

MINUTES

ORDINARY MEETING OF COUNCIL

TUESDAY, 25 FEBRUARY 2020

7.00PM

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

COUNCIL:

Cr S Asher (Bellarine Ward)

Mayor

Cr K Grzybek (Windermere Ward)

Deputy Mayor

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 B Harwood (Kardinia Ward)

Cr P Murnane (Kardinia Ward)

Cr R Nelson (Kardinia Ward)

Cr A Aitken (Windermere Ward)

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**MINUTES OF THE ORDINARY MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD AT THE COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL, LITTLE MALOP STREET, GEELONG
TUESDAY, 25 FEBRUARY 2020
COMMENCING AT 7.00 PM**

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

Also present: M Cutter (Chief Executive Officer), B Luxford (Director Planning, Design and Development), G Smith (Director Planning, Design and Development), M Dugina (Director Customer and Corporate Services), R Stevens (Director Community Life), R Leonard (Director Governance, Strategy and Performance), K Phyland (Director People & Culture)

OPENING: The Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENT:

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: Nil.

LEAVE OF ABSENCE:

Cr Grzybek moved, Cr Mason seconded –

That Leave of Absence be granted to Cr Aitken from 28 February and including 9 March 2020, inclusive.

Carried.

CONFIRMATION OF MINUTES:

Cr Sullivan moved, Cr Grzybek seconded -

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

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST:

Cr Kontelj declared a Conflict of Interest in Agenda Item 9 – Tender T2000018 Supply and Delivery of Quarry Materials and Associated Products in that some of the tender respondents are customers of a company of which he is a Director.

PUBLIC QUESTION AND SUBMISSION TIME:

Helen Pownall and **Nerisse Davis** submitted questions prior to the meeting which will be responded to in writing.

James Collins asked about the recent community grants:

- 1) It seems that two of the largest grants went to sporting clubs which enjoy significant revenue from poker machines. While not prohibited we are told that this is not in accordance with the guidelines of the scheme. Would you please confirm if large payments in the region of \$300,000 have been offered to clubs in Bell Park and Lara? We would also like to understand the selection and approval process to see how such a funding decision could be made?

Michael Dugina responded that in 2019, 30 organisations across the municipality were successful in receiving community infrastructure funding including:

\$228,200 for Bell Park Cricket Club to upgrade and relocate their hard wicket training facilities;

\$350,000 for Lara Football Club to upgrade the lighting for Oval 1 at the Lara Sporting Club; and

\$350,000 for Lara United Football Club for the installation of sporting ground lights to facilitate training sessions on the soccer pitches at Lara Recreation Reserve.

Under the guidelines, “facilities designated for electronic gaming machine operations”, are not eligible and would not proceed to the assessment phase. The guidelines also state that “proposals for funding where the recipient organisations receive revenue from electronic gaming machines will be given a lower priority”.

The approval process is as follows:

- a) *Begins with an eligibility check, assessment and ranking by City officers;*
- b) *The applications are then assessed by an external panel of community members who provide Council with a final funding recommendation for endorsement; and*
- c) *Councillors receive a report that includes the organisation details, a brief description of each project and funding recommendations for endorsement.*

All stages of the process are informed by the grant eligibility and assessment criteria and ensure fairness, transparency and accountability. All guidelines are published on Council’s website.

- 2) We note that the Council has allocated roughly \$100m towards the new Civic Centre, but that the total cost is about \$200m. We would like to know who is paying the additional amount and what each party is getting for their money. In other words, is the distribution proportionate to the contribution and are the ratepayers being fairly represented in the arrangement. Ratepayers Geelong would also like an assurance that there will not be any additional burden placed on ratepayers into the future and that future workplace needs have been taken into account.

Michael Dugina responded a key goal has been to deliver the Civic Precinct without an increase in costs to our ratepayers. Not only have we achieved that, we are expecting to deliver this project ‘rates positive’ with a cashflow return of \$1.2m from rental returns, reduced energy costs and rates yield from Quintessential Equity’s new commercial building within the precinct.

The City and Quintessential Equity have agreed to a guaranteed maximum price of \$94m for the delivery of the City's new building which will be tenanted out until required for City office expansion, future-proofing the City's workplace needs in the one building for the next 20 years. This takes the City's total cost to \$102.5m. without any extra cost to the ratepayer.

Louie Hehir asked:

- 1) When will Council take responsibility and declare a climate emergency?

The Mayor responded this item is being considered this evening as part of the report on the Sustainability Framework.

- 2) The hospitality and retail industries are riding in Geelong, what is Council doing about this?

Brett Luxford responded the strength and growth in the region's tourism industry has and continues to support the hospitality industry in the region. The City of Greater Geelong invests and supports the tourism industry through the activities of Tourism Greater Geelong and Bellarine. Visitor numbers are at an all-time high with greater than 5 million visitors annually with an expectation to grow over 7.5 million visitors in the next few years. This increase in visitation will support both the hospitality and retail sectors. Through the Geelong Major Events Committee the City of Greater Geelong continues to invest in the attraction and procurement of major events to the region.

- 3) In 2006 Geelong hosted the national transplant games a great sporting event. Is there the possibility of the Mayor or a representative submitting a request to host these games in 2022?

Brett Luxford responded the request has been passed to the Geelong Major Events Committee, who have the responsibility for attracting and procuring major events to the region.

Mark Sproken asked the following on behalf of **Lukas McVey** in relation to Amendment C372:

- 1) Taylors, the owners consultant and delegated representative met with the residents in December 2018. The question was asked what are our biggest concerns and a very clear point was made around block sizes. Taylors explained that to be consistent with adjoining amenity, density and block sizes the development would not be profitable. Given the development is 23 HA, 85% dedicated to lots, we have 19.55 hectares available for residential lots. Assuming an average of 2000m² blocks and a conservative sale price of \$500,000 each, a revenue of \$47,500,000 would be realised. Current development cost at market rate, confirmed with the principles of two similar size developments, locally, verified with 3 different consulting engineers, is conservatively in the order of \$130,000 per block.

