		Cricket Facility
	CMP zone number		Netball Court
	Existing Tree		Potential Netball Courts Expansion
	Proposed Tree		Playground
	Avenue of Honor HO		Flexible Oval Fencing
	Garden Bed		Potential Water Taxi
	Grassed Area		Cyclist Focus
	Key Space for Activation		Pedestrian Focus
	Road		Potential Art/Lighting at Substation Site
	Parking		
	Disabled Parking		
	Bus Drop-off		
	Shared User Path (No vehicle access)		
	Footpath		
	CFA Access Road		



Figure 9. Masterplan precinct key map

9.1 Precinct 1: Marina

The masterplan's vision for the Precinct 1: Marina involves a range of minimal interventions in acknowledgement of its active and ongoing role for boating and fishing, which is greatly valued by local residents and wider Greater Geelong community.

Various aspects which seek to achieve this vision are briefly discussed under relevant headings below.

Marina & coastguard

The intent is for the marina and boat launch to be retained in its current format and function without modification. The current proposal to expand the existing coastguard building is also acknowledged and incorporated into the masterplan. Furthermore, the intent is also to retain the existing St Helens carpark and layout, in acknowledgement of its active and valued use, but this to be improved and upgraded with additional canopy tree planting.

The most significant recommendation for Precinct 1: Marina involves the implementation of a boardwalk along the coastal edge, which would improve access and appreciation of Corio Bay, and would suit active use by pedestrians and fisherman, who currently fish from the rock wall edge in an informal manner.

Pedestrian & cycle connectivity

Recommendations are included relating to improving pedestrian and cycle connections within and through the marina precinct. Such upgrades function to connect Osborne House/ Osborne Park with the coastal bay trail which currently terminates at St Helens Park located immediately to the south.



Reference image for traffic calming in cycling setting



Reference image for palate of mixed coastal materials



Reference image for movement designation through materiality



Reference image for landscaped shared user paths

Relevant strategies: Precinct 1: Marina

Relevant strategies listed under the five ambitions which will assist in achieving the masterplan's vision for Precinct 1: Marina includes:

- A1.1: Create new network of pedestrian linkages from Osborne Park to the foreshore.
- A1.2: Enhance and extend the network of pedestrian links and bike infrastructure between Osborne Park and St Helens Park.
- A1.3: Create a parallel pedestrian shared path along the foreshore (at the top and bottom of the embankment), which connect to existing St Helens Park trail, St Helens Boat Ramp, Swinburne Street and Mackey Street.
- A1.4: Enhance and extend boulevard treatment along Swinburne Street and along future vehicular, cycle and pedestrian access ways.
- A1.7: Enhance the waterfront experience along St Helens car park through the creation of a new pedestrian coastal boardwalk to support an improved water recreation precinct.
- A1.11: Explore Water Sensitive Urban Design (WSUD) initiatives in future streetscape design as an appropriate means of managing urban stormwater quality and localised flooding.
- A3.13: Support Indigenous and European heritage interpretation throughout precinct.
- A.3.15: Continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier) to terminate at the precinct.
- A4.2: Establish pedestrian and cycling priority within the precinct to create an active, safe and memorable place.
- A4.8: Promote temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.
- A4.9: Encourage the creation of a cohesive sense of place for the precinct through adopting considered but flexible material and street furniture palette that focus on its industrial and maritime setting.



Figure 10. Precinct 1: Marina

LEGEND

	Marina Precinct		Garden Bed		Shared User Path (No vehicle access)		New Entrance
	Existing Building		Grassed Area		Footpath		Street Furniture
	Potential Development Parcel		Playground		Traffic Calming		Potential Water Taxi Location
	Existing Tree		Road		Boardwalk Treatment		Cyclist Focus
	Proposed Tree		Parking		Wayfinding Element		Pedestrian Focus

9.2 Precinct 2: Osborne House & Stables Complex

The masterplan's vision for Precinct 2: Osborne House & Stables Complex seeks to upgrade and enhance heritage buildings and gardens to elevate it as the key destination and lynchpin for the locality. Various aspects which seek to achieve this vision are briefly discussed under relevant headings below.

Heritage landscape and setting

In recognition of the heritage value of Osborne House & Stables Complex, it is proposed to substantially improve its setting by removing the at grade carpark currently located to the west of buildings and returning this area to heritage landscaped gardens. A single way 'carriageway' driveway is proposed to provide vehicle access to the front of Osborne House & Stables Complex to their western elevations, but in practical terms would facilitate infrequent vehicle access. With the removal of all existing car parking to the west, the existing carpark to the east of Osborne House is proposed to be retained to accommodate a small number of parking spaces within the immediate curtilage of the building. Logically this would provide for disabled parking, and potentially limited service access to Osborne House. Additionally a bus drop off zone has been nominated on the access road to the south west of Osborne House.

As part of the potential heritage landscape setting surrounding Osborne House & Stables Complex, it is important to maintain and protect existing canopy trees, including those with primary and contributory heritage significance. The maintenance and protection of the World War II, Kokoda & Isurava monuments and flagpoles to the south west of Osborne House will further articulate the layered history of the precinct, noting that there is opportunity to acknowledge and celebrate Indigenous and European heritage interpretation throughout precinct.

Further design guidance regarding heritage landscaping is contained in the CMP, and should inform any later detailed landscape design process for areas surrounding Osborne House & Stables Complex.

Heritage protection & future development guidance

In clear recognition of the heritage classification of Osborne House & Stables Complex, the masterplan has adopted the recommendations of the CMP for the retention and refurbishment of core heritage elements. The CMP also identifies the potential to replace later non-heritage/ non-contributory buildings, however further business case analysis/ market testing is required to determine whether the refurbishment or replacement of non-heritage buildings is the most financially viable means to reactivate the Osborne House & Stables Complex. Should replacement of non-heritage buildings be contemplated, it would be necessary for all development to be specifically guided by development parameters nominated in the CMP, and as summarised within Section 5.7 of this report.

To this end, the masterplan has undertaken a critical review of the CMP's four zones identified for potential development and prepared initial conceptual building footprints and associated block model (Figure 12). This design review undertaken as part of the preparation of the masterplan has resulted the removal of some zones, and the reduction of the extent of others. General commentary and recommendations regarding each of the CMP's four zones is outlined below. For clarity, the full extent of the CMP's four zones are illustrated on the conceptual block model to clearly illustrate the difference between the CMP and recommendations of the masterplan.

Beyond the specific design parameters and considerations outlined below, the masterplan seeks to ensure space to be provided between buildings (both existing and future buildings) to facilitate visual and physical links between Osborne Park and foreshore.



Reference image for linear planting along movement corridors

CMP Zone 1: masterplan review & recommendations

Zone 1 as identified in the CMP includes a suggested building footprint which extends to the east of Osborne House, towards the coastal escarpment. However, in critically evaluating this proposed building footprint, if it were accommodated it would necessitate the removal of a number of large mature trees located to the east of Osborne House. The potential removal of these trees is not considered to be appropriate as they constitute a major landscape features at the coastal interface. In order to protect and maintain these existing mature canopy trees, the masterplan recommends reducing the potential footprint of Zone 1 to be inline with the east elevation of the stables building.

CMP Zone 2: masterplan review & recommendations

Zone 2 as identified in the CMP includes a suggested building footprint located immediately to the east of the stables complex which extends to the east of Osborne House, towards the coastal escarpment.

When evaluating this footprint, against other aspirations of the masterplan, such as to return Osborne House to a heritage landscape setting, the masterplan recommends removing Zone 2 altogether so as to allow greater open space and landscaping to be provided around Osborne House & Stables Complex.



Reference image for new uses in repurposed buildings

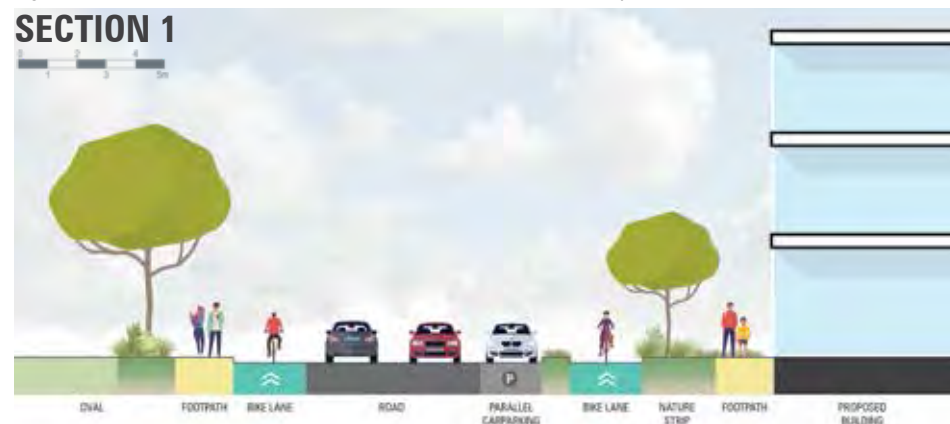


LEGEND

- | | | | |
|--|---|--|-----------------------|
| | Osborne House & Stables Precinct | | Traffic Calming |
| | Refurbished or Replaced Non-Heritage Building | | Stairs |
| | Refurbished Building | | War Memorial |
| | Potential Development Parcel | | Ocean Panoramic Views |
| | CMP zone number | | Wayfinding Element |
| | Existing Tree | | New Entrance |
| | Proposed Tree | | Street Furniture |
| | Garden Bed | | |
| | Grassed Area | | |
| | Key Space for Activation | | |
| | Road | | |
| | Parking | | |
| | Disabled Parking | | |
| | Bus Dropoff | | |
| | Shared User Path (No vehicle access) | | |
| | Footpath | | |

Figure 11. Precinct 2: Osborne House & Stables Complex

SECTION 1



SECTION 2



While Zone 2 is recommended to be removed as a formal building envelope, depending on the future use of the stables complex, it is acknowledged that Zone 2 could accommodate some form of active uses such as an outdoor café serviced from a discrete light weight/ temporary structure/ building. Such an outcome could be further explored through the later business case analysis/ market testing to be undertaken.

CMP Zone 3: masterplan review & recommendations

Zone 3 as identified in the CMP includes a large suggested footprint to the north of the stables complex, and outlines the greatest development potential. The design guidance provided in the CMP is summarised at Section 5.7 of this report, which clearly identified the potential for a building of 3-5 stories in scale. For clarity, the full extent of the footprint of Zone 3 is illustrated on the initial conceptual block model, which itself has been guided by the design guidelines of the CMP.

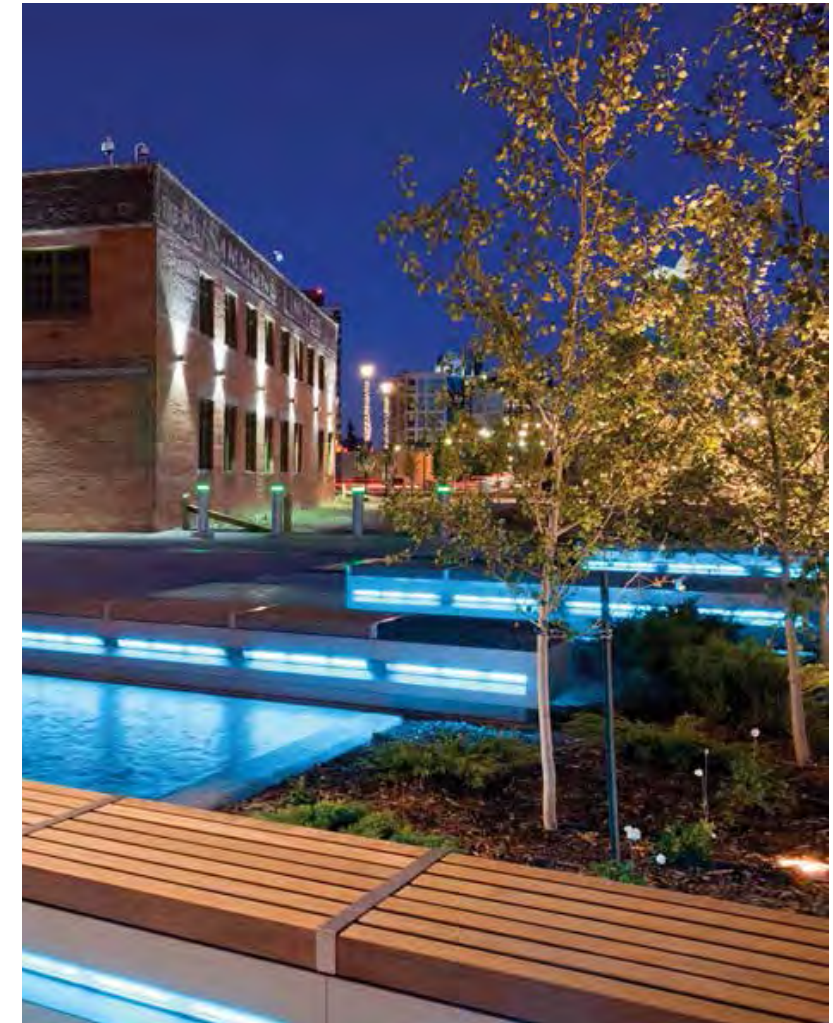
The prepared development concept illustrates a conceptual footprint which is substantially reduced from the full extent of Zone 3. Most critically the building footprint has been reduced to the east towards the coastal escarpment. This reduced footprint is recommended to allow a greater setback from the coastal escarpment and provide ample landscaping around future buildings at the coastal interface. The initial conceptual building footprint and block model also includes some provision for at grade car parking to the northern sections of Zone 3, and taller built form located away from the southern building interface with the stables complex, in line with the design guidance provided in the CMP.

For clarity, it is highlighted that the initial conceptual block modelling has not been prepared with the benefit of any detailed visual analysis being undertaken. As this is a specific recommendation of the CMP, it would need to be prepared to inform any future detailed development design. Furthermore, it is acknowledged that the initial conceptual block model and building footprint is not the only way Zone 3 could potentially be developed. Consequently, additional detailed design and visual analysis will be required so as to inform any future potential development of Zone 3 and would logically be explored through the business case/ market testing processes.

It is also important to acknowledge opportunities resulting from the proposed centralised carpark in providing greater flexibility for buildings and landscaping within proximity of the foreshore and around Osborne House & Stables Complex.



Reference image for light-weight temporary functions

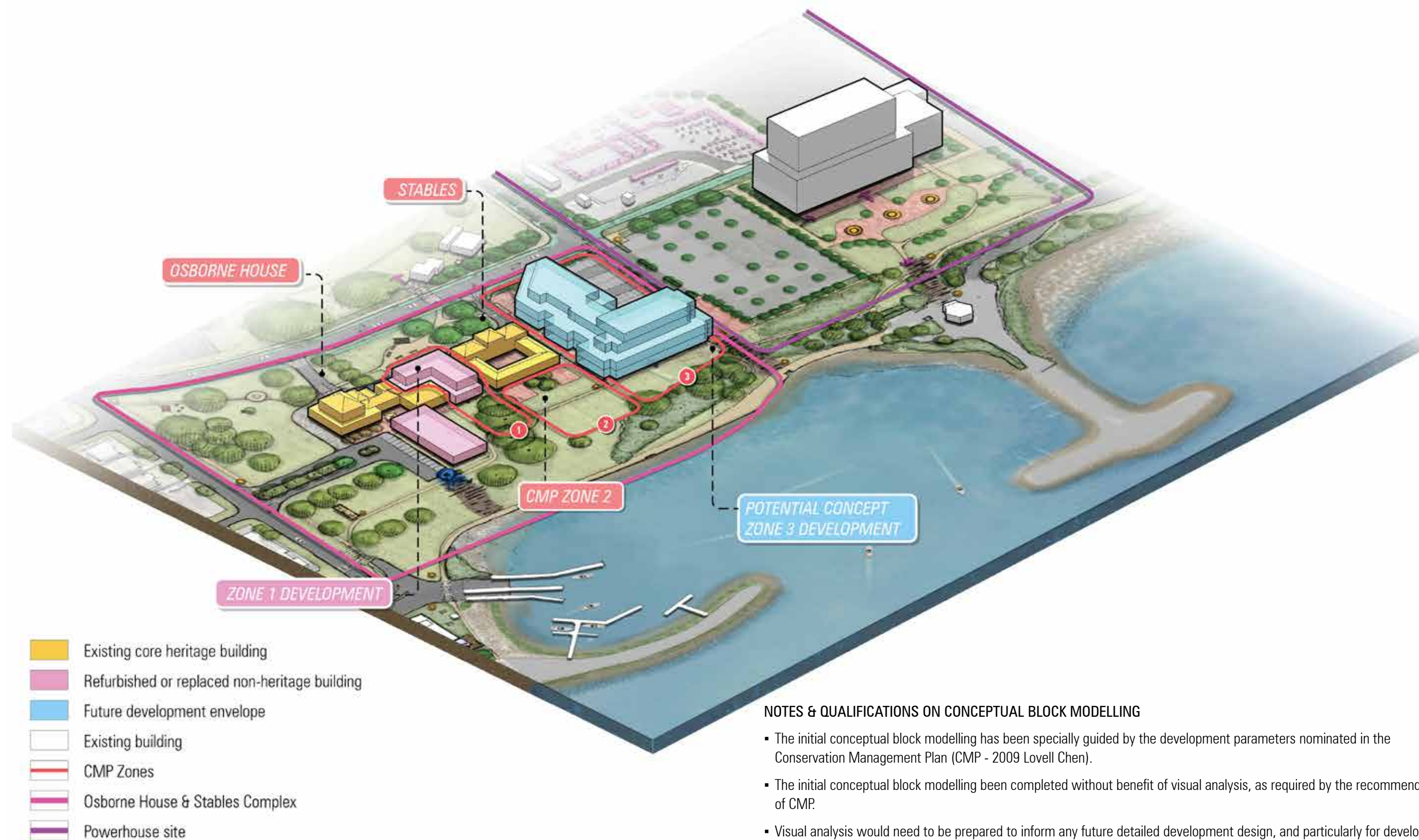


Reference image for highlighting buildings and spaces through lighting



Reference image for light-weight temporary functions

Reference image for light-weight temporary functions



NOTES & QUALIFICATIONS ON CONCEPTUAL BLOCK MODELLING

- The initial conceptual block modelling has been specially guided by the development parameters nominated in the Conservation Management Plan (CMP - 2009 Lovell Chen).
- The initial conceptual block modelling been completed without benefit of visual analysis, as required by the recommendations of CMP.
- Visual analysis would need to be prepared to inform any future detailed development design, and particularly for development within the CMP Zones 1, 2 & 3 to ensure key view of Osborne House & Stables Complex are retained.
- Visual analysis should also be conducted for any potential future development on the Powerhouse site to also ensure key view of Osborne House & Stables Complex are retained.
- It is acknowledged that the initial conceptual block model and building footprint is not the only way potential development of Osborne House & Stables Complex and land immediately the north could potentially be developed.
- Any alternative development scheme should be assessed against this masterplan and the development parameters nominated in the CMP.

Figure 12. Conceptual block modelling diagram

CMP Zone 4: masterplan review & recommendations

Zone 4 of the CMP identifies an area to the west of Osborne House & Stables Complex. However, in practical terms the masterplan recommends the removal of Zone 4 in order to manage other competing design requirements, including the provision of a new internal access roads and returning the area to the west of Osborne House & Stables Complex to landscaped heritage gardens.

Potential floor space under different development scenarios

As has been discussed above, there are a number of potential scenarios of retention and refurbishment of heritage buildings and either/ or refurbishment or replacement of non-heritage buildings. The preparation of the initial conceptual block model has allowed some high-level analysis of potential gross floor space to be undertaken, as follows:

- 3,000m² of gross floor space, based on refurbishment of heritage and non-heritage buildings; or
- 4,000m² of gross floor space, based on refurbishment of heritage buildings and replacement of non-heritage buildings).
- Approx. 9,000m² to 15,000m² of gross floor space of new buildings to be developed in Zone 3, based on the initial conceptual building footprint, if this were extruded to a building of between 3 to 5 storeys as outlined within the CMP design guidance*.

This basic indication of potential gross floor areas will be of assistance to the later business case/ market testing processes.

***NOTE:** Further clarity around the likely gross floor space of a future building in Zone 3 would be informed by further additional detailed design and visual analysis, which would logically occur in due course, and would provide more accurate information of gross floor space to be accommodated.

Heritage boathouse

An existing relocated boathouse is currently located within Zone 3, the City depot (former Russell Polo Ground). Of note, the CMP identifies that the heritage value of the existing circa 1920s boathouse is currently unclear. Therefore the masterplan recommendation is that this issue is resolved by undertaking further heritage analysis to determine history, condition,

retention value and an appropriate site for relocation, as may be required.

Land use & activity

In terms of land use and activity, Osborne House & Stables Complex will become a new destination with varied activities including community uses balanced with a range of potential commercially focused uses, with a focus on innovation and creativity and potential night time activation to contribute to improved perception of safety after dark. Opportunity also exists to promote temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.

With regard to maintaining community access to Osborne House & Stables Complex, it is important to provide a range of appropriate communal and shared community spaces/ facilities within the reactivated Osborne House & Stables Complex, to maximise usage by a wide range of local community groups. This will also need to achieve an appropriate balance between community access and commercial activity within the reactivated Osborne House & Stables Complex, noting that the incorporation of commercial activity is a key element is being able to generate income to facilitate the masterplan and assist with the ongoing maintenance costs.

To speak specifically of a potential range of appropriate uses to be facilitated within Precinct 2: Osborne House & Stables Complex, this may include: tourism focused retail, cafes, restaurants, conference/event/function/ wedding spaces, gallery, museum, boutique accommodation, artisan workshops etc.

It should however be understood that the role of the masterplan is to set and establish the template for the broader vision of the Precinct, and to establish a range of parameters around potential future development and/ or refurbishment, in addition to the range and type of potentially appropriate uses. It is therefore the role of a later and subsequent process of business case/ market testing analysis to determine the exact breakdown and arrangement of proposed uses and activities, which will be facilitated by the City following the endorsement of this masterplan by Council.

Pedestrian & cycle connectivity

A range of recommendations also seek to improve pedestrian and cycle connections and elevate their priority throughout Precinct 2: Osborne House & Stables Complex, and ensure pedestrian and cycle priority.

At a regional scale it involves pathway connections to continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier). At a more localised scale it involves the creation of a new network of pedestrian linkages from Osborne Park to the foreshore, in addition to parallel pedestrian shared paths along the foreshore (at the top and bottom of the embankment), which will function to seamlessly link to key activity nodes within precinct, and the existing foreshore trail to the south.

As a further longer-term aspiration, there are potential opportunities to encourage water taxis as an alternative transport option connecting the precinct to Geelong Central.

Relevant strategies: Precinct 2: Osborne House & Stables Complex

Relevant strategies listed under the five ambitions have been further categorised under relevant headings below. These relevant strategies will assist in achieving the masterplan's vision for Precinct 2: Osborne House & Stables Complex.

Heritage protection, celebration & future development guidance

- A1.5: Strengthen the sense of arrival to Osborne House & Stables Complex through the removal of existing car parking and returning to landscaped heritage gardens.
- A1.6: Encourage space to be provided between buildings (existing and future) to facilitate visual links between Osborne Park and foreshore.
- A3.3: Maintain and refurbish core heritage elements of Osborne House & Stables Complex, as identified in the Conservation Management Plan (2009 Lovell Chen).
- A3.4: Consider opportunities to restore and interpret the Muirhead section of Osborne House (note: inventory listed in the Geelong Advertiser, 12 March 1864, Page 3 may be of relevance).
- A3.5: Determine through business case analysis or market testing whether the refurbishment or replacement of non-heritage buildings (as identified in the Conservation Management Plan, 2009 Lovell Chen) is the most financially viable means to reactivate the Osborne House & Stables Complex.

- A3.6: Ensure any replacement of non-heritage buildings is specifically guided by this masterplan and Zone 2 development parameters nominated in the Conservation Management Plan (2009 Lovell Chen).
- A3.7: Require potential future development north of the Osborne House Heritage Overlay (HO207) to be informed and guided by this masterplan and the development parameters for 'Zone 3' nominated in the Conservation Management Plan (2009 Lovell Chen).
- A3.8: Improve the setting and appearance of Osborne House & Stables Complex through the removal of at grade parking to the western side of the building and replacement with heritage designed landscaped gardens.
- A3.9: Protect trees with primary and contributory heritage significance.
- A3.10: Undertake a heritage assessment of the existing circa 1920s boathouse currently sited in City Depot (former Russell Polo Ground), to determine history, condition, retention value and appropriate site for relocation (as required).
- A3.12: Maintain and protect the World War II, Kokoda & Isurava monuments and flagpoles to the south west of Osborne House.
- A3.13: Support Indigenous and European heritage interpretation throughout precinct.
- A4.3: Encourage regular breaks between development parcels to enable east- west pedestrian and visual links to the foreshore.
- A4.9: Encourage the creation of a cohesive sense of place for the precinct through adopting considered but flexible material and street furniture palette that focus on its industrial and maritime setting.
- A5.3: Acknowledge opportunities resulting from a centralised carpark in providing greater flexibility for buildings and landscaping within proximity of the foreshore and around Osborne House & Stables Complex.

Land use & activity

- A2.1: Create new destinations and activities within a refurbished or redeveloped Osborne House & Stables Complex, to include community spaces coupled with a range of potential commercially focused uses* including: tourism focused retail, cafes, restaurants, conference/event/function/wedding space/s, gallery, museum, boutique accommodation, artisan workshops etc (* - to be determined through later business case/market testing analysis).
- A2.2: Support investment within the precinct, with a focus on innovation and creativity.
- A2.8: Ensure future land use and development does not negatively impact on existing residential precinct along Swinburne Street.
- A3.1: Provide a range of appropriate communal and shared community spaces/ facilities within the reactivated Osborne House & Stables Complex, to maximise usage by the widest range of local community groups.
- A3.2: Encourage an appropriate balance between community access and commercial activity within the reactivated Osborne House & Stables Complex.
- A4.7: Encourage night time activation within the precinct to contribute to improved perception of safety after dark.
- A4.8: Promote temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.

Pedestrian & cycle connectivity

- A1.1: Create new network of pedestrian linkages from Osborne Park to the foreshore.
- A1.2: Enhance and extend the network of pedestrian links and bike infrastructure between Osborne Park and St Helens Park.
- A1.3: Create a parallel pedestrian shared path along the foreshore (at the top and bottom of the embankment), which connect to existing St Helens Park trail, St Helens Boat Ramp, Swinburne Street and Mackey Street.
- A2.9: Consider opportunities to encourage water taxis as an alternative transport option connecting the precinct to Geelong Central.
- A3.15: Continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier) to terminates at the precinct.
- A4.2: Establish pedestrian and cycling priority within the precinct to create an active, safe and memorable place.
- A4.4: Establish a continuous foreshore shared path (pedestrian and cyclists) that links seamlessly to key activity nodes within precinct, and the existing foreshore trail to the south.

Landscaping & public realm

- A1.4: Enhance and extend boulevard treatment along Swinburne Street and along future vehicular, cycle and pedestrian access ways.
- A1.11: Explore Water Sensitive Urban Design (WSUD) initiatives in future streetscape design as an appropriate means of managing urban stormwater quality and localised flooding.

9.3 Precinct 3: Osborne Park

The masterplan's vision for Precinct 3: Osborne Park involves a range of minimal interventions, in acknowledgement of its role for active sports and recreations and is highly valued by the Greater Geelong community. As such, the intent is for the primary active recreational uses to be retained in their current format without modification.