Considering the purchase price of the land (happy to adjust if purchase price confirmed), and rates, but not including agistment revenue, tax concessions and allowing for a very conservative holding cost of \$20,000, the total development cost per block would be in order of \$150,000. This gives a total development cost of approximately \$14,250,000.

Total before tax revenue of sales of blocks equates to roughly \$33,250,000. The residents were happy to walk away with this approach 4 years ago and evidence clearly supports a development in line with current amenity, consistent with block sizes and maintains a clear commercial viability is feasible I ask the Councillors why they would accept this rezone?

Gareth Smith responded the development costs and profits of different density development are not relevant planning considerations.

- 2) Personally, I have raised for 6 years the issues around this development regarding a number of matters which must be resolved before rezoning can occur, these include, but not limited to, Boral Blast zones and contaminated land issues, only to have matters continually brushed aside or glossed over. It was interesting to note it took an independent panel to finally agree development could not occur in a blast zone and take the time to actually check this before dismissing and in fact not dismissing. Can Councillors, not Council employees, commit to meeting with an EPA contaminated land auditor to understand what needs to be done before rezoning occurs regarding determining the contaminated land status of the proposed development site? Not one verification soil sample has been taken yet it is bounded by two of the largest contaminating sources of infrastructure being a train line and a major sub-station. Such facilities have known PCB use, PFAS use and asbestos along with possible historical agricultural chemical use on the adjacent land. It was clearly pointed to the panel the die back which occurs during rain events (including photographic evidence) and a site history has not reflected the very risk actual present. Can council please meet with an EPA contaminated land auditor to discuss what needs to be done to ensure you are 100% certain you are not going to approve land for development which is contaminated?

Gareth Smith responded Council officers required an area of 250m from the Boral land to be subject to further approval, it wasn't the panel that suggested this.

The permits include conditions dealing with soil contamination. "Prior to the commencement of any works an Environmental Assessment must be submitted, which must include an assessment of the land by a suitably qualified environmental professional detailing the level and location of any contamination".

Terri Spronken asked:

- 1) Is Council aware that "all lots contained within stages 6,7,8 & 9 affected by the 250m extractive industry buffer as shown on the endorsed plan shall not be developed without the further written agreement of the Department of Jobs, Precincts and Regions", essentially making half of the subdivision unable to be built upon until the buffer is removed?

Gareth Smith responded Council is aware that this restriction is included in the planning permits.

- 2) Are Councillors aware that another study regarding noise emissions from the Powercor site needs to be conducted as noise emissions are already above acceptable levels, and also a reassessment of predicted noise levels from the Geelong Ring Road and Baanip Boulevard which "must include dwellings along the Geelong Ring Road, dwellings along Baanip Boulevard and dwellings along Hams Road with a line of sight to the Geelong Ring Road" needs to be prepared by a suitably qualified acoustic consultant?

Gareth Smith responded Council is aware that this and other noise related conditions are in the proposed planning permit for 35 Hams Road as recommended by the panel.

- 3) Why is a reworded section 173 agreement preventing the lots fronting Hams Road from being further subdivided or having more than one dwelling constructed on each lot as recommended by the Independent Panel Report still not included in the DDO45, which is part of the City's report being considered for adoption even after I received correspondence from Council's officers stating that it would be considered for inclusion?

Gareth Smith responded that the version of the DDO45 recommended for adoption is the same as that in the panel report. It requires residential lots fronting Hams Road must have a minimum lot size of 800 square metres and a minimum frontage to Hams Road of 25 metres. Hence, further subdivision would not meet this requirement and wouldn't be allowed.

Dean Smith asked:

- 1) Is Council aware that there will be no pedestrian crossing across Ghazeepore Road. One of the busiest roads in Waurin Ponds, thus making the intersection of Hams, Sugargum and Ghazeepore Road's a safety risk. Most of the kids in the local area must cross that road to gain access to the train station and bus stop area for local transport and also to and from school. And with the expansion of the railway station and the proposed subdivision the traffic will only get worse. Do you think that a dedicated crossing should be added as part of the proposal?

Gareth Smith responded that a pedestrian crossing is proposed and required as part of the roundabout at the corner of Hams Road and Ghazeepore Road. This is a requirement of the DDO and planning permit.

- 2) The process around C372 has been in favour of the proponent from the start. The timing of all consultation and information to the public, community meeting, Council meeting and any public event has been around Christmas, Easter or public holidays. This does not allow the community to organise themselves, digest information and get ready for each step of the process, a process which they are largely unaware of. Councillor Harwood attended one of the events organized by the proponent to address concerns of the residents and he witnessed what a sham it was, with the proponent not giving a presentation but electing just to stand around and expect the community to ask the same question multiple times. Do you think that this was the correct way of organizing such a proposal with a fair process for all parties?

Gareth Smith responded the amendment and permit have been subject to the usual public exhibition process and independent panel hearing. This has provided opportunity for people to raise their concerns.

- 2) We the local residents have grave concerns regarding the human safety of this site. Have the Councillors been given the information that was put to the panel re the possible contaminated land around the existing substation and cattle spray race? There does not appear to be any of these documents in the current agenda provided to Councillors to be able to make a correct decision regarding the rezoning of this land.

Would the Council refrain from making a decision until an independent soil test be completed on this area of land? As we, the residents, are highly concerned in relation to the extent of contamination which we believe to be evident. If not, will the Council be prepared for the possible medical issues regarding PCB's, PFAS (fire-fighting foam) and other chemicals from the cattle race on land owners and their children in the future?

Gareth Smith responded the permits include conditions dealing with soil contamination. "Prior to the commencement of any works ... an Environmental Assessment must be submitted which must include an assessment of the land by a suitably qualified environmental professional detailing the level and location of any contamination".