Various aspects which seek to achieve this vision are briefly discussed under relevant headings below.

Osborne Park and surrounds

The intent is for the primary active recreational uses to be retained in their current format without modification. Provision has been made for a second netball court adjacent to the existing court should demand warrant it in future.

Activation and links is also a key aspiration, where it is proposed to better link and integrate Osborne Park and Osborne House & Stables Complex. This would be achieved by new aesthetic fencing treatments along the east boundary and new gate and pedestrian path connection between Osborne Park and Osborne House & Stables Complex.

There is also opportunity to encourage night time activation within the precinct to contribute to improved perception of safety after dark, and to promote temporary activities that engage with the community and activate underutilised areas, which could include areas within Osborne Park when not being used.

In noting their location at a key entry into the precinct, the Vietnam Veterans Avenue of Honour and Memorial (HO1999) and the Osborne Park heritage gates (HO2000) will be maintained and protected in line with existing heritage controls.

Pedestrian & cycle connectivity

A range of recommendations also seek to improve pedestrian and cycle connections and elevate their priority throughout Precinct 3: Osborne Park.

At a regional scale it involves pathway connections to continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier). At a more localised scale it involves the creation of a new network of pedestrian linkages from Osborne Park to the foreshore.

Further pedestrian and cycle links connecting through to Mackey Street are encouraged as part of a broader transport network response.

Landscape and public realm

Further recommendations seek to improve landscaping and the public realm as part of the new roadway, pedestrian and cycle connections, which involve appropriate treatment with boulevard planting (significant canopy trees) and associated landscaping beds, which can have a dual function for Water Sensitive Urban Design (WSUD) as part of managing urban stormwater quality and localised flooding.

Public realm upgrades also provides opportunity to support and facilitate Indigenous and European heritage interpretation throughout the precinct.

Parking & traffic

A key aspiration of the masterplan is the development of a new centralised carpark immediately to the north of Osborne Park (to be accessed via Swinburne Street). The intent of this carpark is to consolidate the majority of parking within a single location within the precinct. The central carpark would be designed to avoid/ exclude any through road vehicles access from Swinburne Street to Mackey Street. Rather it would only be accessible from Swinburne Street, as primarily it would be servicing land uses and activities in the southern half of the precinct.

The consolidated parking area functions to remove existing parking areas immediately to the west of Osborne House & Stables Complex. It can also provide opportunity to 'unlock' development potential elsewhere within the precinct. This would involve providing land for parking associated with potential future development of land immediately to the north of the stables complex.



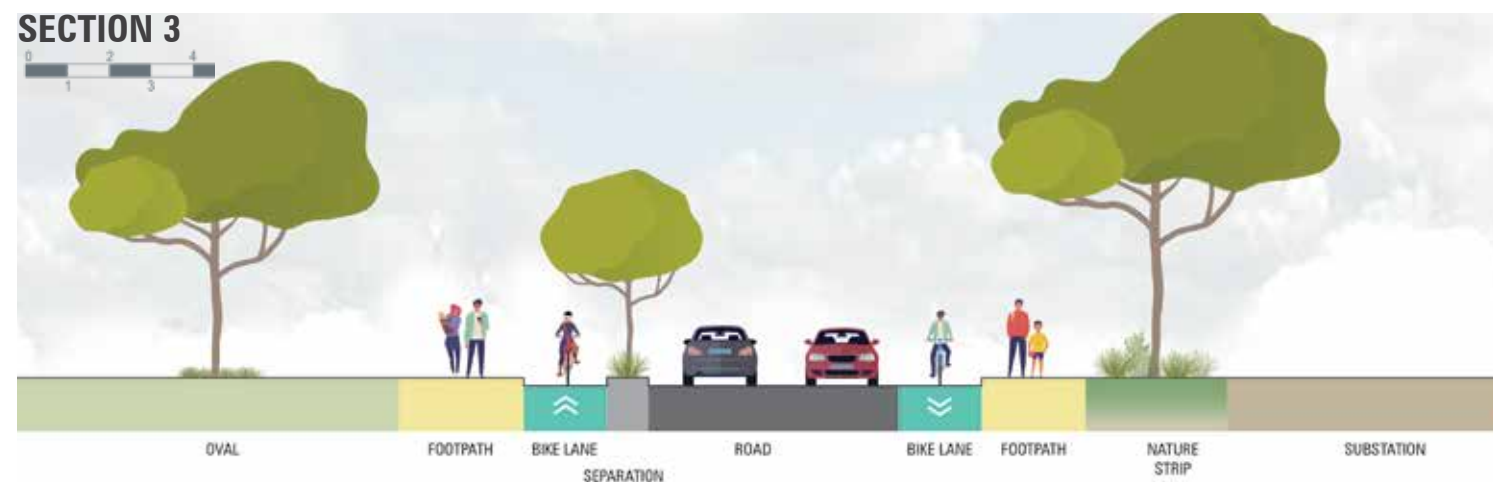
Reference image for softening hardscape areas



Reference image for traffic calming in pedestrian areas



Figure 13. Precinct 3: Osborne Park



LEGEND

- Osborne Park Precinct
- Existing Building
- Existing Tree
- Proposed Tree
- Avenue of Honor HO
- Garden Bed
- Grassed Area
- Cricket Facility
- Netball Court
- Potential Netball Courts Expansion
- Playground
- Flexible Oval Fencing
- CFA Access Road
- Road
- Parking
- Shared User Path (No vehicle access)
- Footpath
- Traffic Calming
- War Memorial
- Wayfinding Element

Relevant strategies: Precinct 3: Osborne Park

Relevant strategies listed under the five ambitions have been further categorised under relevant headings below. These relevant strategies will assist in achieving the masterplan's vision for Precinct 3: Osborne Park:

Osborne Park

- A1.8: Support the northern expansion of open space for further informal recreation and activity.
- A1.9: Acknowledge future opportunity to accommodate two netball courts.
- A1.10: Consider implementing new aesthetic fencing treatments along the edge of Osborne Park along its east, north and south boundaries to encourage visual openness and public access during non-active period, and better connect Osborne Park and Osborne House & Stables Complex.
- A2.8: Ensure future land use and development does not negatively impact on existing residential precinct along Swinburne Street.
- A3.11: Maintain and protect of the Vietnam Veterans Avenue of Honour and Memorial (H01999) and the Osborne Park heritage gates (H02000) in line with existing heritage controls, as features at a key entry into the precinct.
- A4.7: Encourage night time activation within the precinct to contribute to improved perception of safety after dark.
- A4.8: Promote temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.



Reference image for space activation through lighting

Pedestrian & cycle connectivity

- A1.1: Create new network of pedestrian linkages from Osborne Park to the foreshore.
- A1.2: Enhance and extend the network of pedestrian links and bike infrastructure between Osborne Park and St Helens Park.
- A2.5: Encourage improved north/ south pedestrian and cycle links from Mackey Street to Osborne Park as part of future development proposals.
- A3.15: Continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier) to terminates at the precinct.
- A4.2: Establish pedestrian and cycling priority within the precinct to create an active, safe and memorable place.
- A4.6: Improve pedestrian conditions at key intersections along Princes Highway to ensure safe pedestrian links between the precinct and North Geelong Railway Station.

Landscape and public realm

- A1.4: Enhance and extend boulevard treatment along Swinburne Street and along future vehicular, cycle and pedestrian access ways.
- A1.11: Explore Water Sensitive Urban Design (WSUD) initiatives in future streetscape design as an appropriate means of managing urban stormwater quality and localised flooding.
- A3.13: Support Indigenous and European heritage interpretation throughout precinct.
- A4.1: Create a north – south pedestrian/ cycle link between the employment & innovation precinct (north) and Osborne Park (south), including boulevard landscaping, including canopy tree planting.



Reference image for pedestrian boulevard treatment

Parking & traffic

- A5.1: Develop a new centralised carpark to the north of Osborne Park (to be accessed only via Swinburne Street), to consolidate the majority of parking thereby maximising activation and landscaping opportunities elsewhere within the precinct.
- A5.2: Ensure the new access way is appropriately landscaped as a boulevard with canopy tree planting and provides for separate pedestrian and cycle access paths.
- A5.3: Acknowledge opportunities resulting from a centralised carpark in providing greater flexibility for buildings and landscaping within proximity of the foreshore and around Osborne House & Stables Complex.



Reference image for landscape softening movement corridors



Reference image for landscape softening car park environments

9.4 Precinct 4: Employment & innovation

The masterplan's vision for Precinct 4: Employment & innovation involves a leading employment and innovation precinct, with a high-quality public realm, particularly along the coastal foreshore interface.

While the masterplan provides a range of design guidance and suggestions, it should be acknowledged that land within Precinct 4: Employment & innovation is privately owned. Therefore, the outcomes sought to be achieved by the masterplan would logically need to be negotiated with private landowners as part of any future development proposal. Likewise, it must be acknowledged that alternate land use and development proposals may be put forward by private landowners which still achieves compliance with the broader aspirations of the masterplan, while technically deviated from the spatial layout as illustrated in this document. This is acceptable as it is in line with the principle of a masterplan having a degree of flexibility in its overall implementation.

In noting the designation of Precinct 4 for 'employment and innovation' this is seeking to foster enterprise and related business activity. The City have already acknowledged and committed to this evolution in land use and activity through the support of the planning application to convert the powerhouse site for a modern office development. However the application is currently subject to a review process by the Minister for Planning with a final decision currently awaited.

Notwithstanding, various aspects which seek to achieve employment and innovation outcomes for Precinct 4 are briefly discussed under relevant headings below.

Future land use & development guidance: glass factory site

It is acknowledged that the glass factory has in recent years invested heavily in current manufacturing processes and is likely to remain as an active manufacturing use on site in the long term. Should existing activities need to be expanded, there is a clear opportunity to accommodate new buildings along the Mackey Street frontage, along with a reoriented carpark located to the south, adjacent to the substation.

Should the older industrial building located on the corner of Princes Highway and Mackey Street be contemplated for redevelopment, this masterplan seeks to encourage a building with improved streetscape presentation and activation, in noting this forms a key corner frontage for the precinct.

However, if in the foreseeable future should the glass factory cease operation from the site, the masterplan seeks to support investment within the precinct, with a focus on innovation and creativity, and to support the future evolution of existing manufacturing activities towards technological research/ high-tech manufacturing, commercial and associated business activity.

Furthermore, should any development or modifications in land use be contemplated which results in opening up the site for increased public access, the masterplan highlights the opportunity to develop a new north/south aligned pedestrian and cycle accessway between Mackey Street and Osborne Park.

Future land use & development guidance: powerhouse site

It is acknowledged that the powerhouse site has a current planning application to develop modern offices, which was supported by Council in 2018. That planning application is currently subject to review proceedings by the Minister for Planning, with a final determination currently awaited, therefore the outcome is currently unknown.

The powerhouse site is located on the escarpment at the coastal interface with Corio Bay. This constitutes an extremely important visual interface that any potential future development should appropriately address with a high-quality contemporary design. Furthermore the public realm should seek to foster visual and physical links along this interface, including landscaping and pedestrian pathways to connect with the proposed shared pathway to be located on public land on top of the escarpment. Such elements would function to ensure the overall connection and integration of the powerhouse site with the broader precinct.

In terms of broader built form guidance, the existing powerhouse building is encouraged to be retained and refurbished as part of the acknowledgment of the industrial history of the location. High amenity landscaping to be located between the existing powerhouse building and the foreshore escarpment and foreshore pathways are also encouraged.

The existing planning application for the powerhouse site includes a large area of at grade parking located to the south of the existing building. Subject to future land use and the provision of adequate onsite parking, there could be opportunity to consider new built form to the south of the powerhouse site. However the design of any building would need to appropriately address the sensitive coastal interface and not detract from the broader backdrop views of Osborne House & Stables Complex when viewed from key vantage points located to the south. The allocation and provision of on-site parking for future land use is acknowledged to be a major issue in facilitating development in this area and would need to be resolved as part of a detailed planning application process. However it is also highlighted that the masterplan contemplates 'unlocking' precinct revitalisation opportunities through licensing of Government land (DELWP/ City of Geelong) accommodating the centralised carpark. Such an arrangement would need to be subject of detailed investigations and negotiations between the City and private landowners to establish whether it is a feasible and workable concept.



Reference image new development spilling out into new people-scaled spaces

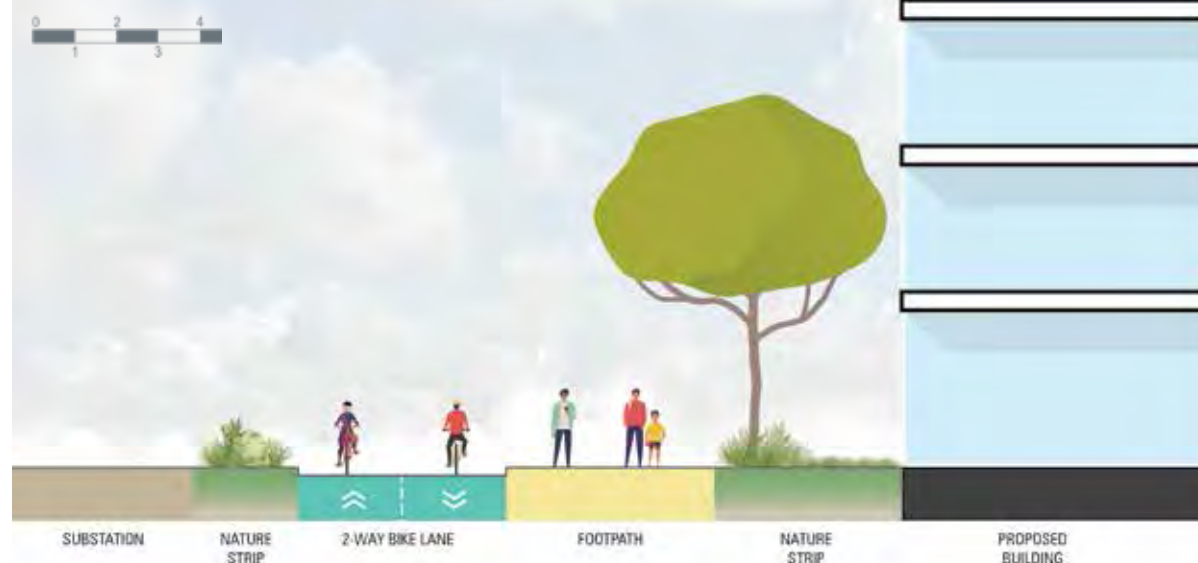


Figure 14. Precinct 4: Employment & innovation

LEGEND

	Employment & Innovation Precinct		Stairs
	Existing Building		Wayfinding Element
	Refurbished Building		New Entrance
	Potential Development Parcel		Potential Art/Lighting Installation at Substation Site
	Existing Tree		
	Proposed Tree		
	Avenue of Honor H0		
	Garden Bed		
	Grassed Area		
	Key Space for Activation		
	Road		
	Parking		
	Shared User Path (No vehicle access)		
	Footpath		
	Traffic Calming		

SECTION 4



The issue of the potential provision of on-site parking on the powerhouse site is also specifically linked to the proposed north-south pedestrian/ cycle link which is acknowledged to be located on private land (i.e. located predominantly on the powerhouse site to the west of powerhouse building). Therefore, if this new pedestrian/cycle link is to be facilitated in future, it would be the result of successful negotiations with the relevant landowner.

As such, the potential new pedestrian/ cycle link could form part of broader negotiations with the landowner as part of any potential development of land to the south of the powerhouse site. Equally, it is highlighted that the proposed alignment of the new north-south pedestrian/ cycle link, would in practical terms separate a triangular parcel of land from the adjacent glass factory site. Should this section of separated land be acquired by the powerhouse site, it would in theory provide additional flexibility for on-site parking to the provided north of the site, to free up land to south of the powerhouse site.

Beyond the practical matters of parking provision, broader design guidance requires breaks and spaces to be provide between buildings to facilitate east/ west visual links and pedestrian access between Osborne Park and foreshore.

Likewise, with reference to land use, the masterplans seeks to support investment within the precinct, with a focus on innovation and creativity, and to support the future evolution of existing manufacturing activities towards innovative manufacturing, commercial and associated business activity. Potential night time activation would also be encouraged to contribute to improved perception of safety after dark, as well as temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.

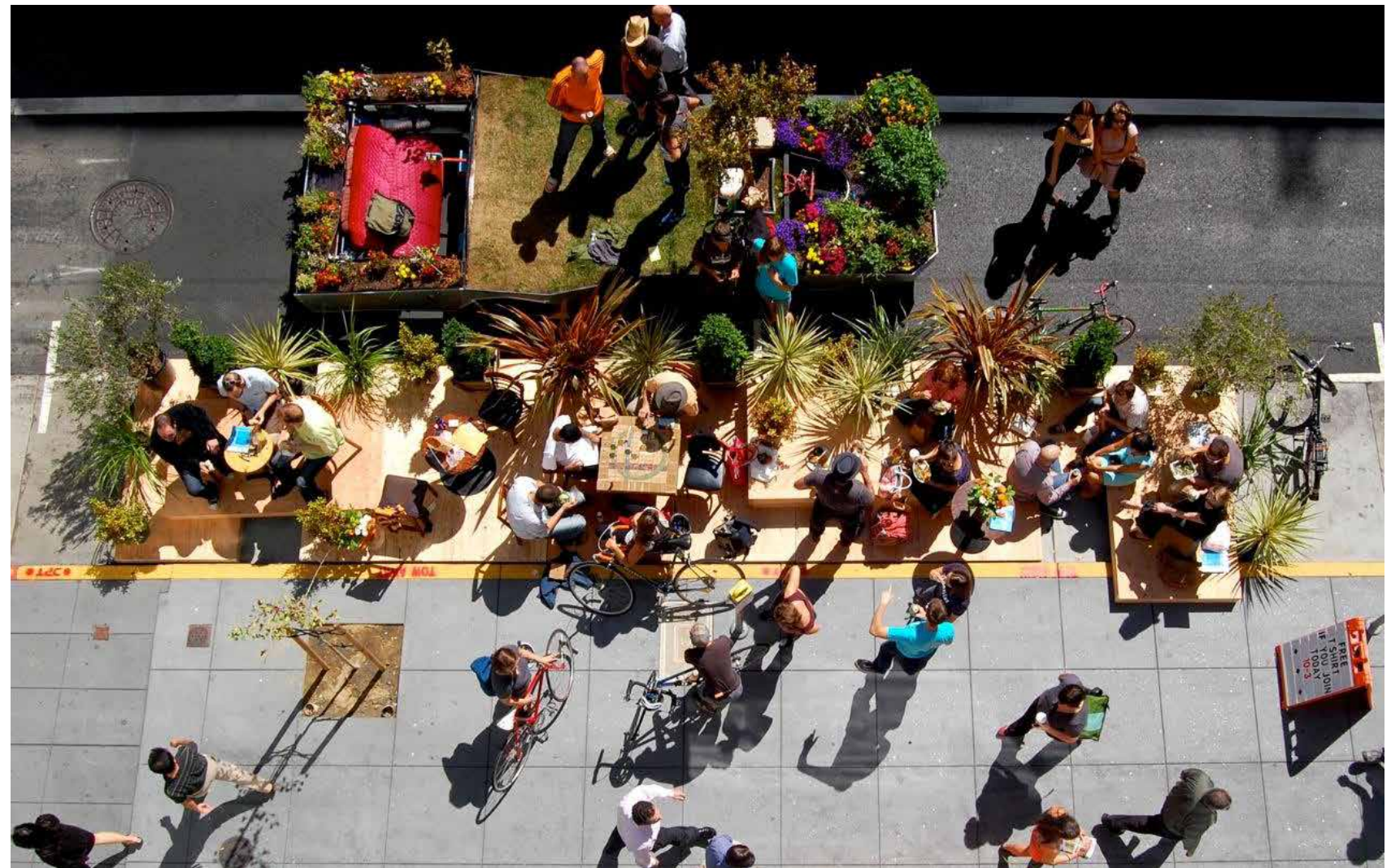
With reference to the existing substation (located to the west of the powerhouse), this is privately owned land, under separate ownership to the powerhouse site. There is however opportunity to visually enhance this existing piece of working infrastructure though either lighting or art installation.

Pedestrian & cycle connectivity

A range of recommendations also seek to improve pedestrian and cycle connections and elevate their priority throughout Precinct 4.

At a regional scale it involves pathway connections to continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier). At a more localised scale it involves the creation of a new network of pedestrian linkages from Osborne Park to the foreshore.

Further pedestrian and cycle links connecting Osborne Park through to Mackey Street are encouraged as part of a broader transport network response.



Reference image for activity nodes along movement corridors

Relevant strategies: Precinct 4: Employment & innovation

Relevant strategies listed under the five ambitions have been further categorised under relevant headings below. These relevant strategies will assist in achieving the masterplan's vision for Precinct 4: Employment & innovation:

Future land use & development guidance

- A1.6: Encourage space to be provided between buildings (existing and future) to facilitate visual links between Osborne Park and foreshore.
- A2.2: Support investment within the precinct, with a focus on innovation and creativity.
- A2.3: Support the future evolution of existing manufacturing activities towards innovative manufacturing, commercial and business activity.
- A2.4: Encourage improved activation of buildings fronting Princes Highway and Mackey Street as part of any future development proposals.
- A2.5: Encourage improved north/ south pedestrian and cycle links from Mackey Street to Osborne Park as part of future development proposals.
- A2.6: Ensure future working population is provided with quality amenity and services within new developments. A2.7: Ensure future land use and development does not negatively impact on the ongoing operation of Port of Geelong and its function.
- A3.14: Encourage visual enhancement of existing substation as an industrial art installation without undermining its functional operation.
- A4.3: Encourage regular breaks between development parcels to enable east- west pedestrian and visual links to the foreshore.
- A4.7: Encourage night time activation within the precinct to contribute to improved perception of safety after dark.
- A4.8: Promote temporary activities that engage with the community and activate underutilised areas, particularly along the foreshore.
- A4.9: Encourage the creation of a cohesive sense of place for the precinct through adopting considered but flexible material and street furniture palette that focus on its industrial and maritime setting.

Pedestrian & cycle connectivity

- A1.3: Create a parallel pedestrian shared path along the foreshore (at the top and bottom of the embankment), which connect to existing St Helens Park trail, St Helens Boat Ramp, Swinburne Street and Mackey Street
- A2.9: Consider opportunities to encourage water taxis as an alternative transport option connecting the precinct to Geelong Central.
- A3.15: Continue the Central Geelong Arts & Culture Walking Trails from Central Geelong (Cunningham Pier) to terminates at the precinct.
- A4.1: Create a north – south pedestrian/ cycle link between the employment & innovation precinct (north) and Osborne Park (south), including boulevard landscaping, including canopy tree planting.
- A4.2: Establish pedestrian and cycling priority within the precinct to create an active, safe and memorable place.
- A4.4: Establish a continuous foreshore shared path (pedestrian and cyclists) that links seamlessly to key activity nodes within precinct, and the existing foreshore trail to the south.
- A4.6: Improve pedestrian conditions at key intersections along Princes Highway to ensure safe pedestrian links between the precinct and North Geelong Railway Station.



Reference image for traffic calming



Reference image for foreshore/promenade settings

Landscape and public realm

- A1.4: Enhance and extend boulevard treatment along Swinburne Street and along future vehicular, cycle and pedestrian access ways.
- A1.11: Explore Water Sensitive Urban Design (WSUD) initiatives in future streetscape design as an appropriate means of managing urban stormwater quality and localised flooding.

Parking & traffic

- A5.5: Explore opportunities to unlock precinct revitalisation opportunities through leasing of Government land (DELWP/ City of Geelong) accommodating the centralised carpark.
- A5.5: Recognise the need for a wider network traffic and transport analysis of the existing road network surrounding and servicing the Port of Geelong, with a view to identifying optimal road network upgrades to service current and future growth in port activities and other land uses, leading to greater demand for shared use of Mackey Street.

10.0 Design Themes

The arrival experience of the precinct is currently dominated by car parks, a notable substation, the former depot, large format industrial forms as well as the sporting ground associated with Osborne Park.

However the arrival experience for the precinct could be greatly improved, to generate a strong sense of arrival which will communicate the essence of the place, and to provide the first impression of a welcoming and people friendly precinct that is grounded by its heritage assets. This aim is consistent with the overarching precinct's ambition:

Wayfinding is also an important aspect of precinct experience, noting that wayfinding is defined by the ways in which people orient themselves in physical space and navigate from place to place. Wayfinding can be facilitated through items such as legible pathway networks, maps, signage and directional markings. This is all consistent with the designated precinct ambitions.

Key Actions:

Key actions and initiatives to guide the precinct's arrival and wayfinding from community, visitors and employees perspectives are:

- Establish themes for design palettes for different parts of the precinct, which speak to its history and character.
- Encourage future development to incorporate attractive street frontages, particularly along Princes Highway and Mackey Street.
- Support the future upgrade of the Coast Guard building.
- Support art murals, quality building frontages, active uses and tree planting at and around primary entry points to enhance the sense of arrival.
- Minimise under-utilisation of the precinct by supporting multi-purpose functions of car park and temporarily vacant sites for events, market or temporary activities.
- Retain viewlines to heritage buildings from primary entry points into the precinct and within the precinct.
- Encourage creative artistic expression within the public and private realms, contributing to a visually engaging place creation.



Murals can be used as a cost effective way for public arts and wayfinding



Supergraphics can be applied on large buildings to enhance its identity and sense of arrival



Temporary facade treatment can enhance sense of character



Lighting can be used as a special feature and enhance sense of arrival in the evening



Consistent landscaping and material palette can assist with wayfinding and unique sense of place



Encourage storytelling through landscape and public realm design



Multipurpose car park and vacant space can be used for events, non-organised sports and recreational activities



Temporary urban park can activate and improve the appearance of vacant sites



Integrated wayfinding and signage design assist with place identity

The Masterplan has identified 3 key design themes which can influence design language, material and landscape palette for the precinct.

MARITIME HERITAGE

The Royal Australian Naval College operated from Osborne House & Stables Complex between 1912 to the early 1930's and is of historical significance as the first such base. During the early 1920's Osborne House accommodated the Royal Australian Navy Submarine Fleet HQ, with the house used as accommodation for officers and crew. These former maritime uses accommodated within Osborne House & Stables Complex, constitutes one of the many layers of history of the site, and should be duly recognised and celebrated as part of opportunity to tell the story and history of the property.



ABORIGINAL CULTURAL HERITAGE

Osborne Park and Osborne House & Stables Complex are designated as areas of Aboriginal cultural heritage sensitivity. This designation requires development involving significant ground disturbance to prepare a Cultural Heritage Management Plan (CHMP). While future development would formally trigger the requirement to prepare a CHMP, it could be prepared on a voluntary basis, which could be used to inform how to best recognise, document and celebrate Aboriginal cultural heritage throughout the precinct. More generally, this could be celebrated through landscape and public realm, as well as story telling through integrated public arts and wayfinding.




INDUSTRIAL INFLUENCE

The character of the precinct distinctly changes from the heritage fabric of Osborne House & Stables Complex, to an industrial character in the northern sections of the precinct and particularly focusing on the former power station building (aka the powerhouse). This power station was officially opened in 1954, but by the 1960's was only used to meet peak loads. Due to its high operating cost it was subsequently closed in 1970. With the power station building remaining in situ, it provides an opportunity for buildings though the northern sections of the precinct to aesthetically draw inspiration from this industrial character and history through building design and materials palette.



11.0 Related considerations

11.1 Business case & management structure

It is important that the role of the masterplan is reiterated. Essentially the role of this masterplan is to set and establish the template for the broader vision of the precinct, and to establish broader parameters around potential future development and/ or refurbishment, in addition to the range and type of potentially appropriate uses. It is therefore the role of a later and subsequent process of business case/ market testing analysis to determine the breakdown and arrangement of proposed uses and activities, which will be facilitated by the City following the endorsement of this masterplan.

In this context, any consideration of development and land use as part of the business case/ market testing analysis will need to be informed by and consistent with the adopted masterplan. This process has been devised to provide the City with opportunity to apply the masterplan flexibility, by being able to potentially consider different market lead public/ private partnership development concepts.

However, as the final suite of land use and development to be facilitated under the guidance of the masterplan is yet to be established, the establishment of a management structure at this point in time is premature. Notwithstanding, once the decisions around how the site will be used have been finalised, an appropriate management structure should be put in place.

11.2 Amendment rezoning

The existing zones within the precinct warrant consideration regarding their effectiveness to implement the masterplan vision as outlined in this document.

With reference to the Osborne House & Stables Complex, this land is currently within the Public Use Zone (PUZ), where this zone has limitations in being able to facilitate the range of potential land uses and activities as set out within this masterplan. Therefore a rezoning of this land to a suitable zone would be required to implement the masterplan's vision. Rezoning to an appropriate zone is therefore recommended by this masterplan. However the most suitable zone would logically be identified in conjunction with the business case/ market testing analysis which itself will determine the likely mix of land uses and activities. This would ensure the best fit of zoning and statutory controls to implement the masterplan's vision.

More generally, the Public Park & Recreation Zone (PPRZ) which applies to Osborne Park and the Marina and foreshore is deemed to be suitable to facilitate the vision for those parts of the precinct as outlined within this masterplan. Equally, the Industrial 1 Zone (INDZ1) and Industrial 2 Zone (INDZ2), which applies to private land holdings within the precinct, are broadly suitable to facilitate the vision as outlined within this masterplan. However, it is also acknowledged that land use and activity of the industrial zoned land in the north of the study area is currently in a state of flux. This is therefore a major influence for likely or potential land use of the industrial zoned land within this the study area, as illustrated by the current planning application for an office development on the powerhouse site.

However, for consideration and initial discussion purposes, it is highlighted that *Ministerial Direction No.14 - Port Environs* is a critically influential document in the consideration of any potential rezoning of industrial zoned land within the study area, as it specifically designates the industrial zoned land within the study area as being within the 'Port Environs boundary'. This designation has the consequential impact of formally evoking the application of *Ministerial Direction No.14 - Port Environs*.

In summary, *Ministerial Direction No.14 - Port Environs* functions to ensure any planning scheme amendment in the environs of a commercial trading port has regard to protecting the operations and development of the port from the encroachment or intensification of sensitive uses (i.e. residential use, accommodation, a child care centre, a preschool centre or a primary school).

The Direction requires a planning authority to satisfy itself that an amendment to a planning scheme will not introduce a sensitive use or will not intensify existing sensitive uses in the areas designated as port environs, if the use prejudices the operation of the port. Likewise in preparing an amendment affecting land in the port environs, a planning authority must ensure that the current curfew free operations and future development of the port, identified in the relevant Port Development Strategy will not be prejudiced, including arterial road and rail transport connections. The planning authority must also consider the views of the Minister for Ports and the relevant port manager.

In conclusion, issues surrounding the application and interpretation of *Ministerial Direction No.14 - Port Environs* would be a critical consideration for any amendment involving existing industrial zoned land within the study area.

11.3 Transport network analysis

The masterplan focuses on a study area located at the interface of a range of land uses and associated transport network demands. The surrounding environment generates, and must accommodate, trip demands from all types of transport modes, from local walking and recreational activity, to regional and national freight networks. Identifying, assessing and recommending the most appropriate transport planning response to issues and opportunities within the precinct would ideally be undertaken in conjunction with a wider network analysis.

All transport and access recommendations within the masterplan are informed by a wide range of supporting documentation and background analysis, and a thorough expert assessment of the local area transport conditions. However, it is recognised that a wider network traffic and transport analysis aiming to identifying optimal road network upgrades to service current and future growth in Port activities, and other changing land uses, would provide the City with a stronger evidence base for future transport investment and advocacy.

It is recommended that future network analysis is conducted by the City and VicRoads or Regional Roads Victoria and includes consideration of factors such as:

- How the transport network can safely support the access requirements of existing users along with future demand associated with local and regional land use and demographic change.
- How the network would best support the freight and servicing requirements associated with forecast growth at Port Geelong.
- The appropriate alternative routes for heavy vehicles (for example via McLeod Street and Corio Quay Road) to be monitored in context of land use change within the precinct, so as to avoid unacceptable levels of potential conflict and impact on the street environment and other road users.
- Recognising the challenges in safely accommodating all road users on every road link, and therefore identifying and promoting road user hierarchies across the network to improve safety – for example by separating vulnerable road users from heavy vehicle and traffic routes. This assessment could be complimented by a Movement and Place analysis.

- The role public transport has in providing future transport choice for both residents and visitors to the precinct and wider region and provision for high-quality, accessible connections linking communities with transport hubs.
- The future role and influence of technology across the transport spectrum (in the movement of people and goods) on the regional and local network.

Relevant Strategy

- A5.5: Recognise the need for a wider network traffic and transport analysis of the existing road network surrounding and servicing the Port of Geelong, with a view to identifying optimal road network upgrades to service current and future growth in port activities and other land uses, leading to greater demand for shared use of Mackey Street.

11.4 Cultural Heritage Management

Osborne Park is included within an Aboriginal cultural heritage sensitivity area. In addition two Aboriginal cultural heritage registered sites with a 50 metre radius extend onto the subject site. The Registered Aboriginal Party is the Wathaurong Aboriginal Corporation trading as Wadawurrung.

The Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2018 must be complied with. Any proposed development that involves significant ground disturbance as defined in the Aboriginal Heritage Regulations 2018 must be assessed against the Act and Regulations, which would most likely trigger the requirement for a Cultural Heritage Management Plan (CHMP).

Clearly the implementation of the masterplan has the potential to trigger the requirement for a mandatory CHMP, which would particularly relate to any potential development works which necessitate significant ground disturbance. However, the City have the option to get ahead of the issue by choosing to develop and prepare a voluntary CHMP. A voluntary CHMP could be undertaken for part or all of the study area, and would then apply to any future development within its area.

In addition to the potential requirement for a CHMP, it is highlighted that there are designated heritage inventory sites within the study area, which depending on the type and extent of development, may require archaeological investigations. This would need to be determined on a case by case basis relating to any potential development within such heritage inventory sites.

12.0 Masterplan implementation

The role of this masterplan is to set and establish a template for the broader vision of the Precinct. It also functions to establish broader parameters around potential future development and/or refurbishment of Osborne House & stables precinct, in addition to the range and type of potentially appropriate uses to be contemplated.

Therefore, the priority action for the implementation of the masterplan as with respect to the Osborne House & stables precinct will be the preparation of the business case/ market testing analysis. It is understood that the City is likely to opt to seek 'Expressions of Interest' from the private sector to implement the masterplan and in achieving its broader vision, aims and aspirations of Osborne House & Stables Complex, including determining the breakdown and arrangement of proposed uses and activities (both commercial and community use).

Through this process, the City will need to assess each proposal to determine the degree of compliance with and suitability to deliver the vision, objectives and strategies as outlined in this masterplan.

Beyond the business case and marketing testing to be conducted for the Osborne House & Stables Complex, there are a range of public realm initiatives suggested by the masterplan. Relevant City departments will need to review the range of suggested projects in order to categorise them in terms of cost and priority so as to determine their likely provision and delivery through relevant capital works budgets and programs.

Furthermore, some aspirations of the masterplan seek outcomes on private land. Accordingly, they need to be negotiated at the appropriate time, and potentially as part of negotiations associated with private proponent, lead planning proposals, as may be relevant.

Priority action 1: *The City to undertake business case/ market testing analysis to determine the most suitable implementation of the masterplan*

Note: *should an 'Expression of Interest' process be facilitated, the City must carefully assess each proposal to determine the degree of compliance with and suitability to deliver the vision, objectives and strategies as outlined in this masterplan.*

Priority action 2: *The City to assess and categorise range of projects outlined in the masterplan to determine cost, priority and likely timeframes for delivery*

Note: *the input of various relevant City departments would be required to address this priority action.*

Priority action 3: *The City to negotiate with private landowners regarding the delivery of masterplan aspirations on private land*

Note: *likely negotiation would logically occur during Council's assessment of any private proponent lead planning proposals, as applicable and relevant.*

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2. BINS IN CENTRAL GEELONG LANEWAYS – MANAGING COMMERCIAL WASTE, RECYCLING AND BIN STORAGE

Source: Economy, Investment & Attraction – Central Geelong & Waterfront
Director: Brett Luxford
Portfolio: Economic Development

Purpose

1. To seek Council's endorsement to establish a trial for a precinct-based commercial waste, recycling and bin storage program in Central Geelong's Laneways Precinct (properties bounded by Moorabool, Malop, Gheringhap and Ryrie Streets).

Background

2. At its meeting on 26 February 2019, Council resolved to endorse the commencement of consultation with the community regarding commercial waste and recycling options for Central Geelong's Laneways Precinct, and to request that officers present a final recommendation for a decision following consultation with the community.
3. The report and resolution on 26 February 2019 was in response to a number of complaints from the community regarding amenity problems associated with the permanent storage of private commercial bins in public areas throughout the Laneways Precinct.
4. Consultation with the community took place between 1 March 2019 and 1 April 2019 with the key findings from this engagement provided (**Attachment 2**). The feedback from the community identified overall community support for a precinct-wide system to manage commercial waste and recycling across the precinct.
5. Available options for delivering a precinct-wide system have been investigated and a proposal has been finalised (**Attachment 3**). Input from the market has helped to inform the proposal, which was publicly advertised between 15 June 2019 and 10 July 2019.

Key Matters

6. The proposed 12 month trial will be the first step to establish the commercial viability of a precinct-wide system, evaluate the demand and affordability of the service, and to build market confidence with the aim of encouraging the private sector to deliver such initiatives after the conclusion of the trial.
7. Council will need to approve the re-allocation of funding for the project from the 2019-20 budget, with a portion of the costs able to be recovered through customer usage charges and fees. Alternatively, Council may provide in-principle support for the project but refer consideration of the funding for the project to the 2020-21 budget.

Cr Murrihy moved, Cr Mansfield seconded -

8. That Council:

- 8.1 Endorse the proposal to establish a precinct-based commercial waste and recycling trial for Central Geelong's Laneways Precinct for a period of 12 months, with a commencement date to be confirmed;**
- 8.2 Note the initial budget allocation of \$167,100.00 for the project, with the goal to recover at least 60% (estimated to be \$114,000.00) through customer usage charges;**
- 8.3 Identify savings through the 2019-20 budget that could be used to implement this project; and**
- 8.4 Endorse further consultation directly with the businesses in the precinct regarding the proposal.**

Carried.

Attachment 1

Financial Implications

1. Council officers have prepared an estimated project budget and a series of proposed customer fees and charges for the proposal. Costs are estimates only and require the acceptance of tenders and contracts for the relevant infrastructure, works and services.

Project Budget

PROJECT ELEMENT	DESCRIPTION	ALLOCATED BUDGET
Compactors	Provision, delivery and installation of two (2) second-hand compactors on a lease to the City of a period of 12 month. All technical management, scheduled servicing and preventative maintenance associated with the compactors.	\$36,000.00
Odour Control System	Compactors to be retrofitted to include an Ozone Odour Control Unit, to be provided to the City for the duration of the lease.	\$3,600.00
Civil and Electrical Works	All civil and electrical works associated with connecting the compactors to a nearby power pole for electricity.	\$25,000.00
Transport and Collections	All transport and disposal costs associated with the collection of waste and recyclables from the compactors.	\$95,000.00
Good Cycles Trial	The purchase of 500 vouchers from Good Cycles to initiate a cargo bike waste transport service for the traders, to be distributed to the participating traders.	\$2,500.00

**Total Budget Allocation
\$167,100.00**

2. Infrastructure costs and any ongoing asset management has been sought to be minimised by providing the compactors through a leasing agreement, and by using reconditioned second-hand equipment.
3. A disadvantage with the equipment is the lack of integrated technology to provide weight and usage charges through the compactors themselves. As such, usage charges will need to be provided as a flat-rate for the customers. In determining the appropriate fees and charges, regard has been given to the likely waste generated by the different types of businesses.
4. During the development of the 2019-20 budget the best solution and ultimately the costs for this project were not able to be determined. The project has now been further refined and the costs identified.
5. Council could seek to identify funding for this project through savings in the 2019-20 budget or alternatively defer the project for consideration in the development of the 2020-21 budget.

Proposed Fees & Charges

CUSTOMER TYPE	PROPOSED FEES & CHARGES	DEMAND TARGET
Food and Drink Business	\$250 per month (\$3,000 for 12 month trial)	20 businesses (or other customer type equivalent)
Take Away Food Business	\$200 per month (\$2,400 for 12 month trial)	10 businesses (or other customer type equivalent)
Office	\$100 per month (\$1,200 for 12 month trial)	10 businesses (or other customer type equivalent)
Shop (Non-Food or Drink)	\$150 per month (\$1,800 for 12 month trial)	10 businesses (or other customer type equivalent)

**Cost Recovery Target
\$114,000.00**

6. With a flat rate being proposed, some businesses may pay considerably less than their current waste and recycling charges, while others may pay more.
7. Prior to committing to the expenditure of funds for a 12 month trial, direct “buy-in” from the businesses is required. To make the trial viable and achieve the cost recovery target of 60% of the estimated expenditure, the local businesses will need to enter into service contracts with the City regarding the proposed services.

Council officers will evaluate the demand for the service through direct consultation with the businesses in the precinct. If sufficient upfront demand and expressions of interest from the traders cannot be generated for the proposal, the expenditure will not proceed, and a subsequent report and recommendation will be provided to Council.

Community Engagement

8. Consultation with the community has been the driving force behind this proposal, and the engagement findings are articulated in the Engagement Findings Report (**Attachment 2**).
9. Further consultation will be required with the businesses located within the precinct, along with the adjoining owners and occupiers of buildings immediately adjacent to the proposed compactors.
10. Consultation with businesses and nearby owners/occupiers will include direct contact and appropriate information regarding the proposal distributed via hand delivery of letters and information.

Social Equity Considerations

11. A relevant social equity consideration was raised during consultation with the community, regarding the difficulty for some business owners and their workers to carry waste and recyclables further distances to have them deposited in a compactor.
12. After discussions with Council officers, a local social enterprise, Good Cycles who are located in central Geelong, have submitted a proposal to establish a waste & recycling transportation service for these businesses through the use of cargo bikes.
13. The proposal submitted by Good Cycles includes the provision of a regular waste and recycling pickup services, whereby Good Cycles will attend the business, collect the waste and recycling, transport by cargo bike, and deposit at the compactors, as they currently do in the CBD of Melbourne.

14. The proposed budget allocation seeks to include a contribution from Council for Good Cycles to establish this service within the precinct on a trial basis. The contribution from Council will be in the form of purchasing vouchers (or similar) that will be provided to the businesses to encourage that they try the service.
15. Depending on the ongoing demand for the service, and the ongoing affordability of the service for the business owners, the initiative will have an added social benefit of potentially creating employment for 2-5 young local people by Good Cycles who are currently at risk of disengagement in the community.

Policy/Legal/Statutory Implications

16. The proposal will be a first step in seeking to provide an alternative for those businesses in the precinct who currently permanently store their bins in public areas, in contravention of Council's Neighbourhood Amenity Local Law (2014).
17. The proposal has had regard to National Competition Policy (NCP) and through the engagement provided, the trial is considered to satisfy the 'Public Interest Test' and achieve competitive neutrality. The provision of all services and infrastructure will comply with the City's Procurement Policy.

Alignment to Council Plan

18. This report aligns with the strategic priorities outline in the *Council Plan 2018-22* with regard to:
 - **'A Thriving and Sustainable Economy'**. The proposal will provide an alternative for businesses who have no capacity for on-site bin storage to utilise shared infrastructure. In addition, by alleviating the need for bins to be permanently stored in the laneways, the appearance of the laneways can be improved, supporting economic growth and the revitalisation of Central Geelong.
 - **'Effective Environmental Management'**. The proposal will provide Council with an opportunity to show leadership in addressing waste and recycling challenges in Central Geelong.
 - **'Organisational Leadership, Strategy and Governance'**. The proposal has been informed by effective engagement with the community.

Conflict of Interest

19. No conflict of interest by Council staff.

Risk Assessment

20. There are financial risks with the proposal associated with ability to recovery of costs. Council officers will mitigate this risk through consultation with the traders to establish the initial demand for the services, and will monitor and evaluate the project throughout the trial. The commitment to undertake a 12 month trial only will mitigate ongoing financial risks.
21. There are financial risks with the proposal associated with the current recycling crisis, and the potential increase in recycling disposal costs. This risk has been mitigated by incorporating some contingencies into the transport and collections component of the requested budget.

22. There is a risk that the infrastructure will malfunction or cease operating unexpectedly. Council officers will mitigate this risk by ensuring that the infrastructure receives regularly scheduled maintenance for the duration of the trial, and has appropriate contingencies built into the lease with the asset owner.
23. There are risks with the proposal associated with the misuse of the equipment and the illegal dumping of rubbish near the compactors. Council officers will mitigate this risk by continuous monitoring (i.e. CCTV) and reporting of such issues, if they arise, and will respond to the issue accordingly.
24. There is a risk associated with Council's compliance with National Competition Policy (NCP) requirements and achieving competitive neutrality with pre-existing waste and recycling collection services in the area. Through engagement with the community and an established demand from the community for the service, the proposed trial is considered to satisfy the "public interest test" and achieve compliance with the Policy. The provision of all services and infrastructure associated with the proposal will also comply with the City's Procurement Policy.
25. Traders within precinct, who permanently store their bins in public areas will need to comply with Council's Neighbourhood Amenity Local Law (2014). Through providing the trial, an alternative will be provided for those traders who do not have space within their premises to store bins. Traders who store their bins in public areas will need to decide whether to store their bins within their premises and continue their pre-existing collection services, use the alternative that is being offered by the City Or, come up with a different way of managing their waste. Council will provide reminders to traders of the compliance requirements prior to any action.
26. As previously highlighted Council could defer this project for consideration as part of the 2020-21 budget considerations. There is a reputational risk associated with not proceeding with the project. In determining the preferred solution, considerable consultation has taken place which has raised expectation that a solution is at hand.

Environmental Implications

27. In conjunction with the proposal, waste education and other programs to provide environmental benefits to the community, will be provided.
28. The trial will allow Council officers to further consider and evaluate the commercial viability of equipment in the future with greater environmental benefits, including equipment such as food waste dehydrators, cardboard balers, bottle crushers, and mini recycling hubs to facilitate the separation of recyclables.

THE CITY OF
GREATER GEELONG

BINS IN CENTRAL GEELONG LANEWAYS



ENGAGEMENT FINDINGS REPORT

MAY 2019

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Background information

BACKGROUND

Central Geelong's laneways were originally built for back-of-house services, including rubbish collection, stormwater channelling and night-cart collections.

Today, these same laneways are in high demand as front-of-house areas for new bars, restaurants and apartment buildings. This change of use creates a number of issues, including:

- problems associated with the permanent storage of bins in public areas, including odour, overflowing bins and dumped rubbish; and
- congestion and emissions from waste trucks.

This issue has also been a regular source of complaints to the City, since 2017, from businesses and residents in the area who have been negatively impacted by bins and rubbish located near to their business or residence.

If we are going to create vibrant and inviting public spaces in our laneways, these issues need to be addressed.

ABOUT THIS REPORT

This report summarises the results from the engagement process we undertook to help us understand community views on managing commercial waste, recycling and bin storage in Central Geelong's laneways.

Central to the engagement was the ***Bins in Central Geelong Laneways Discussion Paper***. The purpose of the discussion paper was to propose new ways of managing waste and recycling in Central Geelong's iconic laneways precinct. The discussion paper presented the following options:

TABLE 1: DISCUSSION PAPER OPTIONS

NUMBER	TITLE	DESCRIPTION
Option 1	Minimal change	Keeping bins in public areas, with support and education for traders to help them reduce waste.
Option 2	Bins stored on properties	Enforcing the existing Neighbourhood Amenity Law, which requires businesses to store their bins within their own property.
Option 3	Designated bin storage areas	Building screened-off spaces that are dedicated to storing bins.
Option 4	Communal waste and recycling infrastructure	Installing infrastructure, such as small compactors and bottle crushers, in communal areas.
Option 5	Precinct-wide systems	Installing shared waste and recycling compactor(s) to manage laneways waste in a central hub.

How we engaged

The engagement period was from 1 March to 1 April 2019. It was promoted to business owners, residents, property owners and the general public.

The following methods were used to collect community views:

- an online survey, collecting quantitative (numbers) and qualitative (open text) data
- public submissions
- direct contact with businesses
- consultation with industry stakeholders
- collaboration with other industry and government bodies.

PARTICIPATION

We received 87 responses to the online survey, plus 7 written submissions.

TABLE 2: ENGAGEMENT ACTIVITIES AND INFORMATION

Approach	Engagement level	Activities
General communications	Inform	• Have your say website • Media release • Notice sent by mail to all owners and occupiers • Notice sent by email to all business owners
Engagement	Consult	• Online survey • Opportunity to provide written submissions • One-on-one survey with traders

Key information about the engagement

30 day *community engagement period*

400 *notices mailed to property owners and occupiers in the laneways*

Emails to **120** *laneway business owners*

94 *responses, including* **87** *responses to the survey and* **7** *written responses.*

70 *out of the 87 survey responses were from the one-on-one survey with traders*

We decided not to host a community workshop for this stage of the engagement, but we may still use this option in the future – particularly if we reach need to have more in-depth discussions. Consultation with industry stakeholders about potential options will also continue in the future.

THE SURVEY

The survey was open to everyone, however we made a conscious effort to encourage business owners to participate.

The survey asked respondents to:

- identify their interest in the laneways precinct
- state their views about options 1–5
- provide further feedback and raise any concerns/issues.

We also asked businesses about their current waste and recycling costs.

WRITTEN SUBMISSIONS

The general public were given the option of writing a submission. Of the seven submissions received, six were submitted online. Below are some of the themes raised in the submission:

- noise from trucks and bottles going into bins (particularly in the late-evening hours)
- smell from bins
- no alternatives for businesses to store their waste
- need for regular street cleaning
- vehicle access issues caused by bins
- importance of the laneways to Central Geelong
- the long-term nature of the issue
- concerns about potential damage to King Billy Mural from bins
- option preferences* (2 voted for option 5, 1 preferred option 2).

***The information collected from the above written submissions has not been added to the survey responses and the analysis of the survey data, as provided in the subsequent sections of this report.**

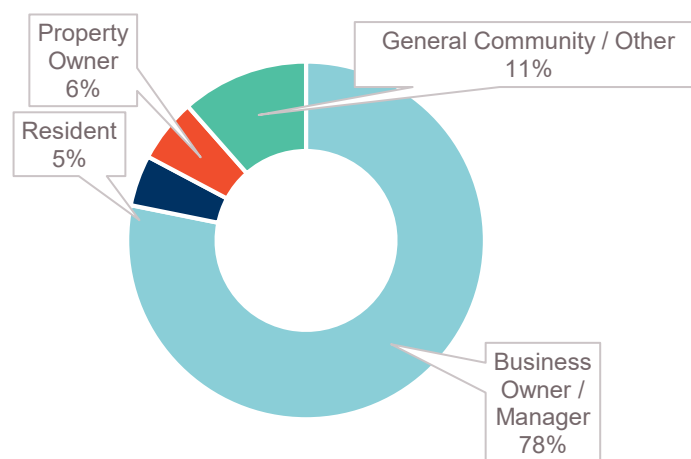
Who we engaged with

WHO COMPLETED THE SURVEY?

Survey respondents were asked whether they were a business owner/manager, resident or property owner in the laneways precinct, or whether they were a general member of the community (or other).

As depicted in Figure 1 below, the majority (**78 per cent**) of respondents were business owners/managers in the laneways precinct.

FIGURE 1: SURVEY RESPONDENTS



BIN STORAGE BEHAVIOUR

Business respondents were asked where they currently store their bins. Figure 2 depicts a clear split between those who do and don't store their bins in the laneways. **51 per cent** of respondents indicated that they either store their bins off-site, don't have a bin, or store their bins within their own property. The remaining **49 per cent** of business respondents said they stored their bins in the laneways.

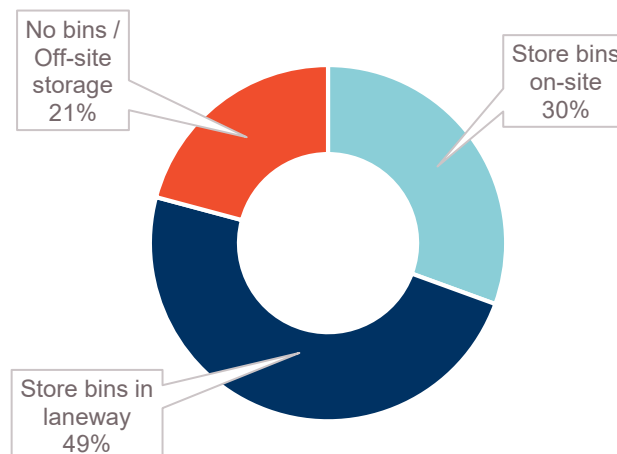


FIGURE 2: BIN STORAGE BEHAVIOUR

ANALYSIS OF BIN STORAGE BEHAVIOUR & PREFERRED OPTION

An analysis of the bin storage behaviour and the preferred option ranking provides some useful information which is depicted in Figure 3 and 4 below, and showing somewhat different preferred outcomes between the businesses who currently store their bins in the laneways, and those that do not.