Cheryl Scott asked if Councillors were aware of the Osborne Park Association's position with regard to the recommendations of Agenda Item 4 – Osborne House – Sustainable Development Plan?

Cr Kontelj thanked the Osborne Park Association and all the key stakeholders that have been on this journey for decades, in fact over 20 years. Thank you for continuing to guide us in the right direction, and because of you we are here determining the future use of Osborne House.

Jim Haigh asked the following regarding Amendment C372:

Will the Council please listen to the resident's concerns and vote no to this proposal?

The Mayor responded that Councillors have to approach their decision-making with an open mind. Because of this we are happy to have heard your submission, but cannot provide answers that prejudices the outcome of this evening's debate.

Jennifer Bantow re Osborne House – Sustainable Development Plan:

- 1) This question is put on behalf of the Geelong and Region Branch National Trust: With reference to the diagram in Attachment 2, does Council agree that, as this proposed process unfolds, consideration should be given to consolidating the title and applying the new 2020 Plan to all of Crown Allotment 56, that is 56A, 56B, 56C, 56D and 56E, so there is understanding of the original heritage uses of all these areas, and names which describe the early use should be added. The Philip Russell Polo Field name has already been accepted.

The following to be added: Philip Russell Private Cricket Ground (also known as the Keith Barclay Oval), Philip Russell Horse Training Track. Also, Heritage Overlay 1999 Vietnam Veterans Avenue of Honour, and Heritage Overlay 2000 Osborne Park Entrance Gates would then also be part of the new 2020 Plan ?

Robyn Stevens responded that any decision on this should await the preparation of the Sustainable Development Plan. The parcels of land 56D and 56E are crown land and the titles are not vested with Council. The need for any consolidating of titles across 56A, B and C (Osborne House) will emerge from the preparation of the Sustainable Development Plan and whether or not the consolidating of these titles facilitates a more preferred outcome on the site. There is no name change proposed for Keith Barclay Oval.

- 2) This question is put on behalf of the Geelong and Region Branch National Trust:

Could a Norfolk Island Pine urgent, high priority, remedial process please be added to the Conservation (Repair) and Maintenance List, and could Council please ensure that only specialised expert contractors work on the conservation of Osborne Park heritage buildings, trees and landscapes ?

Robyn Stevens responded officers are already undertaking a detailed investigation of the Norfolk Pine by a qualified arborculturalist. City of Greater Geelong has committed to pursue options for ensuring the health of the tree is maintained and enhanced, If possible.

As an operational matter, commitment to this action continuing and to provide confidence to the community, a letter from the Chief Executive Officer (CEO) can be provided by the CEO to both detail what is being done, a commitment to look at options that maintain the trees health, as far as practicable and confirm the City of Greater Geelong will use appropriately qualified experts in all aspects of heritage maintenance, where necessary.

- 3) This question is put on behalf of the Geelong and Region Branch National Trust. Does Council interpret the intent of 11.2.1 and 11.3.2 to mean that there will be on-going use of some parts of the buildings by the Osborne Park Association cultural groups who have been tenants for many years?

Robyn Stevens took the question on notice for a written response.

Tina Thorburn asked several months ago Mayor Asher answered a question for the public about green space throughout the municipality by quoting from the COGG Planning Scheme – which basically said 10% green space is a minimum requirement unless developers pay Council a fee, in which case they can dispense with the green space altogether. This is a huge concern. If you take that particular section of the planning scheme and apply it on a macro scale to the entire planet – you are saying that there is no problem with destroying 90% of the planet as long as 10% remains. Unless someone “pays a fee”, in which case we can completely destroy the planet. On a micro scale is it tantamount to telling someone to survive with 10% lung capacity – or expecting a person with 90% burns to their body to thrive. It sounds ridiculous – it’s absolute madness, yet that is what you are allowing to happen in our municipality. Ideally, Council would halt all of the wholesale land development/destruction it has already approved and is planning for in the future until it has implemented clever and creative sustainable solutions. Given the likelihood of that happening is virtually zero, I propose that Council introduce a mandatory minimum of 20% green space, with no payoff allowed, and additionally include wildlife corridors connecting all future developments.

Will Council take action to preserve our diminishing green space?

Gareth Smith responded that an open space contribution of 10% of residential land for primary recreation is Council's adopted standard within the Planning Scheme for subdivision of 10 or more lots. Geelong's growth areas must provide a minimum of 10% primary recreation open space on residential land. Additional open space is also provided for the protection of fauna and flora, flood and drainage, utilities, heritage conservation, etc. that also offer a secondary recreation function. If a subdivision is occurring in an established area (infill) where there is sufficient existing open space Council may opt for the open space contribution to be made in cash, so it can be used in acquiring additional open space in areas of lower provision or upgrading existing open space to sustain higher levels of use. Many 'infill' developments open space contribution, if taken in land, will be too small to contribute meaningfully to the open space network, and in this instance cash contribution is preferred. Council is currently undertaking an open space strategy network, and in this instance cash contribution is preferred. Council is currently undertaking an open space strategy that will propose new open space provision standards. The draft strategy will be released for community feedback later in 2020.

Erica Hunt asked for an update on the National Climate Emergency Summit?

The Mayor thanked Ms Hunt for the question and responded that Council will be discussing the subject later in the evening.

Pam Clark asked questions relating to the Social Housing Plan:

Cr Murnane responded he is familiar with the issues and would like to contact Ms Clark to further discuss her issues.

PETITIONS:

Cr Asher presented a petition containing 830 asking for the Prevention of Demolition of the Geelong Cement Silos.

Cr Asher presented a petition from concerned residents in relation to charges relating to the proposed Ocean Grove Principal Pedestrian Network Scheme.

Cr Nelson presented a petition from Stuart Grimley MP – Member for Western Victoria asking Council to fund a speed hump on Marshalltown Road, Grovedale, adjacent to Grovedale Primary School.

1. AMENDMENT C372 – 35 HAMS ROAD AND 69-93 HAMS ROAD, WAURN PONDS – CONSIDERATION OF PANEL REPORT AND ADOPTION

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

Purpose

1. To consider the Panel Report about Amendment C372 and Planning Permits 662/2017 and 663/2017 and adopt Amendment C372.

Background

2. The Amendment primarily rezones land at 35 and 69-93 Hams Road, Waurn Ponds from Farming Zone to General Residential Zone Schedule 1 and applies Design and Development Overlay Schedule 45 to guide residential development of the land. Planning Permit applications 662/2017 and 663/2017 seek to allow subdivision of the land, removal of native vegetation, and removal of a gas easement from the land at 69-93 Hams Road that is no longer required.
3. This Amendment and planning permits implement the recommendations of the Panel to facilitate the rezoning and multi-lot residential subdivision development of the land. **Attachment 2** provides a background summary of the Amendment process, including consideration of the Panel Report.

Key Matters

4. Exhibition of the Amendment and draft planning permits in March/April 2019 resulted in 159 objections primarily addressing issues including traffic and housing density. Other concerns raised in submissions included potential for student housing, socio-economic issues, crime and safety, servicing, environmental impacts, flooding, drainage, noise and air quality, the buffer from the Boral quarry land and the consultation process.
5. The submissions were considered by Council on 25 June 2019 when it was resolved to refer all submissions to an Independent Panel appointed by the Minister for Planning.
6. Following a hearing in August 2019, the Panel's report was received on 28 October 2019. Under Section 27 of the Planning and Environment Act 1987, the Planning Authority must consider the Panel's report before deciding whether or not to adopt the Amendment.
7. The Panel found the Amendment to be well founded and strategically justified by policy and recommends that both the Amendment and planning permits be adopted with changes.
8. On balance the Panel was satisfied that the development is likely to add a relatively small amount of additional traffic to Ghazeepore Road and the surrounding network, and there are no traffic reasons to not support the proposed development. The Panel supports the proposed roundabout at the intersection with Hams Road, Ghazeepore Road and Sugargum Drive.
9. On the issue of housing density and neighbourhood character, the Panel supports the proposed density reflected in the revised Masterplan and does not consider that it will result in an unacceptable impact on the neighbourhood character.
10. Whilst the Panel's recommendation are generally supported, this report at **Attachment 2** provides the City's response.

11. It is recommended that Amendment C372 and PP662/2017 & PP663/2017 be adopted with changes and sent to the Minister for Planning requesting approval. Since the 28 January 2020 Council meeting, the two planning permits for adoption included in **Attachment 6** have been updated to include the Panel recommended conditions that were accidentally omitted by error.

Cr Nelson moved, Cr Murnane seconded -

12. **That the report be deferred.**

Carried.

2. SUSTAINABILITY FRAMEWORK

Source: Governance, Strategy & Performance - Strategy,
Engagement & Performance
Director: Rebecca Leonard
Portfolio: Leadership and Governance

Purpose

1. To adopt the Sustainability Framework and seek Council approval for the release the Sustainability Framework Action Plan for community consultation together with budget allocation to implement the Framework.

Background

2. On 24 September 2019 Council adopted a motion that acknowledged that climate change poses a risk to the people of Geelong and Australia and requires a genuine and coordinated response. The motion provided a range of directions, including the development of a Sustainability Framework (Framework), with implementation plans and a performance measurement program that seeks to address climate change impacts on the City (**Attachment 2**).

Key Matters

3. The City engaged sustainability consultants, Think Impact, to co-design a Sustainability Framework. Development of the framework was informed by stakeholder workshops, literature reviews and the consideration of existing global frameworks. The Sustainability Framework is included as **Attachment 3**.
4. At the workshops, a number of actions were consistently identified by stakeholders to be priority actions (**Attachment 4**). One key action identified through community consultation was for Council to recognise climate change as a global emergency.
5. An Action Plan (**Attachment 5**) has been developed to implement the Framework. The Action Plan has drawn on existing City programs, plans and strategies, including the Our Coast Program, Environment Management Strategy, Waste and Resource Recovery Strategy, Zero Carbon Emissions Strategy and the Community Zero Carbon Action Plan to inform the actions. It is expected that actions within the Action Plan will be prioritised by Council in response to the needs of the community.
6. The list of actions is not exhaustive, and community input is vital to ensure that the Action Plan addresses the current environmental, social and economic needs of the community.
7. The City has identified the Global Reporting Initiative (GRI) Sustainability Reporting Standards as the preferred framework to report on the outcomes of the Sustainability Framework. This reporting framework will enable the City and the Council to consider their impacts on sustainability issues and will create transparency about the risks and opportunities that the City and the community face.
8. The estimated cost to implement the Framework in 2019/2020 and 2020/2021 is \$250,000, including a Sustainability Policy, finalisation of the Action Plan and designing and implementing a reporting framework.

Cr Asher moved, Cr Mason seconded -

9. That Council:

- 9.1 Adopt the Sustainability Framework (Attachment 3);**
- 9.2 Endorse the priority actions (Attachment 4) including but not limited to:**
 - 9.2.1 Recognising climate change as a global emergency;**
 - 9.2.2 Adopting the GRI Sustainability Reporting Standards to measure the outcomes of the Sustainability Framework; and**
 - 9.2.3 Requesting the Chief Executive Officer to present a Sustainability Policy to Council by no later than 30 June 2020.**
- 9.3 Endorse the Sustainability Framework Action Plan (Attachment 5) for community consultation for a period of no less than 6 weeks and report back to Council on the outcomes; and**
- 9.4 Approve the allocation of \$50,000 from the 2019/2020 budget to fund the preliminary steps for implementation of the Sustainability Framework and refer a request for further funding of \$200,000 from the 2020/2021 budget for the ongoing implementation of the Sustainability Framework.**

Cr Murnane left the meeting room at 7.59pm

Cr Murnane re-entered the meeting room at 8.03pm

Carried Unanimously.