When asked to rank the options – from 1 (the most preferred option) to 5 (the least preferred option) – survey respondents who were business owners/managers and selected that they stored, or didn't store their bins in the laneways ranked their most (1) and least (5) preferred options as follows:

Businesses who currently store their bins within their own property

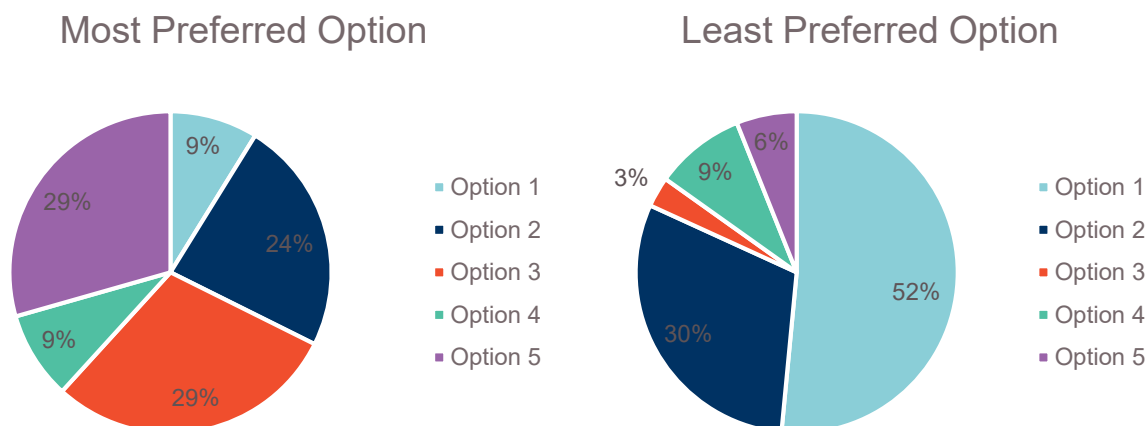


FIGURE 3 & 4: MOST AND LEAST PREFERRED OPTIONS FROM BUSINESSES WHO STORE BINS IN OWN PROPERTY

Businesses who currently store their bins in the laneways

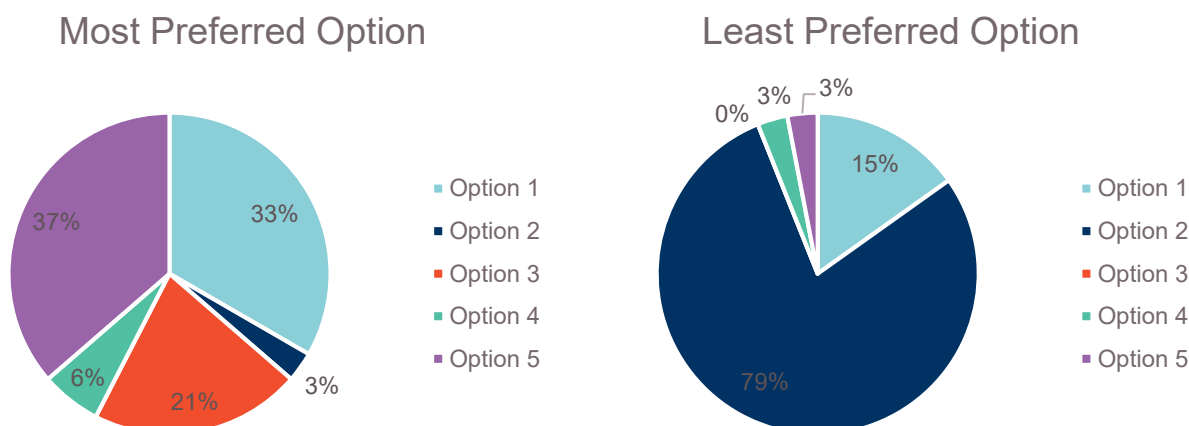


FIGURE 5 & 6: MOST AND LEAST PREFERRED OPTIONS FROM BUSINESSES WHO STORE BINS IN LANEWAYS

We can assume the following of the survey respondents, based on the above:

- Businesses that don't store their bins in the laneways have a balanced view across Option 2, 3 and 5 as their preferred option (Figure 3).
- Businesses that don't store bins in the laneways have least preference (Figure 4) for the status quo to remain as depicted in Option 1.
- Businesses who currently store their bins in the laneways have most preference (Figure 5) for Option 5, which proposed the precinct-wide system for managing waste and recycling in the laneways.
- Businesses who currently store their bins in the laneways have a very strong least preference for Option 2, which proposed to require all businesses to store their bins within their own property.

CURRENT WASTE AND RECYCLING COSTS

Business respondents were asked what they currently pay for their waste and recycling collection services per month.

The results varied significantly which will relate to the diversity of businesses types that are located in the precinct, and the different demand for waste and recycling that is generated.

This information is important to understand, that by proposing any changes that could affect current costs to the businesses, what may seem like a relatively minor increase in waste and recycling costs for some, may not be for others.

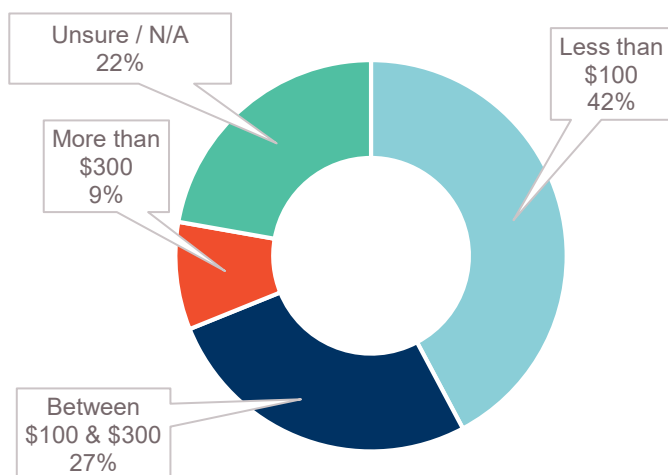
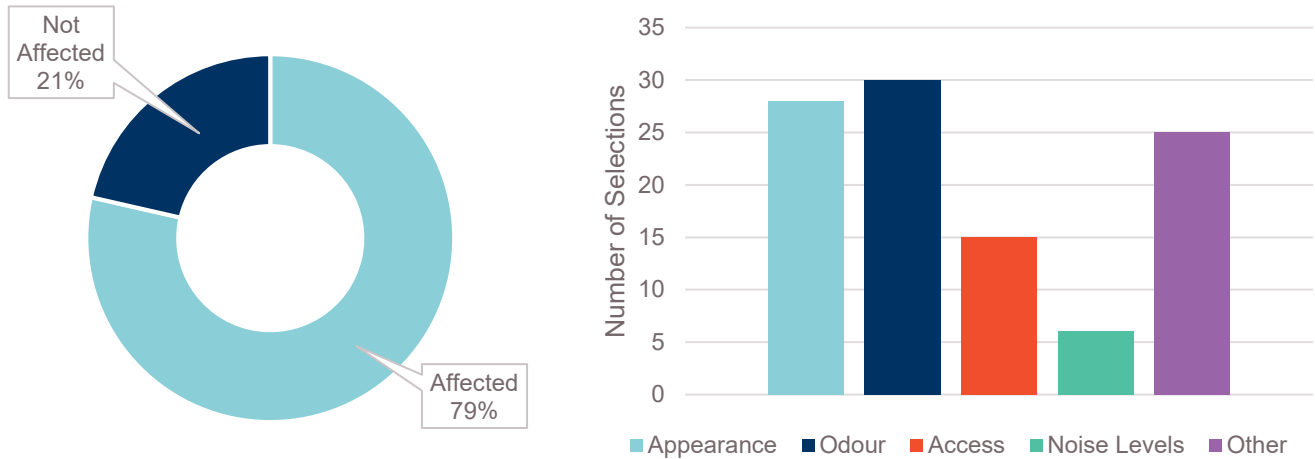


FIGURE 7: CURRENT WASTE AND RECYCLING COSTS

What we heard

CURRENT CONCERNS WITH BINS IN LANEWAYS

Survey respondents were asked whether they felt affected by bins in the laneways precinct and, if so, what their current concerns were.



FIGURES 8 AND 9: CURRENT CONCERNS WITH BINS IN LANEWAYS

The 'other' concerns included:

- litter and bins attracting birds and vermin
- occupational health and safety concerns
- bins attracting other behaviours, including urination and littering
- misuse of bins and the public dumping rubbish in private commercial bins
- overflowing bins and
- loss of public spaces, due to the storage of bins.

OVERALL SUPPORT FOR BIN STORAGE OPTIONS

Respondents were asked whether they were supportive, not supportive, or unsure/undecided about each option. The data presented in Figure 10 shows:

- 66 per cent of respondents were 'supportive' of option 5 (precinct-wide systems), indicating this was the most popular option.
- 68 per cent of respondents were 'not supportive' of option 1 (minimal change), indicating this was the least popular option.

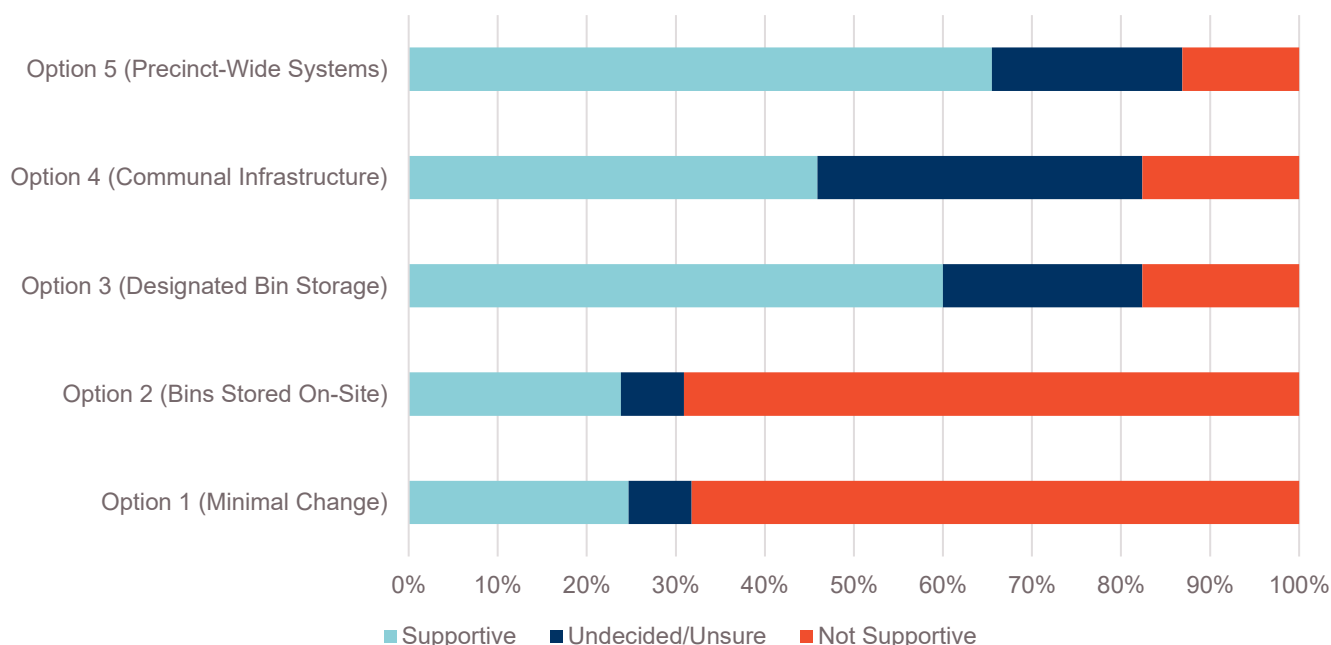


FIGURE 10: SNAPSHOT OF KEY FINDINGS

The first column of Table 4 shows the overall ranking for each option from the respondents – from the most preferred to least preferred. The overall ranking is based on a weight based given to the full extent of preferences.

The second columns shows the percentage of respondents that ranked each option as their first preference. The third column breaks this data down further, showing the percentage of business owners that ranked each option as their first preference.

Option	Overall Ranking	% ranking option as first preference (all respondents)	% ranking option as first preference (business owners)
Option 5 – Precinct-Wide Systems	1	34%	35%
Option 3 – Designated Bin Storage Areas	2	22%	26%
Option 4 – Communal Infrastructure	3	9%	9%
Option 1 – Minimal Change	4	19%	21%
Option 2 – Bins Stored on Properties	5	15%	9%

TABLE 4: PREFERRED OPTION RANKING

Combined with Figure 10, this suggests that option 5 is the preferred option for most respondents – a precinct-based approach to waste and recycling in the laneways precinct.

BREAKDOWN OF DATA (BY OPTION)

Option 1 – Minimal change

68 per cent of respondents did not support this option, while 25 per cent did support it. Seven per cent were either undecided, or unsure.

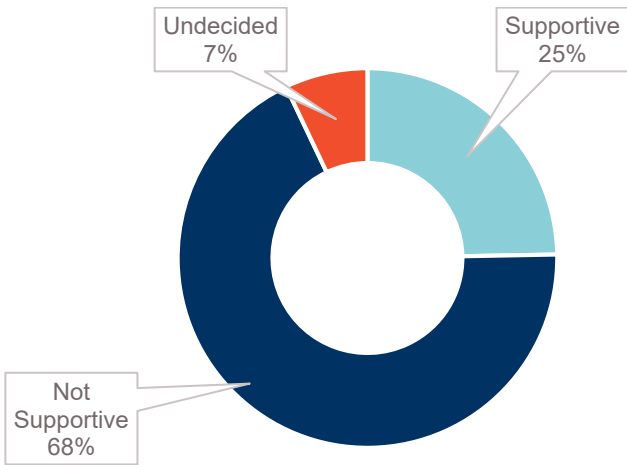


FIGURE 11: OPTION 1 RESULTS

Respondents were asked to comment on their preferences. Although there is an equal number of comments for and against this option in Table 5, comments received were more likely to be against it.

Comments for option 1	Comments against option 1
• There are no other options. • Safety for staff with convenient access to bins. • Issue isn't a concern. • Status quo is ok.	• Nothing will change. • The problem needs to be fixed. • Odour and appearance of bins. • Need to think about future of the laneways.

TABLE 5: COMMENTS SUMMARY FOR OPTION 1

Option 2 – Bins stored on properties

69 per cent of the respondents did not support this option, while 23 per cent were supportive. Seven per cent were unsure, or undecided.

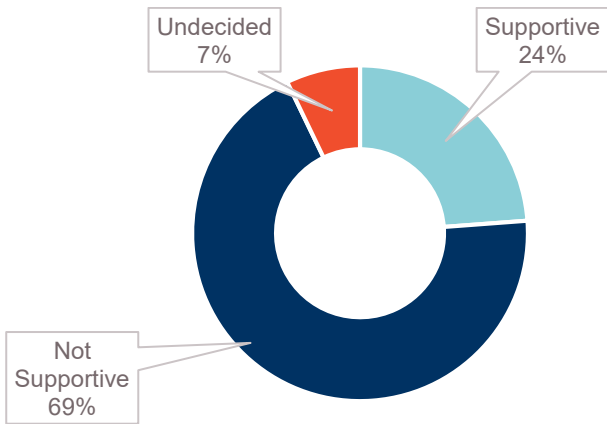


FIGURE 12: OPTION 2 RESULTS

Respondents were asked to comment on their preferences. Although there is an equal number of comments for and against this option in Table 6, comments received were more likely to be against it.

Comments for option 2	Comments against option 2
• Some businesses already do this. • Businesses that can do this should do it.	• Businesses do not have space on-site to store bins. • Bins located inside create health issues.

TABLE 6: COMMENTS SUMMARY FOR OPTION 2

Option 3 – Designated bin storage areas

60 per cent of the respondents supported this option, while 22 per cent were unsure, or undecided, and 17 per cent were not supportive.

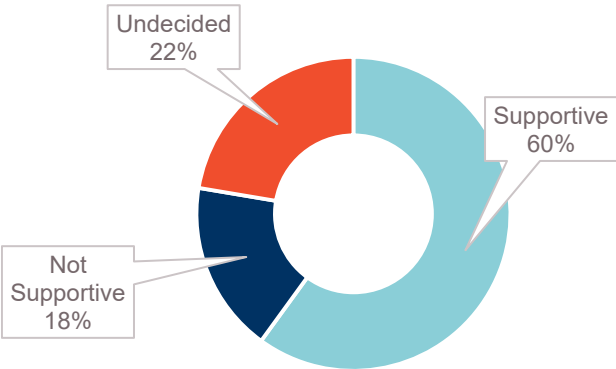


FIGURE 13: OPTION 3 RESULTS

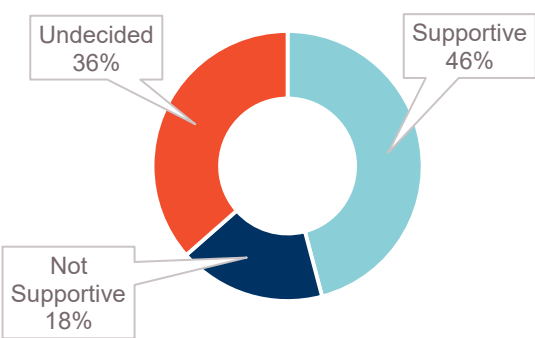
Respondents were asked to comment on their preferences. As Table 6 shows, comments received were more likely to be against option 3.

Comments for option 3	Comments against option 3
• Cheap Alternative • Resolves the issues with appearance of the bins	• Odour will still be an issue • Could be long distance to travel from business to bin storage area • Not enough space for all of the bins • Likes status-quo and doesn't want change

TABLE 7: COMMENTS SUMMARY FOR OPTION 3

Option 4 – Communal infrastructure

46 per cent of respondents supported this option, while 36 per cent were unsure, or undecided, and 18 per cent were not supportive.



Respondents were asked to comment on their preferences. Although there is an equal number of comments for and against this option in Table 8, comments received were more likely to be for it.

Comments For	Comments Against
• Will help to reduce need for bins. • Ideal from an eco-friendly perspective. • Will alleviate problems with particular waste streams (i.e. food waste and glass bottles).	• Too expensive. • Doesn't feel the need for this sort of infrastructure. • Will create more work for businesses to operate. • Could be tampered with.

TABLE 8: COMMENTS SUMMARY FOR OPTION 4

Option 5 – Precinct-wide systems

66 per cent of respondents supported this option, while **21 per cent** were unsure, or undecided, and **13 per cent** were not supportive.

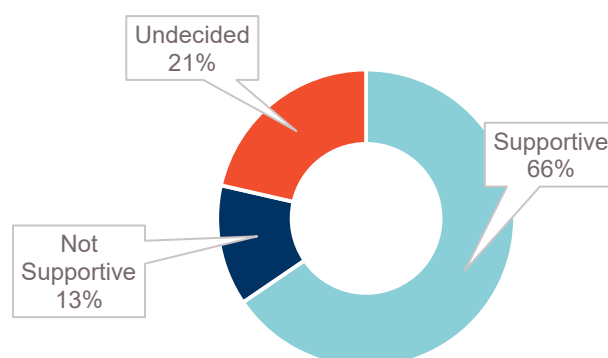


FIGURE 15: OPTION 5 RESULTS

Respondents were asked to comment on their preferences. As Table 6 shows, comments received were more likely to be for option 5.

Comments For	Comments Against
• Presents an opportunity for Geelong. • Likes user pays system. • Supports recycling initiatives to reduce usage costs. • Is looking at a long-term solution.	• Could be expensive for businesses. • Location could be an issue.

TABLE 9: COMMENTS SUMMARY FOR OPTION 5

Next steps

This engagement was an important step in helping us to understand how the community – particularly businesses and traders – are feeling about bins in Central Geelong laneways. We were also able to get useful feedback on most (and least) preferred waste and recycling options.

The next step in the process is to consider how viable the community's preferred options are in lieu of:

- available budget
- cost-recovery opportunities
- available laneway space.

Once this analysis is complete, a report recommending the most appropriate course of action will go to Council in July 2019.

If Council supports making changes to current bin storage arrangements, we will then start a second period of engagement with businesses and traders. The focus of this engagement will be how we can best implement the proposed changes, with minimal disruption to those impacted.

CITY OF GREATER GEELONG

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CUSTOMER SERVICE CENTRE

Geelong
100 Brougham Street
Geelong VIC 3220
8:00am – 5:00pm

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THE CITY OF
GREATER GEELONG

BINS IN CENTRAL GEELONG LANEWAYS



PROPOSAL ON A PAGE

AUGUST 2019

The Proposal on a Page



The Infrastructure

- Two (2) second hand integrated auger compactors will be leased to the City for a period of 12 months.
- A single compactor for general waste and a single compactor for recycling will be provided.
- The compactors will be retro-fitted with odour control devices to avoid any adverse impacts to nearby businesses.



The Site

- A loading zone at the northern-end of Shorts Place will be re-purposed to provide the compactors.
- The site is the best possible location on public land that provides access for the vehicle sizes necessary to collect the compactors, and transport and dispose of waste and recyclables.
- On-site works will be required to provide electrical connections and other associated works for the compactors.



The Collection Services

- Traders in the precinct will be given an opportunity to sign up to the trial and use the shared infrastructure.
- Collections will occur once a fortnight, subject to change based on demand.
- Traders will have access to deposit waste and recyclables directly into the compactors, with access granted with a swipe card.



The Optional Transport

- Good Cycles have provided a proposal to pick up waste and recycling directly from the businesses and deposit in the compactors on behalf of the business.
- This paid service will provide an option to businesses who would like to be part of the trial, but have concerns associated with the need to transport the waste from their business to the compactors.



The Back-of-House Operation

- The technical aspects and all maintenance associated with the operation of the compactors are intended to be managed externally.
- Businesses will be provided with a contact in the event that technical faults with the equipment occur, and immediate response required.
- Council staff will provide assistance to customers with account enquiries, waste education, and the like.

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3. GEELONG WATERFRONT - FERRY BERTHING INFRASTRUCTURE

Source: Economy, Investment & Attraction
– Central Geelong & Waterfront
Director: Brett Luxford
Portfolio: Social and Infrastructure Planning

Purpose

1. To seek approval for a capital project to supply and install mooring piles at Steampacket Quay to allow the Melbourne/Geelong Ferry to berth alongside the Iconic Floating Christmas tree.

Background

2. The Geelong/Melbourne Ferry Service will provide a dedicated commuter ferry service from Geelong to Melbourne (Docklands) starting in December 2019, enabling commuters and visitors to experience Geelong in a new way.
3. Port Phillip Ferries have been contracted to deliver the service on behalf of the Victorian Government for an initial period of three years. A new 'purpose built' ferry named 'The Geelong Flyer', will run twice daily and connect Geelong commuters and visitors to Geelong.
4. Steampacket Quay is designated in the approved 2011 Waterfront Masterplan as a hub for tourist-oriented businesses. The Masterplan identifies that the quay is suitable for medium to large boat berthing and is an efficient disembarkation point for passengers; the infrastructure that is in place was designed with this as a key outcome.
5. Steampacket Quay is also the location for the Iconic Floating Christmas Tree. To enable the two to co-exist during the busy Christmas period, the installation of mooring piles is required. The mooring piles will also help facilitate the safe berthing of the ferry in all weather conditions and to enable the tree to be repositioned closer to shore.

Key Matters

6. A thorough investigation has identified that Steampacket Quay is the only jetty in the Geelong waterfront precinct that is suitable for the departure/arrival point for the ferry due to the vessel's draught and the depth of water needed at the docking point.
7. Several alternative ferry berthing options at Steampacket Quay have been explored in collaboration with Port Phillip Ferries. The mooring pile design solution is considered the best operational and cost-effective solution.
8. The mooring piles will be City owned assets that provide greater flexibility for the use of Steampacket Quay by the ferry and other vessels.
9. A licence agreement with Port Phillip Ferries to use Steampacket Quay will allow the opportunity to offset some of the cost of the infrastructure over a number of years.
10. The City will partner with Port Phillip Ferries to build the mooring piles to ensure the infrastructure meets their needs and timelines for operation of the first ferry.
11. The Geelong waterfront is an active and working harbour and is required to accommodate a range of uses. Council, as the Committee of Management for this area and landlord of the space, is obliged to ensure the safe and effective operation of the harbour.

Cr Murrihy moved, Cr Aitken seconded -

12. That Council:

- 12.1 Approve the new capital project to install infrastructure at Steampacket Place to facilitate the commencement of a dedicated ferry service to Melbourne for Geelong commuters starting in December 2019;**
- 12.2 Note that the budget for this project will not exceed \$90,000 (excl GST) and funding will be identified through savings in the capital works program throughout the 2019-20 financial year; and**
- 12.3 Work in partnership with Port Phillip Ferries for the delivery of this infrastructure.**

Carried.

Division Requested:

For: Crs Harwood, Murrihy, Mansfield, Mason, Murnane
Against: Crs Aitken, Grzybek, Kontelj

TIME LIMIT:

As per Council Meeting Procedures Local Law 2017 (3.31.2), a meeting may not continue after 10pm unless a majority of members present vote in favour of its continuance.

Cr Murrihy moved, Cr Murnane seconded –

That the meeting continue to proceed as per Council Meeting Procedures Local Law 2017 (3.31.2).

Carried.

Attachment 1

Financial Implications

1. If Council commits to financially support the installation of the mooring plies, it will allow Steampacket Quay to operate as a ferry berthing terminal during the busy summer holidays. Noting that the quay is unusable when the Iconic Floating Christmas Tree is in place without the installation of these piles.
2. The project will be funded through savings identified in the 2019-20 Capital Project program.
3. The cost of the mooring piles and associated infrastructure is \$90,000.00 (ex GST). No funding has been allocated in the 2019-20 budget for this project as this project was not anticipated through the budget deliberations.
4. The Victorian Government have financially supported the development of this service and is a major supporter of the trial.
5. The City will require a fee to be paid by Port Phillip Ferries for its use of Steampacket Quay, and the fee will be set after a benchmarking process.

Community Engagement

6. The ferry service has received widespread positive media attention and community input when it operated a successful trial service to Docklands in July 2018. The ferry was also utilised by the community for AFL football, White Night and other events.
7. The ferry operator has advised that domestic day trip visitors spend on average \$89 per trip to the region and estimate that passengers numbers for December 2019 to June 2020 could realise an economic benefit to the City of Great Geelong region at over \$4,000,000.
8. There is no community engagement activities required for the installation of the new mooring infrastructure.
9. The Iconic Floating Christmas Tree has been in place since 2014 and has garnered significant support from the community with more than 190,000 people visiting the tree in the 2018 Christmas period.

Social Equity Considerations

10. The Geelong/Melbourne ferry operation will complement the existing Portarlington ferry service that delivers many community and social benefits. Since launching at Portarlington in December 2016, the service has doubled passengers numbers each year.
11. The Geelong service will enable commuters an alternative to driving or catching the train to Melbourne and will help drive tourism to the City centre.
12. The repositioning of the Iconic Floating Christmas Tree closer to shore will help reinvigorate the tree display.

Policy/Legal/Statutory Implications

13. At the Ordinary Meeting of Council on 23 October 2018, Council resolved to support the installation of the Iconic Floating Christmas Tree for another five year until 2023. The mooring pile infrastructure will enable both the ferry and tree is co-exist.

14. The City will manage all policy, legal and statutory implications associated with this project.
15. Port Phillip Ferries will act as agent on behalf of Council to manage the installation of the mooring piles.

Alignment to Council Plan

16. The ferry operation aligns with a 'Thriving and Sustainable Economy' and 'Growing Our Tourism and Events.'

Conflict of Interest

17. No officers involved in the preparation of this report have a direct or indirect interest in matters to which it relates.

Risk Assessment

18. Other options for the delivery of this type of outcome have been considered and a design solution that included the relocation of the floating Christmas tree as a result of the proposed ferry berth location in Steampacket Quay was completed. No suitable alternative location was identified for either the mooring of the ferry or the relocation of the tree.
19. Cost risk is managed by partnering with the ferry operator to establish the berthing infrastructure.
20. Delivery risk is transferred to the ferry operator to procure the contractor to supply and install the required steel piles that conform with engineering requirements within the timeframes, that is, by November 2019.
21. Council will be responsible for obtaining statutory approvals for the ferry operator to install the berthing piles.
22. The solution provided is the only option for the Iconic Floating Christmas Tree and the Geelong Melbourne Ferry Service to both operate in 2019.

Environmental Implications

23. The ferry service will improve environmental outcomes by reducing the number of vehicles on the road.
24. The piles will be driven steel pile to minimise disturbance to the sea bed.

4. COMMUNITY EVENTS FUND AND COMMUNITY EVENTS RAPID RESPONSE GUIDELINES

Source: Economy, Investment & Attraction – Economic Development & Events
Director: Brett Luxford
Portfolio: Economic Development

Purpose

1. To provide the guidelines for approval to support the new Community Events Fund and to approve the allocation of \$30,000 from the fund to support a Community Events Rapid Response.