Division Requested:

For: Crs Murnane, Nelson, Harwood, Sullivan, Mason, Grzybek, Asher, Mansfield, Murrihy, Kontelj, Aitken

Against: Nil

Attachment 1

Financial Implications

1. Implementation of the Sustainability Framework requires funding, including completing the Action Plan and associated community consultation, and the design and implementation of the reporting framework and the creation of a Sustainability Policy. The estimated cost to implement the Framework is \$250,000, with \$50,000 required in the 2019/2020 year and \$200,000 required in the 2020/2021 financial year.

Community Engagement

2. The Sustainability Framework action plan must be informed by community consultation. A communications and engagement plan will be developed to support the integration and implementation of the Sustainability Framework. This will include internal and external activities to ensure that all stakeholders are aware of the outcomes that the Council is wanting to achieve and the leadership it is displaying.

Social Equity Considerations

3. The Sustainability framework recognises the importance of equity, access and inclusion as a key priority area contributing to the long-term sustainability of our community.

Policy/Legal/Statutory Implications

4. A key component of the Sustainability Framework is a proposed Sustainability Policy. The implementation of the Framework will also influence the amendment of relevant existing policies and the development of new policies.

Alignment to Council Plan

5. Sustainability is a key consideration/theme of Council Plan 2018–22 and features strongly throughout the community's 30-year *Clever and Creative* vision.

Conflict of Interest

6. There is no identified conflict of interest.

Risk Assessment

7. Failure to consolidate the City's approach to sustainability could result in significant risk as the framework aims to deliver a culture of sustainable practice across the organisation, therefore better preparing the organisation and community to meet the demands of the future.

Environmental Implications

8. As the organisation and region face considerable environmental challenges, the Sustainability Framework provides the opportunity to consolidate our current and future approach to addressing climate change issues.

AMENDMENT

Cr Asher moved, Cr Grzybek seconded -

That Council:

- 1) Acknowledge that climate change poses a risk to the people of Geelong and Australia, and requires a genuine and coordinated response.**
- 2) Acknowledge the extensive local community interest and advocacy, including by our region's young people, in relation to the issue of climate change.**
- 3) Request management make it an immediate priority to develop a Sustainability Framework, with implementation plans and a performance measurement program that seeks to address climate change impacts on the City and its stakeholders. Development of this Framework will include the review of the existing Environment Management Strategy, Biodiversity Strategy and Zero Carbon Emissions Strategy, which are all scheduled for review during the next 12 months.**
- 4) Request the Chief Executive Officer report to Council by February 2020 with a draft Sustainability Framework, a timeline for implementation and a proposed performance measurement program. The Framework and implementation plan will include potential additional measures to incorporate climate change impact mitigation actions into the City's strategy and operations across the organisation.**
- 5) Note that the City of Greater Geelong has had a strong record of reducing emissions, restoring and conserving biodiversity, and preparing our community for the impacts of climate change.**
- 6) Note the City of Greater Geelong endorsement of, and continued commitment to, the Our Coast Program and strategies including the Environment Management Strategy, Zero Carbon Emissions Strategy, Community Zero Carbon Action Plan, Climate Change Adaptation Strategy and Urban Forest Strategy.**
- 7) Note the extensive range of local emission reduction actions being undertaken by Council, residents, schools, businesses and other organisations within the City of Greater Geelong.**
- 8) Note that Council considers Climate Change to be a key strategic risk as part of its assessment of its risk environment.**
- 9) Note the successful motion to the Municipal Association of Victoria (MAV) May 2017 to recognise that we are in a state of 'climate emergency' that requires urgent action by all levels of government, including local Councils.**
- 10) Write to state and federal Environment Ministers to advocate for significant action to reduce greenhouse gas emissions.**
- 11) Join the Climate Councils Cities Power Partnership Program.**

Carried.

Division Requested:

For: Crs Aitken, Grzybek, Kontelj, Asher, Sullivan, Nelson
Against: Crs Murrphy, Harwood, Mason, Murnane, Mansfield

THE CITY OF
GREATER GEELONG

SUSTAINABILITY FRAMEWORK

VERSION: DRAFT V0.1

Proposed Approval Date: 25 February 2020

To be approved by: Council

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Purpose

The City's Sustainability Framework provides the foundation to consolidate the City's current and future approach to addressing issues impacting sustainability and delivers a culture of sustainable practice across the organisation.

The purpose of the framework is to:

- Document the City's current sustainability plans, strategies and measurement approaches
- Understand the issues, risks and opportunities for the City and ensure we are addressing the social, environmental, financial and governance impacts of our business sustainably
- Identify a structure or hierarchy of sustainability priorities that reflects what matters most to the community and relevant stakeholders
- Encourage and lead a culture of sustainability to be developed throughout the organisation and community
- Articulate the City's response to priority issues, including objectives, targets and metrics
- Ensure that any gaps in our approach to sustainability are identified and addressed

The City will engage all relevant stakeholders in the delivery of the above items.

Background

Sustainability is the challenge of our time. It requires consideration about the social, economic and environmental aspects of everything we do.

A sustainable community is one that manages its natural, human and financial resources to meet current needs while ensuring that adequate resources are available for future generations. Among the biggest threats to this, are the issues of climate change, and social equity, access and inclusion.

To show leadership and a commitment to sustainability, the City has recognised the need for a structured and coordinated approach to ensure that this commitment is represented across all services, projects and plans.

OUR VISION

In 2016 the City embarked on a journey to develop a community led 30-year vision for Greater Geelong. Representing the voices of more than 16,000 members of our community, it calls for Greater Geelong to be recognised regionally, nationally and internationally as a clever and creative city-region. To achieve this, a series of aspirations developed by the community focus on our region's economy and employment, the environment, arts and culture, transport connections, tourism, efficient and equitable digital access, and good governance. In order to achieve these aspirations, sustainability is a key theme throughout the document.

OUR COUNCIL PLAN

Council Plan 2018-22 guides the City's resources to deliver infrastructure, services and programs to the community in a sustainable way. It contains strategic priorities, deliverable actions and measures. The measures are a way to demonstrate Council's commitment to sustainability, by aligning them to the internationally recognised 'One Planet Living' framework, of which Council is a certified member.

OUR STRATEGIES

The City has recently developed a Strategic Planning Framework and Strategy Policy to guide the development and review of all strategic documents. Sustainability is visibly represented in the Framework diagram and is included as a guiding principle to adhere to when developing a strategic document in the Policy.

SUSTAINABILITY FRAMEWORK

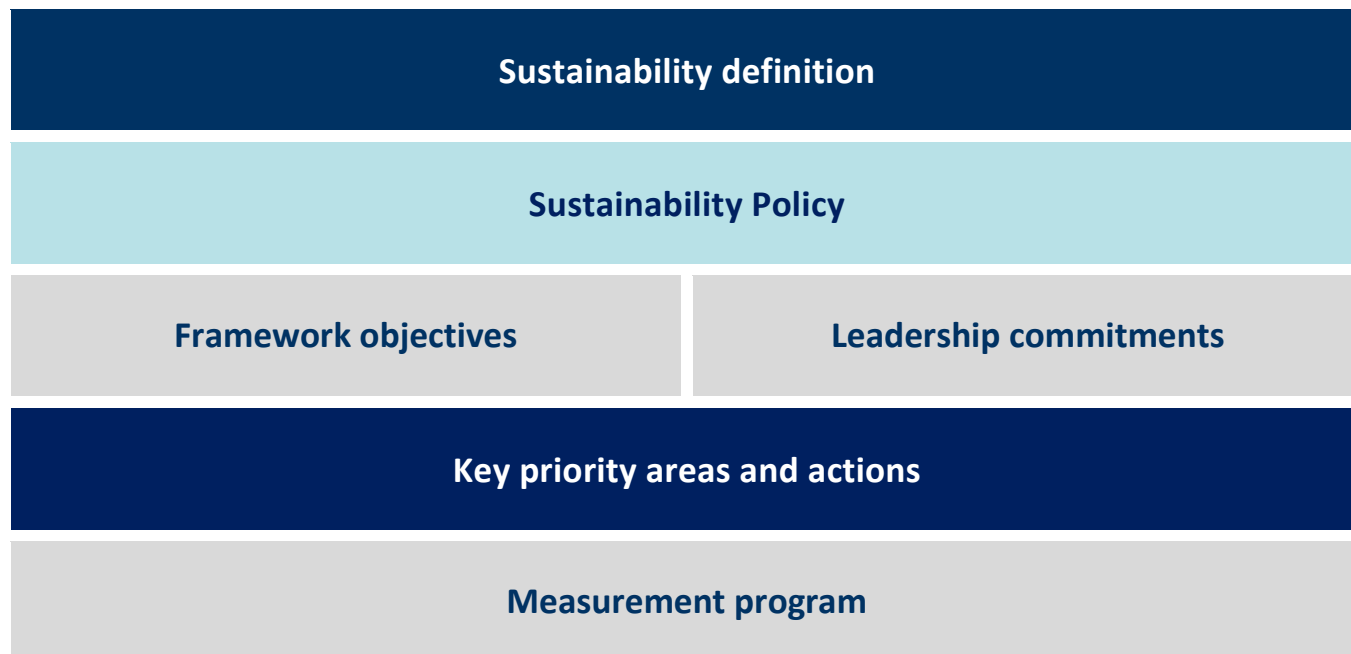
The development of a Sustainability Framework and Action Plan will recognise and connect the above existing commitments to sustainability, whilst guiding the path for future growth and maturity. It will also strengthen the City's ability to work together, with internal and external stakeholders, so our environment, community and economy are ready for the climate and community related challenges now and into the future.

The Sustainability Framework and Sustainability topics to inform the Framework will be reviewed on a 4-year cycle, within the first year of each new Council term. Actions from the Sustainability Action Plan will be reviewed annually.

Framework

Development of the framework was informed by stakeholder workshops, literature reviews and the consideration of existing global frameworks (Appendix 1, 2, 3 and 4).

The framework itself consists of the following 6 components



SUSTAINABILITY DEFINITION

There are many ways to define sustainability. For the City of Greater Geelong sustainability means:

“Working together so our environment, community and economy are resourced for the challenges now and into the future”.

The City also recognises the importance of equity, access and inclusion as a key priority area contributing to the long-term sustainability of our community.

SUSTAINABILITY POLICY

The framework will be supported by a Sustainability Policy which outlines the City’s commitment to progressing towards sustainability by:

- role modelling sustainability best practice in its day to day operations
- supporting and promoting action towards sustainability in the wider community
- considering sustainability in all decision-making processes

FRAMEWORK OBJECTIVES

The framework sets out to deliver the following objectives:

- plan and deliver a reduction of carbon emissions
- build community resilience to the impacts of climate change
- increase the quantity and quality of our protected natural environment

- lead and support our community to adopt sustainable practices to move towards zero-waste
- manage our water efficiently using best practice standards
- green our urban spaces.