Background

2. The Community Events Fund of \$300,000 was approved by Council as part of the 2019-20 Annual Budget.
3. The outcome from the Community Events Fund will be to contribute to a diverse, balanced (seasonal and geographical) and inclusive annual calendar of events, that generate economic, social, creative and inclusive benefits for the Greater Geelong community.
4. The Community Events Fund will be managed under the Community Investment and Support Fund (CISF) and will align with the current CISF guidelines and processes.

Key Matters

5. The guidelines and funding criteria for the Community Events Fund can be found in the 'CISF – Community Events Guidelines' (**Attachment 2**).
6. The Community Events Fund will have two rounds opening in both September and February.
7. Funding of \$100,000 per year for 3 years has been allocated by Council from the Community Events Fund (Council endorsement at the 30 July 2019 Council meeting) to Diversitat to support Pako Festa.
8. Funding of \$30,000 from the Community Events Fund will be allocated to support a Community Events Rapid Response process for community events that fall outside of the CISF timelines.
9. The guidelines and funding criteria for the Community Events Rapid Response can be found in the 'CISF – Community Events Rapid Response Guidelines' (**Attachment 3**).
10. Funding allocations for the Community Events Rapid Response will be subject to a Council report and decision.

Cr Murrihy moved, Cr Murnane seconded -

11. That Council :

11.1 Endorse the CISF - Community Events Guidelines;

11.2 Endorse the CISF – Community Events Rapid Response Guidelines; and

11.3 Allocate \$30,000 from the Community Events Fund to support the Community Events Rapid Response.

Carried.

Attachment 1

Financial Implications

1. The Community Events Fund has an allocated budget of \$300,000 in 2019-20. \$100,000 per year for 3 years has been allocated by Council (Council endorsement at the 30 July 2019 Council meeting) to Diversitat to support Pako Festa. \$30,000 of this budget is to be allocated to support a Community Events Rapid Response process. This leaves a balance of \$170,000 in the 2019-20 Community Events Fund.

Community Engagement

2. The Community Events Fund will be advertised and community information sessions will be held to provide details on the Fund, the timelines, the application and assessment process. Applications will be available via the Smarty Grants website and Council staff will be available to help organisations / groups who may experience difficulties with the website.
3. The CISF independent assessment panel members are community members who followed an expression of interest process and were appointed based on experience and suitability.
4. All organisations / groups will be notified of the outcome of their application. The list of applications to be funded will be published on the Geelong Australia website. Feedback will be provided to unsuccessful applicants with the aim to aid future Community Event Fund applications.

Social Equity Considerations

5. Social equity issues will be considered for all Community Event Fund applications.

Policy/Legal/Statutory Implications

6. There are no policy, legal or statutory implications in this report.

Alignment to Council Plan

7. This new Community Events Fund supports the strategic priority of growing our tourism and events.

Conflict of Interest

8. No City officer who provided advice in relation to this report have declared a conflict of interest regarding this report.

Risk Assessment

9. There are no notable risks associated with this report.

Environmental Implications

10. There are no known environmental implications associated with this report.

THE CITY OF
GREATER GEELONG

COMMUNITY INVESTMENT AND SUPPORT FUND



COMMUNITY EVENTS
GUIDELINES

Contents

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The Community Events program is part of the Community Investment and Support Fund (CISF) offered by the City for community groups and organisations to undertake projects that benefit the local community.

The Community Events program is aligned to the *Greater Geelong: A Clever and Creative Future, City Plan* and references the *City's designation as a UNESCO City of Design*. www.geelongcityofdesign.com.au/.

In particular the Community Events program focusses on supporting events that help us to achieve four of the eleven priority areas of the Council Plan as follows:

- A more inclusive and diverse community
- Growing our tourism and events
- A thriving and sustainable economy
- Improved health and safety of our community

Please refer to the *City of Greater Geelong Standard Grant guidelines* (www.geelongaustralia.com.au/grants) for standard requirements common to all grant programs in conjunction with the following guideline specific to the Community Events program.

WHAT IS THE COMMUNITY EVENTS PROGRAM?

The Community Events Program aims to support moderate sized events which bring economic benefits to the City, however they will also strengthen and enrich community, celebrate common interests, showcase local competitive advantages and provide opportunities for local participation.

The program is open to groups and organisations who deliver event(s) that have a strong focus on social connections, creative and cultural benefits and driving the economy for the City of Greater Geelong community.

The program will partner with events that align with the strategic priorities of our Council Plan 2018-2022 'Putting Our Community First' and support Geelong's Clever and Creative Future Vision.

Partnerships will include funding, value-add event promotion and may include in-kind support.

The outcome from the Community Events Program will be to support a diverse and inclusive calendar of events annually, which generate economic, social and creative benefits for the Geelong community.

The Community Events Program is complimentary and in addition to the Geelong Major Events Sponsorship program offered by the City of Greater Geelong. That program is designed to support events which significantly maximise economic, tourism, and employment outcomes and infrastructure legacies for the Geelong Region.

Festivals and programs that predominantly focus on the Cultural life of our community and/or the enrichment of the Arts sector may be better suited to the Creative Communities Festivals Grants.

If you're unsure which program you should apply for, please contact the Event Services Unit on 5272 4802 or email events@geelongcity.vic.gov.au

WHAT ARE THE KEY DATES FOR APPLICATIONS?

Applications will be accepted until 5.00pm on the final day. **Incomplete or late submissions of applications will not be accepted.**

GRANT ROUND 2019-20	GRANT APPLICATION DATES	DATE APPLICANTS ADVISED OF OUTCOMES
Community Events – Round 1	From 1 September 2019 to 30 September 2019	December 2019
Community Events– Round 2	From 1 February 2020 to 31 March 2020	June 2020

The program will allocate 50% of the available funds to each Round.

Please note* This applicant must be the same entity that is the applicant for any event permits or approvals.

WHO CAN APPLY?

ORGANISATION CATEGORY	YES	NO
Not for Profit, incorporated bodies, cooperatives or associations	✓	
Commercial entities and businesses	✓	
Registered charitable organisations– Refer to Australian Charities and Not for Profit Commission.	✓	
Groups with an eligible auspice or Unincorporated bodies with an eligible auspice	✓	
Individuals		X
Organisations with outstanding debts or arrears to the City of Greater Geelong.		X
Organisations/groups that have not provided a satisfactory Evaluation/Acquittal form to the City of Greater Geelong for any previous funding received from Council from any funding program. This includes organisations that have acted as an auspice body for an Unincorporated group.		X
Generally, organisations that have already received funds from Council in the same financial year*		X

**Contact the Event Services Unit to discuss eligibility if this applies to your organisation:*

events@geelongcity.vic.gov.au / 03 5272 4802

HOW MUCH CAN YOU APPLY FOR?

Community Events Program funding may be allocated in funding amounts up to \$20,000.

Multi-year funding may be offered with a maximum of 3 years.

Program support may include cash funding, value-add promotional support via Events Geelong platforms and in-kind support such as waived venue hire. Any in-kind support already provided by the City to the Event Applicant will be taken into account during the funding evaluation process.

PROFIT

Making a profit from your activity is acceptable. Achieving self-sufficiency and sustainability should be one of your objectives. This program is intended for short-term support, not long-term reliance.

PERMITS & APPROVALS

CISF program funding is not automatic approval for the conduct of your event. In many cases, particularly for outdoor venues, you will also require an Events Permit from the City of Greater Geelong.

Events Permits are coordinated by the City's Event Services Unit and are subject to a separate process, requiring the event organiser to: (as a minimum)

- Review the City's Events Planning Guide (available from www.eventsgeelong.com.au)
- Complete an Event Permit Application Form
- Provide evidence of public liability insurance demonstrating a minimum cover of \$20M and providing a principal's indemnity to the City of Greater Geelong
- Submit all relevant plans, including emergency management plans and risk assessments.

You may also be required to participate in the Events Multi-Agency Working Group process, which is an advisory group ensuring the safe and appropriate conduct of events in the region.

Once your event is confirmed to proceed, you will need to determine whether you are required to obtain an Events Permit from the City of Greater Geelong. Further information can be obtained from the City's Event Planning Guide at www.eventsgeelong.com.au, or by contacting the Event Services Unit - events@geelongcity.vic.gov.au / 03 5272 4139.

WHAT TYPES OF EVENTS ARE ELIGIBLE FOR COMMUNITY EVENTS PROGRAM FUNDING?

All applications by eligible applicants, for support of events staged within the City of Greater Geelong will be considered, however the applications most likely to succeed will be events which fit many of the following categories:

PROJECT TYPE	YES	NO
Events to be staged/held between January 1 st and December 31 st , 2020	✓	
Events with a strong focus on social connections	✓	
Events that are open to the public and include free components	✓	
Events that contribute to economic growth for the region	✓	
Events that include a State or National title activity	✓	
Events that celebrate diversity and inclusivity	✓	
Events that celebrate common interests	✓	
Events that showcase local competitive advantage	✓	
Events that will strengthen and enrich community	✓	
Events that are complimentary to our existing calendar of events in Geelong	✓	
Events that have the potential to attract visitation from other areas outside of Geelong	✓	
Events that promote healthy and sustainable practices	✓	
Events that provide legacy for the local community	✓	
Events that are not approved by the City, where a permit/approval is required.		X
Events that are the core business of the event venue		X
Events that are held prior to the 1 st January 2020		X
Events that take place outside the City of Greater Geelong.		X
Fundraising events. e.g. Fetes, markets, fun runs, concerts, competitions, and other activities where the main aim is to directly fundraise for a particular charity or cause		X
Events that have already received support from, and/or better meet the criteria of another City of Greater Geelong funding program		X
Events that are ongoing, regular activities ie monthly markets, seasonal sporting events		X

HOW ARE APPLICATIONS ASSESSED?

Eligible applications will be assessed against the Criteria in the table below.

It is important to note that:

- Meeting all criteria does not guarantee that an application will be successful
- There is no guarantee that events which have previously received funding will be funded again
- Generally these programs are oversubscribed and not all applications can be supported with funding
- Our objective is to support a diverse and balanced seasonal calendar of events, providing benefits across the whole of the municipality.

ASSESSMENT CRITERIA TABLE

Key Criteria and weighting %	KEY INDICATORS – (what we look for when assessing an application)
Well Planned Project – 40%	Project Rationale • Considers the reasons for staging/developing the event. Includes details on its target audience/participants/spectators. • Considers the capacity of the event organiser to deliver a safe, successful and sustainable event. • Demonstration that project is well planned and scoped. The application includes a summary event plan. • Demonstration of an appropriate budget for the event, which indicate the event organiser has a thorough understanding of the costs associated with delivering safe events. • Where relevant, the applicant confirms an understanding of what permits and approvals will be required for the event to proceed. Including evidence that the venue/location is suitable and available for the event. ie via submission of the City's Event Application Form to the City's Event Services Unit or a Venue Booking Form.
Community Impact – 30%	• Considers how the event will enhance health, wellbeing, diversity and quality of life for Greater Geelong communities. • Considers how the activity supports our community to live sustainably and the environmental impact of the event • Contributes to social equity and inclusion.
Strategic Impact – 30%	• Considers how it aligns with the City's 'Clever and Creative' aspirations and the Council Plan priority areas identified. (see page 3) • Considers how it aligns with the aims of the Community Events program. (see page 3) – Economic benefits – Strengthen and enrich community – Celebrate common interests – Showcase local competitive advantage – Opportunities for local participation – Contributes to a diverse an balanced (seasonal and geographical) calendar of events.

ASSESSMENT CRITERIA TABLE

TOTAL 100%

CONTACT INFORMATION

For help and support in accessing the online application form and general process information, please contact our Grants Team on 03 5272 5039 or 5272 4736 or email communitygrants@geelongcity.vic.gov.au .

To discuss your eligibility and suitability for this Community Events Program, including the criteria for assessment, please contact our Event Services Team on 03 5272 4802.

OTHER CITY OF GREATER GEELONG FUNDING OPTIONS

There are a variety of funding programs under the Community Investment and Support Fund. For more information, go to www.geelongaustralia.com.au/grants.

If your event meets the eligibility criteria of the Community Events Fund, however the 'round' timelines prevent you from applying within the stated application period, you may be eligible to apply for Rapid Response funding. This program is very limited and requires exceptional circumstances.

To discuss Rapid Response funding, please contact our Event Services Team on 03 5272 4802.

THE CITY OF
GREATER GEELONG

COMMUNITY INVESTMENT AND SUPPORT FUND



COMMUNITY EVENTS
RAPID RESPONSE
GUIDELINES

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This Community Events Rapid Response Guidelines should be read in conjunction with the Community Events Program guidelines.

The Community Events program is part of the Community Investment and Support Fund (CISF) offered by the City for community groups and organisations to undertake projects that benefit the local community.

The Community Events program is aligned to the *Greater Geelong: A Clever and Creative Future, City Plan* and references the *City's designation as a UNESCO City of Design*. www.geelongcityofdesign.com.au/.

In particular the Community Events program focusses on supporting events that help us to achieve four of the eleven priority areas of the Council Plan as follows:

- A more inclusive and diverse community
- Growing our tourism and events
- A thriving and sustainable economy
- Improved health and safety of our community

Please refer to the *City of Greater Geelong Standard Grant guidelines* (www.geelongaustralia.com.au/grants) for standard requirements common to all grant programs in conjunction with the guideline specific to the Community Events program and this Community Events Rapid Response guideline.

WHAT ARE COMMUNITY EVENTS - RAPID RESPONSE?

The Community Events Rapid Response process is a part of the Community Events Program which aims to support moderate sized events which bring economic benefits to the City. These events will also strengthen and enrich community, celebrate common interests, showcase local competitive advantages and provide opportunities for local participation.

The program is open to groups and organisations who deliver event(s) that have a strong focus on social connections, creative and cultural benefits and driving the economy for the City of Greater Geelong community.

However, we recognise that the two fixed round timelines of the Community Events Program each year, may prevent some events which meet the eligibility criteria of the program, from applying for funding.

Therefore a limited amount of funding annually is available for a Community Events Rapid Response and funds can be allocated via a separate process to the CISF funding rounds, where there is a compelling justification to do so.

For a pre-assessment of your eligibility to apply for Rapid Response funding, please contact the Event Services Unit on 03 5272 4802 or email events@geelongcity.vic.gov.au

WHAT ARE THE KEY DATES FOR APPLICATIONS?

Incomplete applications will not be accepted.

2019-20	APPLICATION DATES	DATE APPLICANTS ADVISED OF OUTCOMES
Rapid Response Community Events	October 2019 to January 2020 April 2020 to May 2020	Within approximately four weeks of application date

Please note* This applicant must be the same entity that is the applicant for any event permits or approvals.

WHO CAN APPLY?

ORGANISATION CATEGORY	YES	NO
Not for Profit, incorporated bodies, cooperatives or associations	✓	
Commercial entities and businesses	✓	
Registered charitable organisations– Refer to Australian Charities and Not for Profit Commission.	✓	
Groups with an eligible auspice or Unincorporated bodies with an eligible auspice	✓	
Individuals		X
Organisations with outstanding debts or arrears to the City of Greater Geelong.		X
Organisations/groups that have not provided a satisfactory Evaluation/Acquittal form to the City of Greater Geelong for any previous funding received from Council from any funding program. This includes organisations that have acted as an auspice body for an Unincorporated group.		X
Generally, organisations that have already received funds from Council in the same financial year*		X

**Contact the Event Services Unit to discuss eligibility if this applies to your organisation:*

events@geelongcity.vic.gov.au / 03 5272 4802

HOW MUCH CAN YOU APPLY FOR?

Community Events Rapid Response Program funding may be allocated in funding amounts up to \$10,000.

Only one-off funding can be provided via the Rapid Response process.

Program support may include cash funding, value-add promotional support via Events Geelong platforms and in-kind support such as waived venue hire. Any in-kind support already provided by the City to the Event Applicant will be taken into account during the funding evaluation process.

PROFIT

Making a profit from your activity is acceptable. Achieving self-sufficiency and sustainability should be one of your objectives. This program is intended for short-term support, not long-term reliance.

PERMITS & APPROVALS

CISF program funding is not automatic approval for the conduct of your event. In many cases, particularly for outdoor venues, you will also require an Events Permit from the City of Greater Geelong.

Events Permits are coordinated by the City's Event Services Unit and are subject to a separate process, requiring the event organiser to: (as a minimum)

- Review the City's Events Planning Guide (available from www.eventsgeelong.com.au)
- Complete an Event Permit Application Form
- Provide evidence of public liability insurance demonstrating a minimum cover of \$20M and providing a principal's indemnity to the City of Greater Geelong
- Submit all relevant plans, including emergency management plans and risk assessments.

You may also be required to participate in the Events Multi-Agency Working Group process, which is an advisory group ensuring the safe and appropriate conduct of events in the region.

Once your event is confirmed to proceed, you will need to determine whether you are required to obtain an Events Permit from the City of Greater Geelong. Further information can be obtained from the City's Event Planning Guide at www.eventsgeelong.com.au, or by contacting the Event Services Unit - events@geelongcity.vic.gov.au / 5272 4139.

WHAT TYPES OF EVENTS ARE ELIGIBLE FOR SPECIAL COMMUNITY EVENTS RAPID RESPONSE PROGRAM FUNDING?

Please refer to the eligibility criteria section of the Community Events Program, as they continue to apply to the Special Community Events Rapid Response applications also.

The applications most likely to succeed will be for events which fit many of the eligibility categories in both guidelines.

PROJECT TYPE	YES	NO
Events that are to be 'bid' for by the Event Applicant and must adhere to external bid timelines	✓	
Events that require a commitment of funding, outside of the Community Events Program announcement dates eg Event is to be staged within six months of application	✓	
Events that require funding at short notice eg an event in response to an unexpected community issue or a municipal disaster	✓	
Events that seek an urgent commitment of funding to support a funding application timeline of other levels of government.	✓	
Events opportunities that could be secured for Geelong, but were unknown at the time of the previous Community Events Program application period	✓	
Events that are not likely to be approved by the City, where a permit/approval is required.		X
Events that are able to apply for Community Events Funding during the next applicable round		X
Events that take place outside the City of Greater Geelong.		X
Events that have already received support from, and/or better meet the criteria of another City of Greater Geelong funding program		X
Events that are ongoing, regular activities ie monthly markets, seasonal sporting events		X

HOW ARE APPLICATIONS ASSESSED?

Eligible applications will be assessed against the Criteria in the table below.

It is important to note that:

- Meeting all criteria does not guarantee that an application will be successful
- There is no guarantee that events which have previously received funding will be funded again
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ASSESSMENT CRITERIA TABLE

TOTAL 100%

APPROVAL PROCESS

The Rapid Response process allows for funding decisions to be made, outside of the Community Events Program application and announcement timeframe.

The Rapid Response process is as follows:

- Firstly discuss your suitability for a Rapid Response application with the Event Services Team on 5272 4802
- If an application is supported by the officer, you will be provided with a link to a Smarty Grants online application form.
- Complete the online application according to the Smarty Grants instructions.
- An Event Services Officer will process your application, and final recommendations will be presented to Council via a Council report. This will happen at the next appropriate Council meeting.
- You will receive notification of the outcome of your application within an estimated 4-6 weeks from the application being submitted.

CONTACT INFORMATION

All enquiries regarding this Special Events Program Rapid Response Program should be directed to the Event Services Team on 03 5272 4802 or events@geelongcity.vic.gov.au.

For issues or questions regarding the Smarty Grants online application processes and instructions, please contact the Grants Team on 03 5272 5039 or 03 5272 4736 or email communitygrants@geelongcity.vic.gov.au

OTHER CITY OF GREATER GEELONG FUNDING OPTIONS

There are a variety of fund programs under the Community Investment and Support Fund. For more information, go to www.geelongaustralia.com.au/grants.

5. LARA TRAFFIC STUDY ACTION PLAN 2019 - 2029

Source: City Services – Engineering Services
Acting Director: Rodney Thomas
Portfolio: Transportation and Connections

Purpose

1. To seek Council approval to release the draft Lara Traffic Study Action Plan 2019-2029 for broader community consultation for a period of four weeks.

Background

2. The Lara Traffic Study Action Plan (The Plan) commenced following feedback from the communities of Lara and Little River about traffic safety and access issues, particularly associated with truck movements.
3. Data collected to support the Plan included traffic volumes, vehicle speeds, road hierarchies, road condition, quarry access, quarry haulage routes and road accident statistics.
4. The City conducted eleven community sessions between October 2018 and May 2019 seeking input on opportunities to improve walking, cycling, vehicle, public transport and heavy vehicle routes within and around Lara. Over 350 people provided comments both in person and via online 'have your say'.
5. The first stage of community engagement assisted forming the draft Action Plan which was presented to Council at the 12 March 2019 Community Focus Council Meeting. The resolution noted; *the feedback from the community consultation in September 2018; and, that the priority actions will be released on 28 March 2019 for a period of 6 weeks for community feedback.* Following this period a revised Action Plan was to be finalised and presented back to Council for adoption.
6. The second stage of community engagement focused on refining the draft actions in the Action Plan and confirming the communities feedback from stage one engagement.
7. The third stage of community engagement was a forum held with representatives from Regional Roads Victoria and City of Greater Geelong who presented updates on current action plan before final revisions were amended. More than 100 people attended this forum.

Key Matters

8. Following community engagement a number of priority actions have been identified. These priority actions are:
 - 8.1 redirection of quarry trucks away from Lara townships;
 - 8.2 improve safety and reduce congestion at "6 ways" intersection;
 - 8.3 grade separation of the Geelong rail line and McClelland Avenue;
 - 8.4 review of speed limits on local roads;
 - 8.5 Lara Station car parking;
 - 8.6 safety improvements at Forest Road South / Canterbury Road roundabout; and

- 8.7 facilitate pedestrian and cyclists safely crossing the new Hovells Creek shared path.
9. Following ten community forums and on-line 'Have Your Say', over 350 comments were raised, across a range of transport and infrastructure topics. These issues are consolidated into 164 related items for respective agencies in an Action Plan in **Attachment 3**.
10. Some priority actions have either been actioned, are in progress or have been identified and incorporated into 2019-20 programs.
11. The remaining priority actions will be referred to the 2020-21 and future years programs.
12. The Study has revealed the need for a Lara Truck Route Review. This review in association with RRV will aim to identify preferred truck routes within Lara township and surrounding areas.
13. The Study also identified broader traffic management issues associated with growth in Lara and surrounding areas. The Geelong Growth Areas Transport Infrastructure Strategy will identify transport infrastructure to support new communities within existing and future precincts.

Cr Aitken moved, Cr Grzybek seconded -

14. **That Council approve the release of the draft Lara Traffic Study Action Plan 2019-2029 (Attachment 3 of this report) for community consultation.**

Carried.

Attachment 1

Financial Implications

1. The priority actions will be referred to current and future programs and budgets. Depending on scale, these works may be incorporated into existing 2019-20 programs, others may require specific budget bids or external funding.

Community Engagement

2. The City opened an online 'Have Your Say' page from 26 September 2018 through to 22 October 2018. Hard copies were made available on request and written submissions could be mailed in.
3. The first stage of community engagement sessions were held on Wednesday 10 October 2018 (10am-12pm and 4pm-7pm) and on Saturday 13 October 2018 (9am-12pm). During these three sessions 66 people visited the forum and 111 people provided comments via on-line 'Have Your Say' survey.
4. The first stage of community consultations assisted forming the draft action plan which was presented to Council at the 12 March 2019 Community Focus Council Meeting. The resolution noted further consultation on the draft plan and for the final revised plan to presented back to Council for adoption.
5. The second stage of community engagement sessions commenced 25 March 2019. Community sessions were held on 28 March (4.30pm-7.30pm), 4 April (9am-12pm), 10 April (10am-1pm and 4pm-7pm) and 1 May (10am-12pm and 5pm-7.30pm). During these five sessions 65 people visited the forum and 69 people provided further comments via on-line 'have your say' survey.
6. The third stage of community engagement sessions was a forum held on the 30 May (7pm-9.30pm). Representatives from Regional Roads Victoria and City of Greater Geelong presented updates on current action plans. More than 100 people attended this forum
7. Comments raised by the community varied across all modes of transport and included; cycling, heavy vehicles, traffic congestion, lighting, pedestrians, traffic speed, traffic management, public transport, road maintenance. The key issues that were commonly raised were:
 - concerns with quarry trucks away from Lara townships;
 - various safety, congestion and access issues with "6 ways" intersection;
 - congestion and safety at the rail crossing of Geelong rail line and McClelland Avenue;
 - various speed limit reduction requests on local roads;
 - more car parking required at Lara Station car parking;
 - concerns with the safety and driver behaviour at Forest Road South / Canterbury Road roundabout; and
 - safety concerns with pedestrian and cyclists crossing the new Hovells Creek shared path.

Social Equity Considerations

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

Policy/Legal/Statutory Implications

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

Alignment to Council Plan

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

Conflict of Interest

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

Risk Assessment

12. Risks identified in relation to the Lara traffic study are addressed throughout the report.

Environmental Implications

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

Attachment 2

Lara Traffic Study Plan – Priority Actions

Following community consultation, seven priority actions were identified as the most consistent and concerning issues within Lara (refer to **Attachment 3**). Below summarises the initiatives identified to respond to these Priority Actions.

1) Redirection of quarry trucks away from Lara township

Concerns regarding truck movements through Lara have been an increasing consistent concern raised by residents. Particularly those associated with residential subdivisions and the quarries located along Sandy Creek Road. The key concerns regarding truck movements included:

- Quarry trucks creating amenity issues to residents, particularly along Branch Road, Forest Road North, Forest Road South, Patullos Road and Windermere Road; and
- The number of quarry truck which create safety concerns to pedestrians.

An outcome of the Lara Traffic Study Action Plan has recommended the Department of Transport to lead a Lara Truck Route Review with support from the City. The review is to consider all truck travel within Lara in order to identify most suitable routes for truck haulage and truck travel times, which will result in recommendations to any changes of the VicRoads approved Heavy Vehicle Routes.

Some discrepancies and improvements in signage and truck route guidance has been identified and will be implemented in the short term.

2) 'Six-ways' intersection

There were a number of concerns raised regarding the Six-Ways intersection, these included:

- Access and safety for cyclists navigating through the roundabout;
- Safety concerns with the provision of heavy vehicles moving through the roundabout;
- Difficulty and safety concerns for pedestrian crossing at the roundabout;
- Traffic congestion due to the volume of vehicles passing through the roundabout;
- Vehicle speed and associated safety concerns;
- Lighting within the roundabout;
- Line marking within the roundabout; and
- Improvements to existing pedestrian crossing infrastructure to provide safety to pedestrians

Regional Roads Victoria (RRV) have undertaking community consultation on the design and layout of a new intersection for six-ways.

These options included both a new roundabout and a signalised intersection, as well as potential short-term improvements to the existing roundabout.

RRV are in the process of finalising the design of the proposed new intersection. The feedback received from the Lara Traffic Plan has been passed onto RRV for their consideration in the design process. Once the design is finalised the construction of the new intersection will be submitted with other regional projects in Regional Roads Victoria's budget process.

3) Grade separation of the Geelong rail line and McClelland Avenue

A recurrent theme throughout the Lara Traffic Study Action Plan engagement related to the rail cross of McClelland Avenue. Concerns specifically related to the:

- Congestion and safety of pedestrians and vehicles at the railway crossing;
- Condition of the road surface across the rail tracks; and
- Difficulty for emergency vehicles to cross the rail line.