LEADERSHIP COMMITMENTS

The City will demonstrate its commitment to sustainability by following these leadership principles. These principles have helped to shape and inform our Action Plan

We will:

- Take a holistic approach
- Deliver and enable 'best' and 'next' practice
- Enable, lead and promote innovation
- Activate community opportunity
- Build meaningful partnerships

KEY PRIORITIES AND ACTIONS

To enable an effective and realistic actionable focus, we have identified three priority areas where we will place our initial focus;

- **Environmental solutions and impact minimisation**
Provide solutions to the effects of climate change to ensure a thriving natural environment and sustainable built environment.
- **Community equity, wellbeing and inclusion**
Deliver for our community health and wellbeing and strive to achieve social equity, access and inclusion.
- **Responsible and transparent business**
Act with integrity, accountability and transparency in all decisions and view all decisions through a sustainability lens.

An action plan has been developed with priority actions, drawing on existing City programs, plans and strategies, including the Environment Management Strategy, Waste and Resource Recovery Strategy, Zero Carbon Emissions Strategy and the Community Zero Carbon Action Plan:

Priority Actions

1. Review and implement the following as a matter of priority:

- *Environment Strategy*
- *Climate Change Adaptation Strategy*
- *Biodiversity Strategy*
- *Zero Carbon Emissions Strategy*
- *Waste and Resource Recovery Strategy*

2. Recognise climate change as a global emergency

3. Address integrated social and economic development through the Vital Communities program

4. Conduct regular reviews of the City's services to ensure we meet existing and emerging needs of our community

5. Develop and endorse a Sustainability Policy

6. Adopt the Global Reporting Initiative (GRI) Standards as the City's sustainability reporting framework

In addition to the key strategic actions being delivered, there are also other actions that will support the delivery of our sustainability objectives. For a full list of actions refer to Appendix 5.

MEASUREMENT PROGRAM

The City will report its progress on an annual basis against the Global Reporting Initiative (GRI) Standards and ensure alignment of its activities with the United Nations Sustainable Development Goals (SDG's).

Appendix 1: Methodology to define framework

The Sustainability Framework was developed through the concept of materiality; the threshold at which certain topics are sufficiently important for inclusion in a strategy or framework.

The City was able to define the focus for the Framework by applying a set of filters to rank each topic by the significance of its economic, environmental and social impacts and its influence on the decisions of its stakeholders.

This allows the City to focus its efforts, resources and performance reporting on the Sustainability issues which are most important to the City and its stakeholders.

Input into the development of the framework involved a 3-phase approach to collect the data (Figure 1).

PHASE 1

Phase 1 involved research into how to tailor the Sustainability Accounting Standards Board (SASB) and GRI Standards to a local government context in order to develop an understanding of the global context of sustainability issues.

PHASE 2

Phase 2 involved mapping the City's Environment, Social and Governance (ESG) practices to understand their impact and opportunities against the global context of sustainability issues. The City's strategies, policies, commitments (for example our One Planet Living certification) and risk assessments were reviewed to identify themes and issues.

PHASE 3

Phase 3 was focused around gathering insights and feedback from stakeholders and peers.

- Peer reviews were conducted with The City of Melbourne, City of Parramatta, City of Darebin and Sunshine Coast Council to understand key sustainability issues and drivers.
- Stakeholder workshops were conducted with community groups and officers at the City in order to draw out the priority issues to inform the framework.
- A review of local and national media interests, and industry associations Municipal Association of Victoria (MAV), Victorian Local Governance Authority (VLGA), Australian Local Government Association (ALGA) and International Council for Local Environmental Initiatives (ICLEI) to examine existing or emerging norms and expectations.