During the community consultation the grade separation (road over rail) was discussed with Department of Transport. The grade separation would improve traffic movements from Station Lake Road to McClelland Avenue. The State Government's Level Crossing Removal Authority has this crossing listed on their 'top 300 sites for removal' and is currently ranked 169 in Victoria. Department of Transport have indicated to the Lara and Little River community that this will not happen during the short to medium term, unless adopted with other rail upgrade initiatives.

4) Review of speed limits on local roads

During the Lara Traffic Study Action Plan consultation, the community identified a number of roads within Lara for requested speed reductions, the key roads included:

- McClelland Avenue;
- Hicks Street;
- Mill Road;
- Branch Road; and
- Sandy Creek Road

The City is required to assess the appropriateness of these requests and then develop and submit an application for Regional Roads Victoria (RRV) to consider. The City has reviewed the requests and discussed these listed roads with RRV and also consulted Victoria Police for their review and support for speed reductions on these identified roads. Speed limit applications were submitted to Regional Roads Victoria (RRV) in July 2019 and are awaiting outcomes.

5) Lara Station car parking

The community raised a number of comments in relation to Transport for Victoria's car parking associated with the Lara Train Station, these comments related to:

- Not enough car parking spaces within the Lara Station Car Park;
- Overflow parking occurring on unsealed areas within Lara Train Station;
- The overflow parking creating a safety hazard in Hicks Street; and
- The overflow of parking into local roads creates amenity issues in surrounding streets.

Department of Transport have commenced investigating parking demands at each train station from Lara to Waurin Ponds. It is anticipated that this investigation will identify ways to address parking demands and future of parking availability at Lara Station (amongst other Geelong train stations).

6) Forest Road South / Canterbury Road roundabout

Many community members commented on the existing roundabout at Forest Road South and Canterbury Road. Concerns were raised regarding:

- Poor intersection sight distance, specifically in relation to the museum building located on the corner of the intersection;
- High speeds of vehicles entering the intersection from Canterbury Road; and
- General difficulty for motorists to navigate through the roundabout.

The City has discussed the safety issues at this roundabout with Regional Roads Victoria (RRV). The City intends to review Canterbury Road West segment and identify ways to reduce the vehicles speeds on the approach to the roundabout. The City has commenced discussing this intersection with RRV to find a safe solution. Any works within Forest Road South and at the intersection will be the responsibility of Regional Roads Victoria and will be subject to State Government funding.

7) Pedestrian and cyclists safely crossing the new Hovells Creek shared path

The City is currently constructing Stage One of the Hovells Creek shared path, which extends from Station Lake Road to Flinders Avenue along Hovells Creek. This stage of the shared path did not include a crossing of Station Lake Road in the scope of works. The community expressed concerns regarding the safety of crossing Station Lake Road, particularly school children at peak times.

There are two options that are currently being investigated and designed at Station Lake Road:

- A pedestrian path continuing along Hovells Creek under Station Lake Road bridge, to connect to the existing path on the north side of the bridge; and
- A signed and crossing point, with supporting infrastructure to make drivers aware of the at-road crossing on Station Lake Road.

The preferred outcome is for the path underpass of Station Lake Road, however this will be subject to the sufficient bridge clearance and setback from Hovells Creek waterline. Officers undertook ground survey and are currently investigating the design options for this path underpass. The underpass construction will be subject to additional funding. A signed at-road crossing will be delivered with the current Stage One construction of the Hovells Creek path as an interim measure.

THE CITY OF
GREATER GEELONG

LARA TRAFFIC STUDY



A TRAFFIC ACTION PLAN 2019 -2029

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Executive summary

The Lara Traffic Study Action Plan is a document that highlights the feedback, concerns and comments of the broader community relating to all modes of movement and transport infrastructure.

The Study included extensive community consultation occurring over 71 days, involving 10 community sessions, online and hardcopy survey, collecting over 340 responses.

164 individual matters have been identified as a result of the engagement. These matters have been developed into an Action Plan which details the location, issue, responsible authority and the associated action or response with estimated timeframes.

Throughout the engagement seven key issues were commonly raised and have been identified as Priority Actions.

The seven key Priority Actions refer to;

- redirection of quarry trucks away from Lara township;
- “6 ways” intersection;
- grade separation of the Geelong rail line and McClelland Avenue;
- review of speed limits on local roads;
- Lara Station car parking;
- Forest Road South / Canterbury Road roundabout; and,
- pedestrian and cyclists safely crossing Station Lake Road on the shared path currently being constructed along Hovells Creek.

The Study gives the City a consolidated view of the transport challenges and concerns facing the Lara community. This will enable a targeted approach to the priority issues and their consideration with other challenges that face Geelong throughout the municipality.

The outcomes of the Action Plan allow informed budgeting to existing programs and submissions for future budget bids for Council's consideration. The Action Plan also includes actions that relate to matters that are the responsibility of State Government's agencies, which allows the City to advocate and seek commitments to these actions.

Background

LARA AREA

The suburb of Lara is located in Geelong's north and is bordered by the Princes Highway, Branch Road and Bacchus Marsh Road. The study area considered for this project included Little River from the City of Greater Geelong's municipal boundary to the west, Little River-Ripley Rd to the north, Bacchus Marsh Road to the east. Notwithstanding that movement through, within and around Lara is impacted by the origins and destinations that extend beyond Lara and Little River.

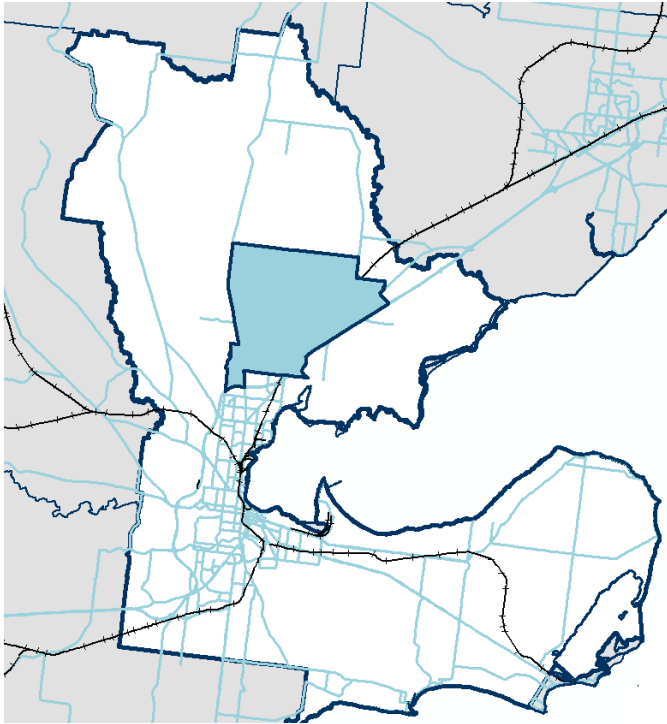


Figure 1: Lara Suburb

The suburb of Lara is over 89 km² in land area and houses over 18,000 residents. The car ownership in 2016, indicates 65 % of households in Lara and had access to two or more motor vehicles, compared to 52% in City of Geelong. Travel to work in Lara was 69.5% as driver and people who travel to work by car as driver or passenger was 76.6%. And people who travel to work by public transport was 7.7 %. (ABS Data).

Lara township has key transport services that make Lara an attractive and accessible township, including;

- close proximity to Avalon's international and domestic airport;
- Lara train station; and,
- adjacent to Princes Highway and Bacchus Marsh Road.

With the recent development and subdivisions within Lara, the township has and is experiencing more significant residential growth than previous times. Lara is an attractive community, supporting many local attractions, significantly the You Yangs Regional Park and Serendip. Lara also has an extensive community group network, particularly within sport and recreation, including Lara Football and Netball Club, Lara United Football Club, Lara Bowling Club amongst a few. These attractions and local groups and activities attribute the nature of Lara's close community and have significantly grown with residential growth and broader tourism within Geelong.

This growth has seen the progression of Lara from a mainly rural suburb to a mixed residential and rural living, with significant development in the Lara township retail and commercial offering. These developments require the transport network to evolve and develop with this growth.

Objective

HISTORY

Over recent years the Lara community has raised over 220 requests regarding transport safety, movement parking and access. A lot of these, if not most, have been able to be mitigated or addressed with small scale interventions. Some however have not been able to be addressed and require further work to be developed and funding to be implemented. With a mix of residents, businesses and visitors, balancing the needs of all road users is a complex and challenging task.

OBJECTIVE

The objective of the Lara Traffic Study is to undertake a broad community wide engagement to collate the concerns of the community relating to traffic and transport, including those who visit Lara. Using this information, the City intends to then categorise those concerns into three simple timeframes; short, medium and long term. This will then lead to either actioning solutions within existing programs or submitting budget bids for Council consideration for delivery.

- **Short term (1-2 years)** being those concerns that can be mitigated or resolved with a short term (2019/20-2020/21), typically smaller scale, solution. These may be able to be delivered in Councils existing programs, or may require specific budget bids to be submitted for Councils consideration in the next 2020/21 budget.
- **Medium term (2-5 years)** being those concerns that are typically more complex and need some further investigation to determine the best outcome for the community. These may also be slightly larger in scale and require a specific Council budget bid to fund the implementation, or source external funds to assist delivery.
- **Long term (5-10 years)** being those initiatives that require significantly more planning and development to identify the correct and most appropriate solution. These are typically large projects that require a specific Council budget bid, co-funding with State Government, or rely totally on external funding.

The City will also record the frequency of the concerns raised by the community. This allows the priority actions to be considered against other competing demands throughout the rest of Geelong.

The desired outcome is to have an action plan that captures the feedback from the broader community, what

the community has told us, who is responsible, what can be done and an indication of when something will be implemented.

SCOPE

The Study was divided into four key stages, centred around community engagement activities.

Stage One

The first stage opened the community engagement process. The objective was to capture the communities initial feedback and concerns. The City then used this feedback to commence developing a draft Action Plan that responded to the initial concerns raised.

Stage Two

Following the development of the first initial draft, the City presented the initial findings to Council, to release for a second round of engagement. The purpose of this second round of engagement was to further capture concerns from the community and for this process to assist further refining the Action plan.

Stage Three

The purpose of this stage was to present the final draft Action Plan, including the representation of the Department of Transport and Regional Roads Victoria.

Stage Four

The final stage of the Study was to refine the actions and articulate the key priorities considering the feedback from throughout all of the Study's engagement phases.

The City captured all feedback from the community – even if the feedback and concerns raised may relate to things that are not Council's responsibility.

The City has worked closely with agencies, including the Department of Transport, Transport for Victoria, Public Transport Victoria and Regional Roads Victoria.

The City may have no control over some of the concerns raised that relate to the responsibilities of Department of Transport or Regional Roads Victoria, but we have ensured that feedback has been fed through to the appropriate agency. Within the Action plan we have also sought a response from the respective agency where possible.

Community Engagement

Community engagement throughout the Study was split into three key stages. The engagement involved on-line survey, on-line 'have your say', hard-copy surveys and in person community sessions. The engagement was widely publicised, with local community groups, newspaper adverts, social media and local township signage.

There were over 343 comments which were consolidated into 164 different matters that were raised and more than 230 people attended the various community sessions throughout the engagement.



COMMUNITY ENGAGEMENT SESSIONS

Stage One

The City opened an online 'Have Your Say' page from 26 September 2018 through to 22 October 2018. Hard copies were made available on request and written submissions could be mailed in.

The first stage of community engagement sessions were held on Wednesday 10 October 2018 (10am-12pm and 4pm-7pm) and on Saturday 13 October 2018 (9am-12pm). During these three sessions 66 people visited the forum and 111 people provided comments via on-line 'have your say' survey.

The first stage of community consultations assisted forming the draft action plan which was presented to Council at the 12 March 2019 Community Focus Council Meeting. The resolution noted further consultation on the draft plan and for the final revised plan to be presented back to Council for adoption.

Stage Two

The second stage of community engagement sessions commenced 25 March 2019. Community sessions were held on 28 March (4.30pm-7.30pm), 4 April (9am-12pm), 10 April (10am-1pm and 4pm-7pm) and 1 May (10am-12pm and 5pm-7.30pm). During these five sessions 65 people visited the forum and 69 people provided further comments via on-line 'have your say' survey.

Stage Three

The third stage of community engagement sessions was a forum held on the 30 May (7pm-9.30pm). Representatives from Regional Roads Victoria and City of Greater Geelong presented updates on current action plans. More than 100 people attended this forum.

Outcomes

From these ten community sessions, on-line survey and ‘have your say’, a total 343 comments were raised, across a range of transport and infrastructure topics.

The 343 comments from the community relate to 164 individual items throughout the Lara community area, and have been articulated in an Action Plan.

Throughout the engagement sessions seven key issues were raised that were not only reoccurring themes in the communities comments, but also significant issues for the broader Lara community.

The seven key Priority Actions refer to;

- redirection of quarry trucks away from Lara township;
- “6 ways” intersection;
- grade separation of the Geelong rail line and McClelland Avenue;
- review of speed limits on local roads;
- Lara Station car parking;
- Forest Road South / Canterbury Road roundabout; and,
- pedestrian and cyclists safely crossing Station Lake Road on the shared path currently being constructed along Hovells Creek.

Some of the 164 items in the Action Plan have been identified as short term actions and may have been completed, are in progress or have been identified and incorporated into 2019-20 programs. The remaining actions will continue to be developed and referred to future year programs or require additional funding through Council budget bid process or external funding grants.

KEY PRIORITY ACTIONS MAP



KEY PRIORITY ACTIONS

1) Truck movements through, within and around Lara township

Concerns regarding truck movements through Lara have been an increasing consistent concern raised by residents. Particularly those associated with residential subdivisions and the quarries located along Sandy Creek Road. The key concerns regarding truck movements included;

- Quarry trucks creating amenity issues to residents, particularly along Branch Road, Forest Road North, Forest Road South, Patullos Road and Windermere Road; and,
- The number of quarry truck which create safety concerns to pedestrians.

An outcome of the Lara Traffic Study Action Plan has recommended the Department of Transport to lead a Lara Truck Route Review with support from the City. The review is to consider all truck travel within Lara in order to identify most suitable routes for truck haulage and truck travel times, which will result in recommendations to any changes of the VicRoads approved Heavy Vehicle Routes.

Some discrepancies and improvements in signage and truck route guidance has been identified and will be implemented in the short term.

2) 'Six-ways' intersection

There were a number of concerns raised regarding the Six-Ways intersection, these included;

- Access and safety for cyclists navigating through the roundabout
- Safety concerns with the provision of heavy vehicles moving through the roundabout
- Difficulty and safety concerns for pedestrian crossing at the roundabout
- Traffic congestion due to the volume of vehicles passing through the roundabout
- Vehicle speed and associated safety concerns
- Lighting within the roundabout
- Line marking within the roundabout
- Improvements to existing pedestrian crossing infrastructure to provide safety to pedestrians

Regional Roads Victoria (RRV) have undertaken community consultation on the design and layout of a new intersection for Six-ways. These options included both a new roundabout and a signalised intersection, as well as potential short-term improvements to the existing roundabout. RRV are in the process of finalising the design of the proposed new intersection. The feedback received from the Lara Traffic Plan has been passed onto RRV for their consideration in the design process. Once the design is finalised the construction of the new intersection will be submitted with other regional projects in Regional Roads Victoria's budget process.

3) Grade separation of the Geelong rail line and McClelland Avenue

A recurrent theme throughout the Lara Traffic Study engagement related to the rail cross of McClelland Avenue. Concerns specifically related to the;

- Congestion and safety of pedestrians and vehicles at the railway crossing;
- Condition of the road surface across the rail tracks; and,
- Difficulty for emergency vehicles to cross the rail line.

During the community consultation the grade separation (road over rail) was discussed with Department of Transport. The grade separation would improve traffic movements from Station Lake Road to McClelland Avenue. The State Government's Level Crossing Removal Authority has this crossing listed on their 'top 300 sites for removal' and is currently ranked 169 in Victoria. Department of Transport have indicated to the Lara & Little River community that this will not happen during the short to medium term, unless adopted with other rail upgrade initiatives.

4) Review of speed limits on local roads

During the Lara Traffic Study consultation, the community identified a number of roads within Lara for requested speed reductions, the key roads included;

- 4.1 McClelland Avenue;
- 4.2 Hicks Street;
- 4.3 Mill Road;
- 4.4 Branch Road; and,
- 4.5 Sandy Creek Road

The City is required to assess the appropriateness of these requests and then develop and submit an application for Regional Roads Victoria (RRV) to consider. The City has reviewed the requests and discussed these listed roads with RRV and also consulted Victoria Police for their review and support for speed reductions on these identified roads. Speed limit applications were submitted to Regional Roads Victoria (RRV) in July 2019 and are awaiting outcomes.

5) Lara Station car parking

The community raised a number of comments in relation to Transport for Victoria's car parking associated with the Lara Train Station, these comments related to:

- Not enough car parking spaces within the Lara Station Car Park.
- Overflow parking occurring on unsealed areas within Lara Train Station.
- The overflow parking creating a safety hazard in Hicks Street.
- The overflow of parking into local roads creates amenity issues in surrounding streets.

Department of Transport have commenced investigating parking demands at each train station from Lara to Waurn Ponds as part of a Commuter Car Parking study. It is anticipated that this investigation will identify ways to address parking demands and future of parking availability at Lara Station (amongst other Geelong train stations).

6) Forest Road South / Canterbury Road roundabout

Many community members commented on the existing roundabout at Forest Road South and Canterbury Road. Concerns were raised regarding;

- Poor intersection sight distance, specifically in relation to the museum building located on the corner of the intersection;
- High speeds of vehicles entering the intersection from Canterbury Road; and
- General difficulty for motorists to navigate through the roundabout.

The City has discussed the safety issues at this roundabout with Regional Roads Victoria (RRV). The City intends to review Canterbury Road West segment and identify ways to reduce the vehicles speeds on the approach to the roundabout. The City has commenced discussing this intersection with RRV to find a safe solution. Any works within Forest Road South and at the intersection will be the responsibility of Regional Roads Victoria and will be subject to State Government funding.

7) Pedestrian and cyclists safely crossing the new Hovells Creek shared path

The City is currently constructing Stage One of the Hovells Creek shared path, which extends from Station Lake Road to Flinders Avenue along Hovells Creek. This stage of the shared path did not include a crossing of Station Lake Road in the scope of works. The community expressed concerns regarding the safety of crossing Station Lake Road, particularly school children at peak times.

There are two options that are currently being investigated and designed at Station Lake Road;

- A pedestrian path continuing along Hovells Creek under Station Lake Road bridge, to connect to the existing path on the north side of the bridge; and,
- A signed and crossing point, with supporting infrastructure to make drivers aware of the at-road crossing on Station Lake Road.

The preferred outcome is for the path underpass of Station Lake Road, however this will be subject to the sufficient bridge clearance and setback from Hovells Creek waterline. Officers undertook ground survey and are

currently investigating the design options for this path underpass. The underpass construction will be subject to additional funding. A signed at-road crossing will be delivered with the current Stage One construction of the Hovells Creek path as an interim measure.

The desired outcome is to have an action plan that captures the feedback from the broader community, what the community has told us, who is responsible, what can be done and an indication of when something will be implemented.

THE ACTION PLAN

The 343 comments, concerns and feedback received from the community throughout the engagement process have identified 164 items and actions. Each action has been identified as Short, Medium or Long term response, with the associated responsible authority (being City of Greater Geelong, Regional Roads Victoria (formally VicRoads, or Department of Transport).

Short Term Actions (1-2 years)

Short term actions are items that can be mitigated or resolved with a quicker response (~0-2 years) and are a typically smaller scale solution. These may be able to be covered in Councils existing programs, or may require specific budget bids to be submitted for Councils consideration in the next 2020/21 budget.

Medium Term Action (2-5 years)

Medium term actions respond to concerns that are typically more complex and need some further investigation to determine the best outcome for the community. These may also be slightly larger in scale and require a specific Council budget bid to fund the implementation, or source external funds to assist delivery.

Long Term Actions (5-10 years)

Long term actions respond to initiatives that require significantly more planning and development to identify the correct and most appropriate solution. These are typically large projects that require a specific Council budget bid, co-funding with State Government, or rely totally on external funding.

The City will also record the frequency of the concerns raised by the community. This allows the priority actions to be considered against other competing demands throughout the rest of Geelong.

Action Plan

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
13	Bacchus Marsh Road	Road Maintenance	Request to investigate and repair road surface.	Regional Roads Victoria (RRV)	RRV to inspect Bacchus Marsh Road and prioritise works according to safety and risk.	On-Going	Open	
1	6 Ways	Cycling	Improve bicycle access through the roundabout.	Regional Roads Victoria (RRV)	RRV have developed a low cost improvement including: Bike lanes within the 6 way roundabout to increase awareness of cyclists.	Short	Open	2019/20 - 2020/21
2	6 Ways	Heavy Vehicles	Request to remove Heavy Vehicles from 6 Way to improve safety.	Department of Transport (DoT) / City of Greater Geelong (CoGG)	Potential solutions to address safety and amenity concerns with heavy vehicles should be developed as part of a study of origins and destinations, composition and volumes of heavy vehicles. DoT will provide in kind support to assist CoGG to define the scope of the study in the short term recognising that the majority of the movements are on local road network.	Short	Open	2019/20 - 2020/21
5	6 Ways	Traffic Management	Review 'No Stopping' limits on Forest Road South from the 6 way roundabout to improve traffic circulation.	City of Greater Geelong (CoGG)	CoGG to review existing location of the 'No Stopping' sign posts and take appropriate action to address any circulation issues in Forest Road South.	Short	Open	2019/20 - 2020/21
6	6 Ways	Traffic Speed	Request to install 40km/hr speed limit within the 6 way roundabout.	Regional Roads Victoria (RRV)	RRV will undertake a speed limit review in the 6 ways precinct, and determine if a lower limit is suitable.	Short	Open	2019/20 - 2020/21
7	Alfred Street	Traffic Management	Investigate Fisher Street & Alfred Street to improve traffic safety and accessibility.	City of Greater Geelong (CoGG)	CoGG investigated this intersection and have installed warning signs to improve safety to motorists.	Short	Closed	
11	Avalon Road	Road Maintenance	Request to investigate and repair the 'dip' in Avalon Road. It's located on the highway in the direction of 'Melbourne bound'.	Regional Roads Victoria (RRV)	RRV to investigate and determine the problem.	Short	Open	2019/20 - 2020/21
12	Bacchus Marsh Road	Environmental	Request to consider installing new signage to control Illegal dumping.	Regional Roads Victoria (RRV)	RRV to investigate and install warning signs.	Short	Open	2019/20 - 2020/21
15	Bacchus Marsh Road	Traffic Management	Request to review and improve traffic signal timing at the intersection of Geelong Road and Bacchus marsh Road.	Regional Roads Victoria (RRV)	RRV to review and make the necessary changes.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
16	Bank Street	Traffic Management	Request to investigate and improve vehicle access into Forest Road South from Banks Street . Also remove the existing concrete channelling in Forest Road South to improve driver comfort.	City of Greater Geelong (CoGG)	CoGG investigated this issue In regards to access. These conditions are similar to any other side street located near an arterial roadway. The concrete channel is for drainage control as per other streets. No further action will be taken.	Short	Closed	
17	Bath Street	Road Surface	Request to investigate road surface damage due to the new bus route (both ways).	City of Greater Geelong (CoGG)	CoGG investigated the road surface and it's in good condition. No further action required.	Short	Closed	
18	Branch Road	Heavy Vehicles	Request to restrict trucks along narrow Branch Road to improve amenity to residents, provide safety cyclists and visitors to You Yangs Reserve. It was also noted for many animal deaths on the road (Kangaroo deaths).	Department of Transport (DoT)	Potential solutions to address safety and amenity concerns with heavy vehicles should be developed as part of a study of origins and destinations, composition and volumes of heavy vehicles. DoT will provide in kind support to assist CoGG to define the scope of the study in the short term recognising that the majority of the movements are on local road network.	Short	Open	2019/20 - 2020/21
19	Branch Road (Farras Road – Flinders Avenue)	Road Upgrade	Request to improve road surface condition and drainage issues.	City of Greater Geelong (CoGG)	This request is included in the 'Road Surfacing Reseal Program'. Work includes 'two coats of spray seal (10mm / 7mm).	Short	Open	2019-2020 (~ \$138,000)
20	Branch Road	Traffic Speed	The speed limit of 100km/hr is high. This road caters for cyclist & tourists to You Yangs. Reduce it to 80 Km/Hr between Flinders Avenue & Forest Road North.	City of Greater Geelong (CoGG)	CoGG to review Branch Road (between Flinders Avenue & Forest Road North) traffic speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
21	Bridge on Peak School Road at Howells creek	Bridge Condition	Review condition of culvert on Peak School Road.	City of Greater Geelong (CoGG)	CoGG infrastructure Unit investigated as per inspection levels in 2017. No structural defects identified.	Short	Closed	
23	Buckingham Street	Footpaths	Request to complete missing footpath between Windsor & Francis street.	City of Greater Geelong (CoGG)	CoGG listed Buckingham Street into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
25	Buckingham Street	Traffic Speed	Request to monitor vehicle speeds in Buckingham Street.	City of Greater Geelong (CoGG)	CoGG installed 50 km/h signs. The average speed is 49.4 km/h [8Feb2019].	Short	Closed	
28	Coles Car Park Access	Traffic Management	Request to review vehicle movements between Coles & Woolworths across Waverley Road.	City of Greater Geelong (CoGG)	CoGG investigated this intersection. CoGG to monitor.	Short	Open	2019/20 - 2020/21
33	Flinders Avenue	Road surface	This road needs a complete resurface due to pot holes.	City of Greater Geelong (CoGG)	CoGG maintenance unit issued Work Orders to repair edge breaks and potholes.	Short	Open	2019/20 - 2020/21
38	Forest Road North	Footpaths	Request to provide a footpath connection from Thomas Road to the Creek.	City of Greater Geelong (CoGG)	CoGG investigated and listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Short	Open	2019/20 - 2020/21
39	Forest Road North	Heavy Vehicles	Request to review truck travel in Forest Road North to improve amenity and truck issues.	Department of Transport (DoT)	Potential solutions to address safety and amenity concerns with heavy vehicles should be developed as part of a study of origins and destinations, composition and volumes of heavy vehicles. DoT will provide in kind support to assist CoGG to define the scope of the study in the short term recognising that the majority of the movements are on local road network.	Short	Open	2019/20 - 2020/21
41	Forest Road North	Lighting	Improve street lighting along Forest Road North from 6 way.	City of Greater Geelong (CoGG)	CoGG inspected this site and all burnt out lights will be replaced as per CoGG lighting policy.	Short	Open	2019/20 - 2020/21
42	Forest Road North	Road Maintenance	Improve road surface between Thomas Road & Patullos Road due to many potholes and edge breaks.	City of Greater Geelong (CoGG)	CoGG maintenance unit raised work orders for edge break and pothole repairs.	Short	Open	2019/20 - 2020/21
43	Forest Road North	Traffic Speed	Request to review and reduce existing posted speed limits between Branch Road & Windermere Road.	City of Greater Geelong (CoGG)	CoGG to review Forest Road North speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
44	Forest Road North & South	Heavy Vehicles	Request to review and reduce truck numbers in Forest Road South. Too many trucks, driving fast and its unsafe.	City of Greater Geelong (CoGG)	DoT identified the need for a new 'Heavy Vehicle Route Review Study' to identify solutions. DoT requested CoGG to commence the initial preparations for the study in the	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
					short term. Further action will be taken after the completion and acceptance of the study.			
50	Gibbons Road (Soccer Club Entry)	Road Upgrade	Improve condition of road surface near the football club entry.	City of Greater Geelong (CoGG)	This is included in the 'Road Surfacing Asphalt Program' to complete patching & 35mm Overlay –Intersection works.	Short	Open	2019-2020 (~\$11,000)
51	Gibbons Road (Bacchus Marsh Road to Gravel Road –Sealed section)	Road Upgrade	Review and improve road condition from Bacchus Marsh Road to Gravel section.	City of Greater Geelong (CoGG)	Included in the 'Road Surfacing Reseal Program' to complete Two Coats Spray Seal 10mm / 7mm.	Short	Open	2019-2020 (~ \$16,000)
54	Grants Bridge on You Yangs Road	Bridge Condition	Request to check for any structural damages to Grants Bridge on You Yangs Rd due to trucks.	City of Greater Geelong (CoGG)	CoGG infrastructure Unit investigated as per inspection levels. No structural defects identified.	Short	Closed	
56	Hicks Street	Traffic Speed	Request to reduce speed limits in Hicks Street (near Lara Train Station) between Bates Road & McClelland Avenue to 40km/h to improve pedestrian safety and vehicle movements.	City of Greater Geelong (CoGG)	CoGG plans to discuss speed reduction in Hicks Street to 40km/hr (between Bates Road & McClelland Avenue) with RRV. CoGG plans to improve Hicks Street line marking as part of this project. To address pedestrian safety & vehicle circulation, CoGG plans to discuss with DoT and propose to install a footpath on the west side and to formalise existing parking bays to improve sight lines for motorists who are accessing the train station during peak times. Funding for the footpath works will be discussed with DoT.	Short	Open	2019/20 - 2020/21
59	Intersection - Curlett Road & Flinders Avenue	Traffic Management	Request to review the location of 'STOP' sign post –it is set too far back.	City of Greater Geelong (CoGG)	CoGG to investigate and rectify the sign location as required.	Short	Open	2019/20 - 2020/21
60	Intersection - Forest Road North & Windermere Road	Drainage	Request to review and improve existing poor drainage issues at the roundabout	City of Greater Geelong (CoGG)	CoGG infrastructure Unit will be notified of these requests.	Short	Open	2019/20 - 2020/21
61	Intersection - Forest Road South & Bank Street	Pedestrians	Request to provide safe pedestrian crossing infrastructure near Bank Street and Police Station.	Regional Roads Victoria (RRV)	RRV to undertake feasibility assessment of new crossing point in Forest Road South.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
62	Intersection - Heales Road & Broderick Road	Traffic Management	Request to improve dangerous intersection, due to see-through effect.	City of Greater Geelong (CoGG)	Traffic Signal works have commenced at this intersection to improve safety.	Short	Closed	
63	Intersection of Mill Road & Windermere Road	Traffic Management	Request to improve intersection for turning vehicles.	City of Greater Geelong (CoGG)	CoGG investigated this intersection. Additional hazard markers will be installed to stop vehicles driving between the hazard markers when approaching Mill Road.	Short	Open	2019/20 - 2020/21
64	Intersection Old Melbourne Road & McIntyre Road	Traffic Management	Request to improve this unsafe intersection for motorists.	City of Greater Geelong (CoGG)	CoGG investigated this intersection. There are no immediate plans to do any works.	Short	Closed	
66	Intersection - You Yangs Road & Little River Ripley Road	Traffic Management	Request to review unsafe intersection for motorists.	City of Greater Geelong (CoGG)	CoGG plans to upgrade faded line marking in Little River Ripley Road at the intersection and re-locate existing advance warning signs to prominent locations in You Yangs Road. These changes would improve safety and reduce the existing see through effect. CoGG to monitor this intersection.	Short	Open	2019/20 - 2020/21
67	Intersection Avalon Road & Watts Street	Traffic Management	Request to review and improve safety at this intersection due to high speeds of vehicles from Princes Highway Off Ramp or Service Road.	Regional Roads Victoria (RRV)	CoGG will be working with RRV to find a safe solution.	Short	Open	2019/20 - 2020/21
69	Intersection Little River Ripley & Kirks Bridge Road	Traffic Management	Request to investigate and install splitter islands and to improve the existing pavement surface due to 'hooning' activities.	City of Greater Geelong (CoGG)	CoGG has completed constructing a splitter Island to improve the safety at this intersection. New line marking and signage have also been installed. (installed May 2019)	Short	Closed	
70	Intersection McClelland Ave & Avalon Road	Road Maintenance	Request to improve faded line marking at the intersection.	City of Greater Geelong (CoGG)	CoGG resurfaced McClelland Avenue between Clover Street to Avalon Road under the spray seal program. (Work carried out in May 2019)	Short	Closed	
72	Intersection Windermere Road & Forest Road North	Traffic Management	Request to review and remove tree branches blocking sight lines for motorists.	City of Greater Geelong (CoGG)	CoGG has issued instructions to prune branches to improve sight lines. New advance warning signs and speed limit signs will be programmed to improve safety. CoGG to monitor.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
80	Lara Community Centre	Traffic Management	Request to review the location of the bus stop outside Lara community centre. States that this obstructs 'sight view' of cars pulling out of the community centre car park.	City of Greater Geelong (CoGG)	CoGG will work with the Community Centre to resolve this issue.	Short	Open	2019/20 - 2020/21
82	Lara Lake School	School proper pick up/drop off	Request to review 'Lara Lake School' pick up/drop off as it blocks the traffic in the morning and afternoon.	City of Greater Geelong (CoGG)	CoGG has contacted the school with parking solutions.	Short	Open	2019/20 - 2020/21
83	Lara Landscaping	Landscaping	Request to provide volunteers to carry out landscaping to all Lara Roundabouts.	City of Greater Geelong (CoGG)	Due to high risk involved, CoGG will not agree with this type of request to allow volunteers to carry out CoGG works in high risk zones, such as working within roundabouts due to OH & S and high risk concerns.	Short	Closed	
85	Lara Railway Station - commuter parking on local roads	Traffic Management	Request to review existing on road parking in Local roads due to commuter parking demands.	City of Greater Geelong (CoGG)	CoGG has commenced investigating parking occupancy levels in local streets (Bates Road, Clover Street, Lockyers Road and Hicks Road past bates Road).	Short	Open	2019/20 - 2020/21
88	Little River Ripley Road	Environmental	Install warning signs to stop illegal rubbish dumping.	City of Greater Geelong (CoGG)	CoGG Waste Management Unit have issued work orders to install warning signs.	Short	Open	2019/20 - 2020/21
90	Little River Ripley Road	Heavy Vehicles	Request to review the Little River Ripley Road for trucks to enter Bacchus Marsh Road via sandy Creek Road and avoid travelling south via Lara City Centre.	Department of Transport (DoT)	Potential solutions to address safety and amenity concerns with heavy vehicles should be developed as part of a study of origins and destinations, composition and volumes of heavy vehicles. DoT will provide in kind support to assist CoGG to define the scope of the study in the short term recognising that the majority of the movements are on local road network.	Short	Open	2019/20 - 2020/21
91	Little River Ripley Road	Road surface	Request to repair road surface between Kirks Bridge road and You Yangs Road.	City of Greater Geelong (CoGG)	This was allocated to CoGG maintenance unit -Work Order issued for an edge break which will be addressed by the end June.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
93	Manzeene Avenue	Traffic Management	Request to review and improve 'Left & Right Turn lanes' from Patullos Road.	City of Greater Geelong (CoGG)	CoGG investigated the existing Left & Right Turn lanes from Patullos Road. No safety issues identified.	Short	Closed	
94	McClelland Avenue	Heavy Vehicles	Request to review existing truck advisory signs and also to install 'truck engine brake warning' signs.	City of Greater Geelong (CoGG)	CoGG to investigate and remove 'truck advisory' signs and install 'truck engine brake signs'.	Short	Open	2019/20 - 2020/21
95	McClelland Avenue	Heavy Vehicles	Request to review truck travel through McClelland Avenue.	Department of Transport (DoT)	Potential solutions to address safety and amenity concerns with heavy vehicles should be developed as part of a study of origins and destinations, composition and volumes of heavy vehicles. DoT will provide in kind support to assist CoGG to define the scope of the study in the short term recognising that the majority of the movements are on local road network.	Short	Open	2019/20 - 2020/21
96	McClelland Avenue	Traffic Management	Requests to improve property access from McClelland Avenue. Requests the need for a Service Road for properties located close to Avalon Road.	City of Greater Geelong (CoGG)	CoGG to investigate property access.	Short	Open	2019/20 - 2020/21
97	McClelland Avenue	Traffic Management	Requests more police enforcement.	City of Greater Geelong (CoGG)	This has a posted speed limit of 80km/average speed of vehicles was 73.2 km/h. (29 Mar 2018), between Austin St & Avalon Rd. CoGG to monitor.	Short	Open	2019/20 - 2020/21
98	McClelland Avenue	Traffic Management	Requests to install 'Left Turn & Right Turn Lanes' in McClelland Avenue to provide safety to turning facilities for vehicles.	City of Greater Geelong (CoGG)	CoGG will be constructing three turn lanes in McClelland Avenue (Locations: Clover Street, Gum Drive, Austin Street & Abbey Drive) in 2019/20.	Short	Closed	
99	McClelland Avenue	Traffic Speed	Request to review and reduce posted speed limit of 80 km/hr in McClelland Avenue to improve safety for turning vehicles.	City of Greater Geelong (CoGG)	CoGG plans to review speed limits in McClelland Avenue and apply to RRV for a speed reduction to improve safety to motorists. CoGG to monitor.	Short	Open	2019/20 - 2020/21
100	McIntyre Road	Road upgrade	Request to review and upgrade road surface.	City of Greater Geelong (CoGG)	CoGG to commence remedial works.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
102	McIntyre Road	Traffic Management	Request to review existing (in-correct) directional signage in Bacchus Marsh Roads which sends motorists via Lara.	Regional Roads Victoria (RRV)	Referred to RRV to review and rectify.	Short	Open	2019/20 - 2020/21
107	Mill Road	Traffic Speed	Request to extend the existing 80km/h speed limit to Plains Road.	City of Greater Geelong (CoGG)	CoGG to reviewing Mill Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
108	Minns Road	Road Maintenance	Minns Road in Little River, need road maintenance and road upgrading.	City of Greater Geelong (CoGG)	This was referred to CoGG maintenance unit. Currently being re-sheeted, however this has been placed on hold until the weather has improved.	Short	Open	2019/20 - 2020/21
111	Other	Traffic Management	Request to investigate the 'caution lights on the corner (behind Coles truck bay), due to cars travelling fast around the corner and other vehicles have to pull up quickly due to congestion. The sight lines is an issue. This happens mainly at school times and at train times.	City of Greater Geelong (CoGG)	CoGG to investigate this to identify any safety issues.	Short	Open	2019/20 - 2020/21
113	Patullos Road	Heavy Vehicles	Request to install new signs to reduce truck noise.	City of Greater Geelong (CoGG)	CoGG to investigate and install 'truck engine brake signs'.	Short	Open	2019/20 - 2020/21
114	Patullos Road	Traffic Management	Request to investigate car parking issues in front of the shops. Many cars doing U Turn outside Six Ways.	City of Greater Geelong (CoGG)	CoGG to discuss these issues with key stakeholders and RRV as part of the 6 way designs..	Short	Open	2019/20 - 2020/21
116	Patullos Road	Traffic Speed	Request to reduce posted speed limit to 60km/hr in Patullos Road to provide safety to turning vehicles at O'Halloran's Road.	City of Greater Geelong (CoGG)	CoGG to review Patullos Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
118	Peak School Road	Traffic Management	Request to review and install 'Stop' signs at Mill Road (corner of McIntyre Road) to stop cars speeding through 'Give Way' sign. Also review and change 'directional	City of Greater Geelong (CoGG) / Regional Roads Victoria (RRV)	CoGG to review existing 'Give Way' signs in Peak School Road and if required change them to 'Stop' signs as per guidelines. The corresponding intersections are: Forest Road North, Flinders Avenue & Mill Road. CoGG to discuss 'Directional Signs' with RRV and	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
			signage' installed by RRV in Bacchus Marsh Road.		request RRV to review and change as required.			
119	Peak School Road	Traffic Speed	Request to review and reduce posted speed limit to 80km/h.	City of Greater Geelong (CoGG)	Peak School Road is a gravel 100km/h road. CoGG to review Peak School Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
122	Perkins Road	Road Upgrade	Enquiry regarding the on-going works and the delay in completing stage one works.	City of Greater Geelong (CoGG)	Stage one works are completed. The stage two works are included in the 'Federal Roads Program – Stage two'. The stage two sealing works (Old Melbourne Road – McIntyre Road) to commence soon.	Short	Open	2019-2020 (~\$283,500)
123	Perkins Road	Traffic Speed	Request to review and maintain 60 km/h and 5T load limit.	City of Greater Geelong (CoGG)	No change to existing conditions proposed at this time. CoGG to monitor traffic speeds.	Short	Closed	
125	Plains Road	Traffic Speed	Request to review and reduce speed limit to 80km/h, due to gravel surface.	City of Greater Geelong (CoGG)	Plains Road is a gravel 100km/h road. CoGG to review Plains Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
127	Railway Crossing & McClelland Avenue	Road Maintenance	Request to repair road surface at the railway crossing section for pedestrians.	Vic Rail	Recent observations showed that Vic Rail has repaired this section.	Short	Closed	
128	Railway Crossing & McClelland Avenue	Traffic Congestion	Request to review existing single lane at railway crossing and if possible restore two lanes.	City of Greater Geelong (CoGG)	CoGG reduced this to a single lane to improve pedestrian safety at the railway crossing. Insufficient width to accommodate two safe travelling lanes. No further remedial action will be taken at this stage.	Short	Closed	
130	Rothwell Bridge on Old Melbourne Road	Bridge Condition	Request to assess the bridge for any structural damage due to heavy vehicles.	City of Greater Geelong (CoGG)	CoGG infrastructure Unit investigated as per inspection levels. No structural defects identified.	Short	Closed	
133	Sandy Creek Road	Environmental	Request to manage 'rubbish dumping' along this road.	City of Greater Geelong (CoGG)	CoGG maintenance unit have issued work instructions to install warning signs at key locations.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
137	Sandy Creek Road	Traffic Management	Request for VicPolice presence to stop 'Hoon behaviour'.	City of Greater Geelong (CoGG)	VicPolice is aware of 'hoon' behaviour. CoGG and VicPolice to monitor.	Short	Open	2019/20 - 2020/21
139	Sandy Creek Road	Traffic Speed	Request to review & reduce speeds to 80 km/h.	City of Greater Geelong (CoGG)	The average speed was 94.1km / hr (Oct 2017), between Granite Rd & Forest Rd North. CoGG to review Sandy Creek Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
140	School Access	Cycling	Request information on PBN bike plans to provide access to schools and Windermere Road accessibility.	City of Greater Geelong (CoGG)	CoGG to investigate as per PBN.	Short	Open	2019/20 - 2020/21
141	Smeaton Close	Traffic Management	Request to improve parking facilities.	City of Greater Geelong (CoGG)	CoGG investigated this and did not find any parking issues.	Short	Closed	
142	St Laurence Park Retirement Village	Traffic Management	Request to review and improve this intersection at 'St Laurence Park Retirement Village' and Station lake Road.	City of Greater Geelong (CoGG)	CoGG to investigate this further, to identify if this intersection meets the warrants for a roundabout or other suitable treatment.	Short	Open	2019/20 - 2020/21
145	Station Lake Road	Heavy Vehicles	Review to remove advisory truck route sign at station lake road.	City of Greater Geelong (CoGG)	DoT identified the need for a new 'Heavy Vehicle Route Review Study' to identify solutions. DoT requested CoGG to commence the initial preparations for the study in the short term. Further action will be taken after the completion and acceptance of the study.	Short	Open	2019/20 - 2020/21
146	Station Lake Road	Lighting	Request to improve street lighting on Station Lake Road between 6 Way & Hume Bridge.	City of Greater Geelong (CoGG)	CoGG inspected this site and will replace lights to address lighting issues.	Short	Open	2019/20 - 2020/21
153	Walkers Road	Traffic Speed	Request to reduce posted speed limit to 40 km/h.	City of Greater Geelong (CoGG)	Further investigation required. Average speed of vehicles in Walkers Road is 40.3 km/h. (21 Nov 2017) [In 2010, the average speed was 46.2 km/h]. Based on the existing, no speed limit reduction required.	Short	Closed	
155	Watts Street	Traffic Management	Request to improve accessibility to Avalon Road.	City of Greater Geelong (CoGG) / Regional	CoGG to investigate this issue with RRV.	Short	Open	2019/20 - 2020/21

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
				Roads Victoria (RRV)				
157	Waverley Road	Traffic Speed	Requests to reduce posted speed limits to 40km/hr or install 50km/hr signs, due to schools and kindergartens nearby.	City of Greater Geelong (CoGG)	CoGG to review Waverley Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Short	Open	2019/20 - 2020/21
158	Waverley Road (From The Centreway to Walkers Road)	Road Upgrade	Requests to improve road surface condition.	City of Greater Geelong (CoGG)	Included in the 'Road Surfacing Asphalt Program' to complete patching & 40mm Overlay.	Short	Open	2019-2020 (~ \$100,000)
159	Windermere Road	Bridge Condition	Request to review Bridge condition.	City of Greater Geelong (CoGG)	CoGG infrastructure Unit investigated as per inspection levels in 2017. No structural defects identified.	Short	Closed	
161	Windermere Road	Traffic Speed	Request to review and reduce posted speed limits near Serendib Sanctuary.	City of Greater Geelong (CoGG)	This road has a posted speed limit of 80km and the average speed of vehicles was 78.5 km/h. (8 Mar 2019). The posted speed limit is consistent with the environment and 'Speed Limit Guidelines'. CoGG investigated this and will be installing 'stop/Look/Listen' warning signs on the footpath to promote safety to pedestrians. CoGG to monitor.	Short	Open	2019/20 - 2020/21
163	You Yangs Road	Road upgrade	Request to upgrade road surface.	City of Greater Geelong (CoGG)	Most sections near property entries are re-sealed.	Short	Closed	
30	Farras Road	Road surface	Request to repair damaged road surface between Branch Road and You Yangs Road.	City of Greater Geelong (CoGG)	CoGG maintenance unit issued a 'Work Order' to rectify 'edge breaks' in Farras Road.	Short - Medium	Open	2019/20 - 2024/25
34	Flinders Avenue	Cycling	Request to widen Flinders Avenue from Windermere Road to Branch Road.	City of Greater Geelong (CoGG)	CoGG to review as per existing Principal Bicycle Network (PBN).	Short - Medium	Open	2019/20 - 2024/25
46	Forest Road South	Pedestrians	Request to convert school crossing into a signalised pedestrian crossing.	Regional Roads Victoria (RRV)	RRV states that following the installation of the electronic school speed limit signs, requests for traffic signals at the crossing have been made. as undertaken a detailed design and estimate of the pedestrian crossing, and is	Short - Medium	Open	2019/20 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
					suitable for considering for funding (not funded). Likely cost of \$0.35-\$0.4 Million			
47	Forest Road South	Road Maintenance	Request to resurface Forest Road South from Six ways to Heales Road. Improve road surface near both school crossings.	Regional Roads Victoria (RRV)	To repair Forest Road South, RRV has identified repairs between Station Lake Road & Canterbury Road and repairs between Canterbury Road & Heales Road, to be prioritised in road upgrade programs.	Short - Medium	Open	2019/20 - 2024/25
49	Gibbons Road	Traffic Management	Request to close road due to dust and safety issues. Also review road to be sealed or upgraded.	City of Greater Geelong (CoGG)	CoGG closed this road to improve amenity and safety to residents. City officers recommend that Gibbons Road to remain closed permanently. City completed installing 'No Through Road' signs. Sealing of road would be investigated and implemented under a 'Special Rates & Charges Scheme' (SRC).	Short - Medium	Open	2019/20 - 2024/25
58	Intersection - Forest Road South and Canterbury Road	Traffic Management	Request to review the roundabout at this intersection. This has become a high risk accident zone due to limited sight lines from Forest Road South.	City of Greater Geelong (CoGG) / Regional Roads Victoria (RRV)	CoGG to discuss improvements with RRV.	Short - Medium	Open	2019/20 - 2024/25
65	Intersection - Walkers Road and Curlettes Road. Roundabout	Pedestrians	Request to investigate and improve safety to pedestrians at the roundabout.	City of Greater Geelong (CoGG)	CoGG completed site investigation. CoGG plans to install a pram ramp at this intersection to promote safe pedestrian crossing.	Short - medium	Open	2019/20 - 2024/25
74	Kees Road	Road upgrade	Upgrade gravel section (narrow bitumen) up to Windermere Road as per 'Lara West Development' plans.	City of Greater Geelong (CoGG)	This was handed over to CoGG Sub-Divisions unit as per Lara West (Manzeene Village Developments) to review. CoGG Maintenance - Work Order raised for Potholes and Edge breaks to be rectified. These will be addressed by the end June.	Short - Medium	Open	2019/20 - 2024/25
89	Little River Ripley Road	Heavy Vehicles	Request to seal and upgrade Little River Ripley Road to allow trucks to enter Bacchus Marsh Road. This would allow quarry trucks to travel north via Sandy Creek Road and use Little River Ripley Road and enter Bacchus Marsh Road.	City of Greater Geelong (CoGG)	As part of CoGG's long term strategic view to address heavy vehicle circulations, CoGG Infrastructure Planning unit needs to review the need to seal and upgrade Little River Ripley Road between Bacchus Marsh Road & Sandy Creek Road to promote truck access to Bacchus Marsh Road.	Short - Medium	Open	2019/20 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
109	O'Halloran's Road	Road Maintenance	Review and repair damage road surface within the local area.	City of Greater Geelong (CoGG)	This was handed over to CoGG Sub-Divisions unit as per Lara West (Manzeene Developments).	Short - Medium	Open	2019/20 - 2024/25
129	Rennie Street	Pedestrians	Request to improve Hovels Creek shared path near Rennie St.	City of Greater Geelong (CoGG)	This would be investigated as per existing Principal Bicycle Network (PBN).	Short - Medium	Open	2019/20 - 2024/25
131	Roundabout - Rennie Rd & McClelland Ave	Traffic Management	Request to review school time 'drop off & pick' for safety concerns.	City of Greater Geelong (CoGG)	CoGG installed cameras to identify safety issues during school drop off & pick up times. CoGG to review this further.	Short - Medium	Open	2019/20 - 2024/25
134	Sandy Creek Road	Heavy Vehicles	Request to seal Sandy Creek Road between Granite Road & Little River Ripley Road to promote truck access to Bacchus Marsh Road.	City of Greater Geelong (CoGG)	In the 'short term', CoGG Infrastructure Planning Unit needs to decide whether to upgrade Sandy Creek Road between Granite Road & Little River Ripley Road to promote truck access to Bacchus Marsh Road via Little River Ripley Road.	Short - Medium	Open	2019/20 - 2024/25
150	Toynes Road	Cycling	Request to install a bicycle path connection to 'You Yangs Reserve' via Toynes Road.	City of Greater Geelong (CoGG)	Needs further investigation.	Short - Medium	Open	2019/20 - 2024/25
156	Waverley Road	Cycling	Request to install bicycle lanes.	City of Greater Geelong (CoGG)	CoGG plans to install bicycle lanes as part of 'Lara Sports Precinct Master Plan'. These will be off-road paths.	Short - Medium	Open	2019/20 - 2024/25
160	Windermere Road	Heavy Vehicles	Request to restrict trucks movements along Windermere Road East, where there is a 'no truck' sign.	City of Greater Geelong (CoGG)	This was referred to RRV to monitor and restrict trucks from travelling through the 'no truck' limits.	Short - Medium	Open	2019/20 - 2024/25
162	You Yangs Reserve	Cycling	Request to install 'Bicycle Directional Signage' within Lara to key activity centres /You Yangs Reserve / Train Stations and Townships.	City of Greater Geelong (CoGG)	These requests will be carried out as per PBN projects.	Short - Medium	Open	2019/20 - 2024/25
3	6 Ways	Pedestrians	Improve pedestrian infrastructure.	Regional Roads Victoria (RRV)	RRV to undertake an assessment of feasibility of pedestrian crossing infrastructure at the roundabout. Investigation Stage.	Medium	Open	2021/22 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
14	Bacchus Marsh Road	Traffic Management	Request to install dual lanes and overtaking lanes in Bacchus Marsh Road.	Regional Roads Victoria (RRV)	RRV - To improve capacity in Bacchus Marsh Road, RRV states that the initial assessment on timing of duplication and upgrade is medium term. Future road duplication will be based on future growth from North West Geelong Growth Areas (NWGGA) developments. There are a number of 'triggers' that are considered when prioritising major upgrades, including the safety performance, delay and future growth expectations. RRV continues to monitor the operation of the road.	Medium	Open	2021/22 - 2024/25
22	Broderick Road	Traffic Management	Request to re-consider 'On & Off Ramp' at Broderick Road and Geelong Ring Road.	Regional Roads Victoria (RRV)	RRV states that a re-assessment of the feasibility of access ramps at Broderick Road are now required. A study is also needed to identify ways to improve the current route, and links to the Geelong Ring Road to the Port of Geelong. Study not funded.	Medium	Open	2021/22 - 2024/25
24	Buckingham Street	Traffic Management	Request to investigate and improve vehicle access into Forest Road South. Also review the driveability across the concrete channelling across Buckingham Street. Review on road parking and through traffic conflicts.	City of Greater Geelong (CoGG)	CoGG investigated this issue. The concrete channel if for drainage control as per other streets. In regards to access, the conditions are similar to any other side street located near an arterial roadway. Additional LATM works programmed 5+ financial years.	Medium	Open	2021/22 - 2024/25
26	Canterbury Road / Canterbury Road East	Cycling / Pedestrian	Request to consider installing a dedicated bike lane or pedestrian and cyclist infrastructure or a 'Shared path' connection, linking Grand Lakes (via Elcho drain line) to Rennie Street.	City of Greater Geelong (CoGG)	CoGG to review as per existing Principal Bicycle Network (PBN).	Medium	Open	2021/22 - 2024/25
31	Flinders Avenue	Cycling	100km/hr speed zone in Flinders Avenue is unsafe for cyclist.	City of Greater Geelong (CoGG)	CoGG to review as per existing Principal Bicycle Network (PBN).	Medium	Open	2021/22 - 2024/25
35	Flinders Avenue	Traffic Speed	Request to review and slow existing speed limits. This is unsafe for cyclist to ride in 100 km/h zone.	City of Greater Geelong (CoGG)	CoGG to review Flinders Avenue speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to RRV.	Medium	Open	2021/22 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
45	Forest Road South	Cycling	Request to widen Forest Road South to have footpaths and bike lanes (off road) and have dual lanes.	Regional Roads Victoria (RRV)	RRV has developed a project scope to complete shoulder sealing works between Canterbury Road and the Wool Stores to connect bike lanes, and will continue to be considered in road upgrade programs. The preference is to provide off road path connections, with the strategic cycling corridors	Medium	Open	2021/22 - 2024/25
68	Intersection Bacchus March and Geelong Road	Traffic Management	Request to review traffic signal timing to allow longer green arrow time.	Regional Roads Victoria (RRV)	Referred to RRV to review and rectify as appropriate.	Medium	Open	2021/22 - 2024/25
73	Karlton Close	Traffic Management	Request RRV to investigate ways to improve intersection and vehicle accessibility.	City of Greater Geelong (CoGG)	CoGG will discuss appropriate solutions with RRV.	Medium	Open	2021/22 - 2024/25
76	Kees Road off-road car park	Traffic Management	Request to re-design off street car park to improve pedestrian safety and vehicle circulation.	City of Greater Geelong (CoGG)	CoGG completed initial site investigations. CoGG to survey and prepare concept plans to improve parking and pedestrian safety.	Medium	Open	2021/22 - 2024/25
77	Lara	Road Maintenance	Requests to improve road surface conditions in – Bath Street, Buckingham Street to Forest Road, Flinders Avenue, Kees Road, McClelland Avenue, Lewton Road, Avalon Road and Station Lake Road.	City of Greater Geelong (CoGG)	This was referred to CoGG maintenance unit.	Medium	Open	2021/22 - 2024/25
79	Lara - Public Transport	Public Transport	Request the need for a 'direct' bus from Lara to Geelong.	Department of Transport (DoT)	Train provides this direct connection.	Medium	Open	2021/22 - 2024/25
81	Lara -directional signage	Traffic Management	Request the need for directional signage leading people from Avalon Airport to tourism sites, Lara, Little River townships, Serendib & You Yangs Reserve.	City of Greater Geelong (CoGG)	CoGG to discuss with key stakeholders to identify the key locations for these signs and funding sources.	Medium	Open	2021/22 - 2024/25
86	Lara Train Station Car Park shortages	Public Transport	Request to improve car parking shortage and to improve 'Park & Ride' at Lara station.	Department of Transport (DoT)	Department of Transport (DoT) has undertaken a study known as the 'Geelong Commuter Car parking Strategy'. This study identified the existing capacity and occupancy of both on and off-street parking at Lara	Medium	Open	2021/22 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
					Station and concludes that off-street parking has reached capacity, however on-street parking is available for the overflow. The Strategy estimated that an additional 1,200 car parking spaces could be required at Lara station by 2041 on the basis that the Northern and Western Geelong Growth Areas will be fully built out.			
101	McIntyre Road	Road upgrade	Review and upgrade road surface between the rail lines in McIntyre Road at the Railway Crossing.	City of Greater Geelong (CoGG)	CoGG investigated this. VicRail has repaired this section.	Medium	Closed	
104	Mill Road	Heavy Vehicles	Requests to enforce 'No truck's on Mill Road.	Department of Transport (DoT)	Potential solutions to address safety and amenity concerns with heavy vehicles should be developed as part of a study of origins and destinations, composition and volumes of heavy vehicles. DoT will provide in kind support to assist CoGG to define the scope of the study in the short term recognising that the majority of the movements are on local road network.	Medium	Open	2021/22 - 2024/25
105	Mill Road	Heavy Vehicles	Request to restrict B-Double and introduce 5 Tonne Load limit	City of Greater Geelong (CoGG)	DoT identified the need for a new 'Heavy Vehicle Route Review Study' to identify solutions. DoT requested CoGG to commence the initial preparations for the study in the short term. Further action will be taken after the completion and acceptance of the study.	Medium	Open	2021/22 - 2024/25
106	Mill Road	Road Maintenance	Request to repair damaged road shoulders.	City of Greater Geelong (CoGG)	This will be referred to CoGG maintenance unit.	Medium	Open	2021/22 - 2024/25
115	Patullos Road	Traffic Management	Request to provide a 'Left Turn lane' into Bath Street from Patullos Road.	City of Greater Geelong (CoGG)	CoGG investigated this. There are Right Turn lanes from Patullos Road into Bath Street. Introducing a new Left Turn from Patullos Road into Bath Road requires major culvert upgrade works to provide better turning radius. Need further investigation.	Medium	Open	2021/22 - 2024/25
120	Peak Street	Traffic Management	Accessing Station Lake Road from Peak Street during peak times is an issue. Request to review the	City of Greater Geelong (CoGG)	CoGG investigated this. There are gaps in traffic that allows vehicles to merge into	Medium	Open	2021/22 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
			provision for 'Right Turn lanes' in Station Lake Road.		Station Lake Road. No action is proposed at this stage. CoGG to monitor.			
124	Plains Road	Traffic Management	Request to maintain 5T load limit.	City of Greater Geelong (CoGG)	No changes suggested. This will be investigated further as part of the truck route investigations study.	Medium	Open	2021/22 - 2024/25
132	Sandy Creek Road	Drainage	Request to install a new 'culvert' at the low point in Sandy Creek Road to reduce water damage to road.	City of Greater Geelong (CoGG)	This will be installed as per CoGG drainage works program.	Medium	Open	2021/22 - 2024/25
136	Sandy Creek Road	Road Maintenance	Request to repair damaged road surface (pot holes) and shoulders.	City of Greater Geelong (CoGG)	This was referred to CoGG maintenance unit.	Medium	Open	2021/22 - 2024/25
138	Sandy Creek Road	Traffic Management	Request to improve driver visibility at the intersection of Branch Road and Forest Road North.	City of Greater Geelong (CoGG)	CoGG to investigate this intersection in order to improve safety by installing curve warning signs, upgrade existing drainage infrastructure and improve line marking. This would be considered as a new budget item.	Medium	Open	2021/22 - 2024/25
143	Station Lake Road	Cycling	Requests to provide wider cycle and pedestrian path and links to existing and future proposed paths.	City of Greater Geelong (CoGG)	There are bicycle paths in Station Lake Road. These paths will be widen to suit present standards.	Medium	Open	2021/22 - 2024/25
148	Thomas Road	Road Maintenance	Request to review and improve road maintenance.	City of Greater Geelong (CoGG)	This was allocated to our maintenance unit.	Medium	Open	2021/22 - 2024/25
149	Thomas Road	Road upgrade	Request to seal Thomas Road.	City of Greater Geelong (CoGG)	Sealing of Thomas Road would be investigated and constructed under a 'Special Rates & Charges Scheme' (SRC).	Medium	Open	2021/22 - 2024/25
151	Walkers Road	Drainage	Request to improve drainage issues (driveway access and particular under trees).	City of Greater Geelong (CoGG)	CoGG infrastructure Unit plans to carry out improvement works from Mill Road to Waverley Road include roundabout at east end and finish at rail crossing.	Medium	Open	2021/22 - 2024/25
152	Walkers Road	Pedestrians	Requests to address pedestrian crossing needs.	City of Greater Geelong (CoGG)	CoGG plans to install a Wombat crossing near Library in Walkers Road. Referred to CoGG Capital Works Program – 5+ financial years.	Medium	Open	2021/22 - 2024/25
154	Watts Street /Stephenson Street	Road upgrade	Requests to seal these roads up to Rennie Street.	City of Greater Geelong (CoGG)	CoGG Infrastructure Unit have investigated this and developed concept designs. Construction is subject to funding availability.	Medium	Open	2021/22 - 2024/25

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
164	You Yangs Road	Traffic Management	Request to install 'directional signage for cyclist' from Werribee and Little River to You Yangs Reserve and Melbourne Road.	City of Greater Geelong (CoGG)	CoGG to investigate this further as part of the PBN.	Medium	Open	2021/22 - 2024/25
27	Canterbury Road / Canterbury Road East	Traffic Speed	Request to consider installing traffic calming in Canterbury Road West to reduce entering vehicle speeds to Forest Road South.	City of Greater Geelong (CoGG)	CoGG investigated this intersection and have completed gathering data via 'traffic classier counts'. CoGG to identify most appropriate LATM treatment and then it would be listed in the Capital Works Program.	Medium - Long	Open	2024/25 - 2029/30
40	Forest Road North	Landscaping	Request to 'beautify' Forest Road North for the opening of Avalon Airport to International.	City of Greater Geelong (CoGG)	This will be discussed with CoGG Parks & Gardens Unit.	Medium - Long	Open	2024/25 - 2029/30
57	Intersection - Forest Road South and Buckingham Street	Traffic Management	RRV is investigating to install traffic lights at Forest Road South and Buckingham Street to improve access.	Regional Roads Victoria (RRV)	RRV have not commenced any detail designs or assessments of this intersection. To install traffic signals, it may cost up to \$ 2 million.	Medium - Long	Open	2024/25 - 2029/30
71	Intersection of Patullos Road, Elcho Road, and O'Halloran's Road	Traffic Management	Request to review safety and accessibility at this intersection due to on-going residential development work.	City of Greater Geelong (CoGG)	CoGG will investigate this further with Lara West (Manzeene Village Developments).	Medium - Long	Open	2024/25 - 2029/30
92	Little River Township	Heavy Vehicles	Request to identify the impact of trucks on the township?	City of Greater Geelong (CoGG)	The study 'proposed heavy vehicle study' would identify impact to Little River township due to heavy vehicles.	Medium - Long	Open	2024/25 - 2029/30
112	Patullos Road	Footpaths	Request to complete missing footpaths.	City of Greater Geelong (CoGG)	CoGG listed Patullos Road into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Medium - Long	Open	2024/25 - 2029/30
135	Sandy Creek Road	Heavy Vehicles	Request to review Quarry Trucks and heavy vehicle use in Sandy Creek Road.	City of Greater Geelong (CoGG)	DoT identified the need for a new 'Heavy Vehicle Route Review Study' to identify solutions. DoT requested CoGG to commence the initial preparations for the study in the short term. Further action will be taken after the completion and acceptance of the study outcomes.	Medium - Long	Open	2024/25 - 2029/30

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
144	Station Lake Road	Footpaths	Requests to complete missing footpaths between Forest Road South & Howells creek Bridge.	City of Greater Geelong (CoGG)	CoGG listed Station Lake Road into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Medium - Long	Open	2024/25 - 2029/30
147	Station Lake Road	Traffic Management	Request to review and install 'left turn and right turn turning lanes' in Station Lake Road. This is mainly to reduce damage to shoulders.	City of Greater Geelong (CoGG)	CoGG plans to investigate these intersections in Station Lake Road to see if it meets the warrants to install turning lanes. If warrants are met, then CoGG will proceed with the work.	Medium - Long	Open	2024/25 - 2029/30
4	6 Ways	Traffic Congestion	If appropriate, install traffic signals at the 6 ways to improve pedestrian safety, vehicle accessibility from Flinders Avenue and to reduce congestion during peak times.	Regional Roads Victoria (RRV)	RRV have undertaken an assessment of the future needs of the intersection and the technical investigations identified traffic signals as the preferred treatment, which is supported by the Lara community. RRV indicated that the construction of traffic signals will depend on future growth from Lara West and delays in peak hours. To gain full benefits from the intersection treatment, the whole east-west corridor needs to be upgraded. The cost of intersection upgrade ~\$12-15 Million.	Long	Open	2024/25 - 2029/30
8	Altair Street	Footpaths	Provide missing footpaths.	City of Greater Geelong (CoGG)	CoGG listed Altair Street into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
9	Antares Avenue	Footpaths	Provide missing footpaths to improve safety to school children.	City of Greater Geelong (CoGG)	CoGG listed Antares Avenue into the 'Footpath Customer Commitments Register'. This was reviewed as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
10	Avalon Airport	Public Transport	Request for a new bus services between Lara Train Station & Avalon Airport.	Department of Transport (DoT)	DoT have reserved land by Public Acquisition Overlay for a long term future connection to Avalon Airport from Geelong-Melbourne rail line. Avalon Airport have also advocated for a new dedicated train station on the line between Lara and Little River.	Long	Open	2024/25 - 2029/30
29	Constantine Drive	Road upgrade	Request to seal this road.	City of Greater Geelong (CoGG)	Constantine Drive would be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
32	Flinders Avenue	Footpaths	Request to improve footpath and guttering along Flinders Avenue.	City of Greater Geelong (CoGG)	CoGG listed Flinders Avenue into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
36	Forest Road North	Cycling	Request to review and install bicycle lanes/paths to You Yangs Reserve along Forest Road North. Also improve the road between Thomas Road & Patullos Road.	City of Greater Geelong (CoGG)	The need for bike paths in Forest Road North would be investigated after Flinders Avenue upgrades.	Long	Open	2024/25 - 2029/30
37	Forest Road North	Footpaths	Request to review and install footpath to You Yangs Reserve from Thomas Road.	City of Greater Geelong (CoGG)	CoGG investigated and due to its rural character, this was not listed this in the 'Footpath Customer Commitments Register'.	Long	Closed	
48	Forest Road South	Traffic Management	Review the future use of the 'disused train tracks' across Forest Road South.	City of Greater Geelong (CoGG)	CoGG discussed this with RRV. This would be kept for future GREP users.	Long	Closed	
52	Glenoe Drive	Road upgrade	Residents in Glenore Drive requested CoGG to review and seal the road to improve dust and corrugations issues.	City of Greater Geelong (CoGG)	Glenoe Drive would be investigated and implemented under a 'Special Rates & Charges Scheme' (SRC).	Long	Open	2024/25 - 2029/30
53	Granite Road	Heavy Vehicles	Request to review and seal Granite Road as an 'alternative truck access' to Bacchus Marsh Road. Also review intersection upgrade at Bacchus Marsh Road to improve safe entry and exit.	City of Greater Geelong (CoGG)	CoGG to review the need to upgrade Granite Road as part of the newly proposed 'Heavy Vehicle Route Review' study.	Long	Open	2024/25 - 2029/30
55	Heales Road	Traffic Management	Request to review the long term strategic need to link Heales Road to O'Halloran's Road.	City of Greater Geelong (CoGG)	CoGG to review the long term need for an additional north – south connection. Need further investigation.	Long	Open	2024/25 - 2029/30
75	Kees Road	Traffic Management	Request to realign Kees Road to Forest Road North (before the roundabout).	City of Greater Geelong (CoGG)	RRV has indicated to CoGG that RRV do not support Kees Road realignment. RRV carried out an assessment (including traffic modelling) and found out that limited width in Forest Road north for turning lanes at the new intersection to Kees Road, more delays due to required extra green time for Forest Road	Long	Closed	

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
					North and the increase in total delay at the 6 way intersection.			
78	Lara - Public Transport	Public Transport	Request to review existing bus routes, service timings and weekend services as Lara has grown in the last five years.	Department of Transport (DoT)	DoT stated that bus services in Geelong have strong connections to trains Monday to Friday.	Long	Open	2024/25 - 2029/30
84	Lara Pedestrian Bridge -Lara Train Station	Pedestrian Bridge	Review the need to have a pedestrian bridge connecting Lara Railway Station and Mill Road.	Department of Transport (DoT)	The Geelong to Melbourne rail corridor is being reviewed as part of the Western Rail Plan. This plan will consider Local and State Planning Policies, including the Lara Structure Plan which has identified a need for this connection.	Long	Open	2024/25 - 2029/30
87	Lewton Road	Road upgrade	Request to review and seal Lewton Road to manage dust and road maintenance issues.	City of Greater Geelong (CoGG)	Lewton Road would be investigated and implemented under a 'Special Rates & Charges Scheme' (SRC).	Long	Open	2024/25 - 2029/30
103	Mill Road	Footpaths	Request to complete missing footpaths.	City of Greater Geelong (CoGG)	CoGG have listed the west side of Mill Road (between Alkara Avenue & Lewton Road) and included into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
110	Other	Traffic Management	Requests to have more 'entry/exits' from Rennie / Canterbury Road to the Freeway.	City of Greater Geelong (CoGG)	DoT identified the need for a new 'Heavy Vehicle Route Review Study' to identify solutions. DoT requested CoGG to commence the initial preparations for the study in the short term. Further action will be taken after the completion and acceptance of the study.	Long	Open	2024/25 - 2029/30
117	Peak School Road	Traffic Management	Request to review the need to upgrade Peak School Road due to Lara Prison Precinct expansion and as a possible East-West connection.	City of Greater Geelong (CoGG)	The DoT identified new 'Heavy Vehicle Route Review Study' would identify the purpose of Peak School Road. CoGG to monitor and collect traffic data.	Long	Open	2024/25 - 2029/30
121	Perkins Road	Footpaths	Request to complete missing footpaths.	City of Greater Geelong (CoGG)	CoGG investigated and due to its rural character, this was not listed this in the 'Footpath Customer Commitments Register'.	Long	Closed	

No.	Location	Mode	Issues	Responsible Authority	Description	Timing	Status	Year
126	Rail Overpass - At Lara Train Station	Traffic Congestion	Request for a 'Rail Overpass or Underpass' at McClelland Ave level crossing to improve congestion and accessibility.	Department of Transport (DoT)	The Geelong to Melbourne rail corridor are reviewed as part of the Western Rail Plan [Geelong to Melbourne rail corridor improvements for fast rail & electrification]. Future plans for the existing level crossing are unknown at this stage. DoT states that this crossing is not one of the 75 funded grade separation sites across the state.	Long	Open	2024/25 - 2029/30

6. HERITAGE ADVISORY COMMITTEE ANNUAL REPORT

Source: Planning, Design & Development – Planning Strategy
Director: Gareth Smith
Portfolio: Arts, Culture and Heritage

Purpose

1. To update Council on the activities of the Greater Geelong Heritage Advisory Committee via the 2018/19 Annual Report.

Background

2. Council endorsed the formation of the Heritage Advisory Committee on 20 September 2017. At this meeting it also adopted the Municipal Heritage Strategy of which the formation of the Committee was an action.
3. The first meeting was held in June 2018.
4. An updated Terms of Reference and the endorsement of Cr Mason to the position of Chair of the Geelong Heritage Advisory Committee was endorsed by Council on 11 September 2018.

Key Matters

5. The Committee meets bi-monthly and to date seven meetings have been held.
6. The Committee has a diverse membership with 4 community and 10 organisations with heritage interests represented. The City is represented by Cr Mason and 3 staff from planning and arts and culture.
7. Key activities and achievements include forming active sub-committees, meeting with the Heritage Council, preparing a budget submission and participating in heritage related projects being undertaken by the City.
8. The three sub-committees are focusing on the areas of 'Heritage Interpretation, Education & Advocacy', 'Strategic Planning, Resourcing & Funding' and 'Heritage at Risk'.
9. Key activities identified for the next 12 months include working with the City's new Heritage Planner on delivering the Municipal Heritage Strategy, providing input into the Geelong Thematic History, identify heritage at risk and promote heritage in Geelong through events and other activities.
10. An annual report has been prepared and endorsed by the Geelong Heritage Advisory Committee to provide an overview of the Committee and its activities over the past twelve months (**Attachment 2**).

Cr Mason moved, Cr Murnane seconded -

11. **That Council note the Greater Geelong Heritage Advisory Committee Annual Report 2018/19.**

Carried.

Attachment 1

Financial Implications

1. The Heritage Advisory Committee is resourced by existing staff and budgets.

Community Engagement

2. A draft of the annual report was circulate Committee members who accepted the report subject to one minor correction at its meeting on 25 July 2019.

Social Equity Considerations

3. The Heritage Advisory Committee members represent a diverse range of backgrounds and interests. This makes the Committee is a valuable resource to Council on heritage matters.

Policy/Legal/Statutory Implications

4. The report relates to the delivery of the Municipal Heritage Strategy action to 'Establish a Geelong Heritage Advisory Committee'. There are no legal or statutory implications as a result of this report.

Alignment to Council Plan

5. The report aligns to the Vibrant Arts and Cultural priority 'We treasure Geelong's culture and heritage and will help our creative community to grow'.

Conflict of Interest

6. There are no officer direct or indirect interests with respect to this report.

Risk Assessment

7. There are no risks associated with noting this report.

Environmental Implications

8. There are no environmental implications as a result of this report.

THE CITY OF
GREATER GEELONG

HERITAGE ADVISORY COMMITTEE



ANNUAL REPORT 2018/19

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From the Chair

Cr Jim Mason AM,

Chair Arts, Culture and Heritage Portfolio

Mr Mayor,

It gives me great pleasure to present the first Annual Report of the Greater Geelong Heritage Advisory Committee 2018/19.

Greater Geelong is blessed with a rich and diverse history and heritage, including built and natural heritage, artefacts and objects, and the heritage and history of our First Nations people, the Wadawurrung. The formation of the committee demonstrates the City's commitment to protecting and sharing our local heritage and history and I have been delighted to chair the committee through its establishment phase.

The committee had its first meeting on 14 June 2018. A facilitated workshop was conducted to allow members to get to know one another and to understand their various heritage interests and expertise. A diverse range of interests and experience is represented on the committee and council is fortunate to have this resource available to advise on and promote heritage matters within the City.

Three sub-committees have been formed to focus on the key areas of:

- Heritage Interpretation, Education & Advocacy
- Strategic Planning, Resourcing & Funding
- Heritage at Risk

Each sub-committee has developed a set of priorities and associated actions and will continue to refine and deliver these over the next twelve months.

The Greater Geelong Heritage Advisory Committee has and will continue to be engaged with council projects that have heritage implications or opportunities. Members have been involved with the development of the draft Conservation Management Plan for City Hall and look forward to working with officers on upcoming projects such as the Geelong Thematic History, Asset Management Strategy, Arts and Cultural Strategy and the UNESCO City of Design.

Members have also participated in a meet and greet session run by the Heritage Council of Victoria and the annual Heritage Awards.

The committee made a submission to the 2019-20 Draft Budget, highlighting the importance of protecting and sharing Geelong's valuable heritage and advocating for adequate resourcing to deliver positive outcomes.

I am pleased to report a high attendance to the bi-monthly committee meetings and that the discussions and exchanges around heritage are of great benefit and interest to all members. My sincere thanks to all members of the committee for their support, time, expertise and historical/heritage knowledge. We look forward to welcoming the City's newly appointed Heritage Planner to the committee shortly and working alongside them to continue to deliver the actions set out in the Municipal Heritage Strategy.

Yours sincerely,



Cr Jim Mason, Chair

July 2019

Greater Geelong Heritage Advisory Committee Members

Community Representatives (4)	Mark Brunger (Deputy Chair), Ian Morris SM, Laura Bailey, Giselle Harris
Geelong Heritage Centre	Mark Beasley
Lara Heritage & Historical Inc.	Ian Board, Les Kelly (Alt)
Royal Geelong Agricultural and Pastoral Society	Ted Stephens, Vanessa Wight (Alt)
Mount Duneed History Group	Gwen Threlfall, John Threlfall (Alt)
National Trust	Jennifer Bantow OAM, Lex Chalmers OAM (Alt)
Geelong One Fire Reconciliation Group	Vicky Grosser, Sue Jones (Alt)
Osborne Park Association Inc	Cheryl Scott, Susan Allsop (Alt)
Little River Historical Society	Sue Jones, Les Sanderson (Alt)
Geelong Environment Council	Jan Calaby, Joan Lindros (Alt)
Wathaurung Aboriginal Corporation	Corrina Eccles
CoGG Strategic Planner & Secretariat	Jani Chalmers
CoGG Heritage Advisor	Dr David Rowe
CoGG National Wool Museum Director	Padraic Fisher
Arts, Culture and Heritage portfolio holder (Chair)	Cr Jim Mason

BACKGROUND

The City authorised the formation of the Greater Geelong Heritage Advisory Committee in March 2018. The primary purpose of the Committee is to provide advice to Council on how to conserve and promote the unique cultural heritage of Greater Geelong, and to act as an advocate for all cultural heritage matters within the Municipality.

The establishment of a Heritage Advisory Committee was consistent with the objectives, strategies and actions outlined in the Greater Geelong Municipal Heritage Strategy 2018-2022.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Greater Geelong Heritage Advisory Committee acts in an advisory role to Council on heritage matters across the municipality. It has no executive authority and operates in accordance with the Terms of Reference. The Terms of Reference were adopted by Council in September 2018 and will be reviewed in 2021.

The Terms of Reference provide for a voting membership consisting of at least one Councillor (Chair), one representative from the twelve identified member organisations listed, a representative of the Geelong Library Corporation Heritage Centre, four community representatives unaffiliated with any of these organisations, and a non-voting membership comprising Council's Heritage Advisor and up to three Council staff. Member organisations can nominate an alternate delegate to ensure continuity of representation.

MEETINGS

The committee meets bi-monthly on the last Thursday of the month. To date six meetings have been held. Three sub-committees have been formed who meet as required and report back to the committee.

Current sub-committees and their priorities for 2018-19 are as follows:

Heritage Interpretation, Education & Advocacy

1. Ensure information relating to heritage is available to the public
2. Promote a greater appreciation of heritage through place interpretation and information.
3. Engage with local history groups to understand how they would like to manage their collections.
4. Ensure heritage is highlighted as part of Geelong's UNESCO City of Design celebrations
5. Support and organise events that promote and celebrate Geelong's history and heritage

Strategic Planning, Resourcing & Funding

1. Develop a mechanism/process for regularly reviewing the progress and outcomes of projects identified in the Municipal Heritage Strategy Plan – Strategy Action Plan (approved and funded projects only).
2. Identify and promote projects which the sub-committee considers should be a higher priority and assist in seeking out funding to support implementation.
3. Assist with the promotion of or comment on, projects referred to it by the HAC.

Heritage at Risk

1. Identify post contact heritage places that are considered to be at risk and advocate for their protection
2. Identify post contact heritage places of historical and cultural significance including sites where no physical fabric remains and advocate for their documentation and interpretation.
3. Nominate heritage places to be included in a heritage overlay

ACTIVITIES AND ACHIEVEMENTS

The following activities have been undertaken by the committee:

- Developed terms of reference for the three sub-committees including priorities and actions.
- Met with members from Heritage Council of Victoria to learn more about their role and responsibilities.
- Participated in the development of the draft Conservation Management Plan for City Hall.
- Prepared a budget submission to the 2019-2020 public consultation process to support and advocate for heritage activities and resources.
- Heard presentations from Council Officers on a range of heritage related matters including the National Wool Museum, Arts and Culture Strategy, Asset Management Strategy, Bellarine Distinctive Areas designation, Design Week and Heritage Week.
- Requested the City investigate a number of heritage properties considered at risk by demolition by neglect.

As committee members continue to become more informed of heritage issues and opportunities within the municipality and become more familiar with the City's roles, responsibilities, projects and processes they will be in a strong position to further contribute in their role of advising, advocating, inputting and promoting Greater Geelong's cultural heritage to Council and the broader community.

FUTURE ACTIVITIES

The following activities have been identified for 2019-20:

- Work with the new Heritage Planner on an audit of the Municipal Heritage Strategy including future priorities and funding opportunities.
- Provide feedback and advice on upcoming Council projects that have heritage considerations including the Geelong Thematic History.
- Assist with funding opportunities and applications as appropriate.
- Identify and prioritise heritage sites at risk for consideration for heritage overlay protection.
- Investigate opportunities to share and develop projects as a result of the Geelong Thematic History project.

- Plan an event for 2019 and heritage week 2020.
- Investigate opportunities to include heritage stories/information in council publications.
- Promote Geelong's heritage as part of the UNESCO City of Design designation.

CONCLUSION

The committee has spent the past twelve months getting to know one another, understanding each other's interests and expertise, developing priorities and actions, forming sub-committees and building an understanding of the role of the committee and how it can best work with Council to deliver positive heritage outcomes for the City and the community.

Now that the foundations have been laid the Committee looks forward to delivering the activities identified for the next twelve months.

CLOSE OF MEETING

As there was no further business the meeting closed at 10.18pm. Tuesday, 13 August 2019.

Signed: _____
Cr Bruce Harwood (Mayor)

Date of Confirmation: _____.