Figure 1 Methodology to collect sustainability issues

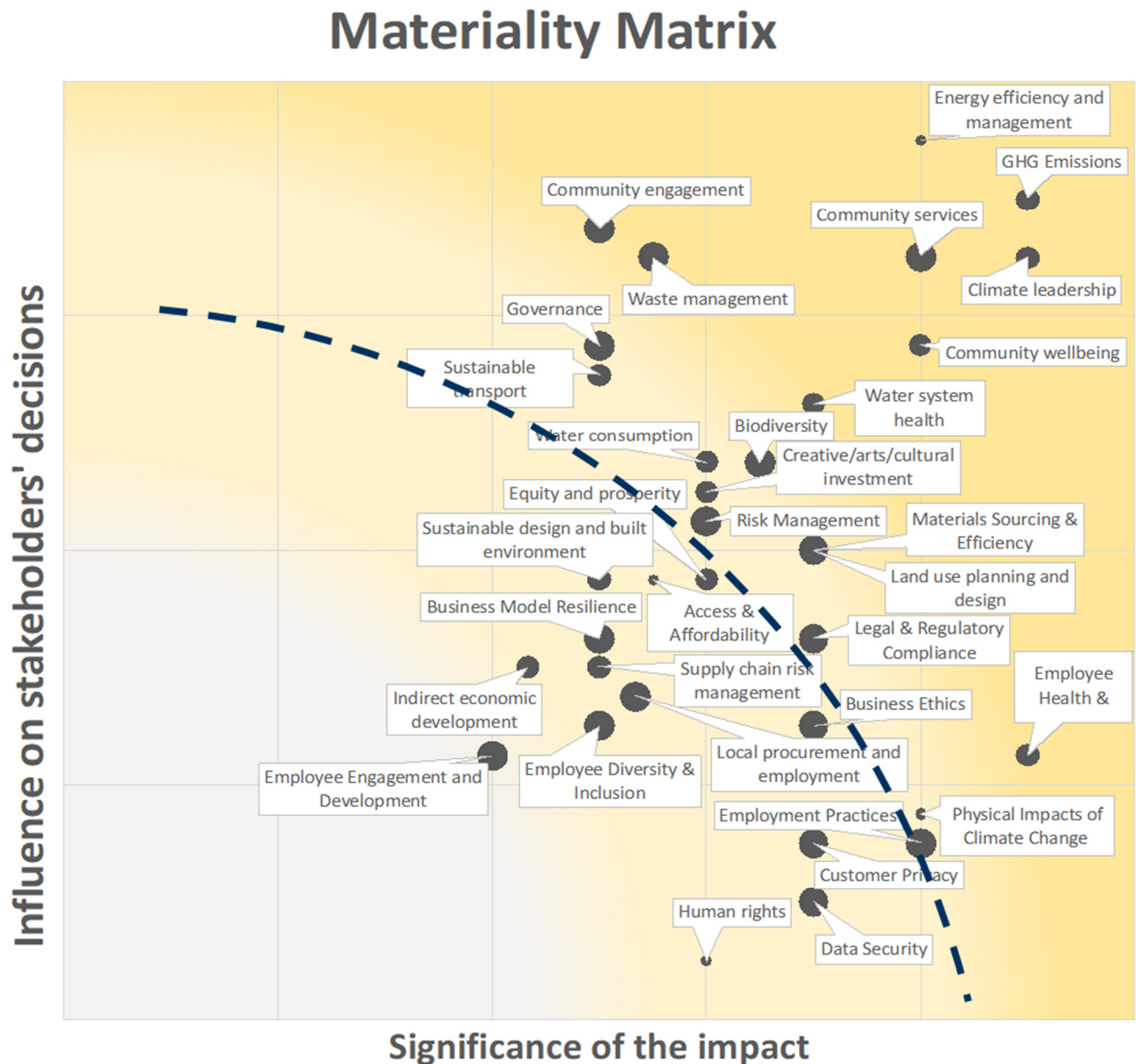


Appendix 2: Sustainability topics

The output of the reviews undertaken is a materiality matrix; a graph identifying the material topics identified from the analysis mapped against significance of impact from the City's perspective and influence on the decisions of stakeholders.

The line drawn on the materiality matrix defines the sustainability topics (with high influence and high impact) that are addressed within the Sustainability Framework.

Figure 2 Materiality Matrix used to input into Sustainability Framework



Appendix 3: Framework alignment

As part of the development of the Sustainability Framework; Sustainability topics were aligned with the corresponding GRI Standard and UN SDG. This will inform the measurement program.

Material topic	Materiality Ranking	City of Geelong Sustainability Framework - key priorities Alignment	Alignment with GRI	Alignment with SDGs
GHG Emissions	Highest	Environmental solutions and impact minimisation	GRI 305: Emissions	13. Climate action
Climate leadership	Highest	Environmental solutions and impact minimisation	n/a	3. Good health and wellbeing 9. Industry, innovation and infrastructure 11. Sustainable cities and communities 13. Climate action
Employee Health & Safety	Highest	Responsible and transparent business	GRI 403: Occupational Health and Safety	8. Decent work and economic growth
Energy efficiency and management	Highest	Environmental solutions and impact minimisation	GRI 302: Energy	7. Affordable and clean energy
Community services	Highest	Community equity, wellbeing and inclusion	n/a	11. Sustainable cities and communities
Community wellbeing	Highest	Community equity, wellbeing and inclusion	GRI 413: Local Communities	3. Good health and wellbeing
Physical Impacts of Climate Change	Highest	Environmental solutions and impact minimisation	GRI 201: Economic Performance	13. Climate action
Employment Practices	Highest	Responsible and transparent business	GRI 401: Employment GRI 402: Labor/Management Relations GRI 407: Freedom of Association and Collective Bargaining	8. Decent work and economic growth
Water system health	Highest	Environmental solutions and impact minimisation	GRI 303: Water	6. Clean water and sanitation 15. Life on land
Land use planning and design	Highest	Environmental solutions and impact minimisation	n/a	9. Industry, innovation and infrastructure 11. Sustainable cities and communities
Materials Sourcing & Efficiency	Highest	Environmental solutions and impact minimisation	GRI 301: Materials	12. Responsible consumption and production
Governance	Highest	Responsible and transparent business	GRI 102: Governance	16. Peace, justice and strong institutions
Legal & Regulatory Compliance	Highest	Responsible and transparent business	GRI 307: Environmental Compliance GRI 419: Socioeconomic Compliance GRI 415: Public Policy	16. Peace, justice and strong institutions
Water consumption	Highest	Environmental solutions and impact minimisation	GRI 303: Water	6. Clean water and sanitation
Creative/arts/cultural investment	Highest	Community equity, wellbeing and inclusion	n/a	9. Industry, innovation and infrastructure 11. Sustainable cities and communities
Risk Management	Highest	Responsible and transparent business	GRI 102: Governance	16. Peace, justice and strong institutions
Waste management	Highest	Environmental solutions and impact minimisation	GRI 306: Effluents and Waste	12. Responsible consumption and production
Business Ethics	Moderate	Responsible and transparent business	GRI 102: Ethics and integrity GRI 205: Anti-corruption	16. Peace, justice and strong institutions
Customer Privacy	Moderate	Responsible and transparent business	GRI 418: Customer Privacy	n/a
Data Security	Moderate	Responsible and transparent business	n/a	n/a
Biodiversity	Moderate	Environmental solutions and impact minimisation	GRI 304: Biodiversity	15. Life on land
Equity and prosperity	Moderate	Community equity, wellbeing and inclusion	GRI 201: Economic Performance	8. Decent work and economic growth 9. Industry, innovation and infrastructure
Human rights	Moderate	Community equity, wellbeing and inclusion	GRI 408: Child Labor GRI 409: Forced or Compulsory Labor GRI 410: Security Practices GRI 412: Human Rights Assessment	8. Decent work and economic growth
Access & Affordability	Moderate	Community equity, wellbeing and inclusion	n/a	11. Sustainable cities and communities
Local procurement and employment	Moderate	Community equity, wellbeing and inclusion	GRI 202: Market Presence	11. Sustainable cities and communities 9. Industry, innovation and infrastructure
Community engagement	Moderate	Community equity, wellbeing and inclusion	GRI 413: Local Communities	11. Sustainable cities and communities
Sustainable transport	Moderate	Environmental solutions and impact minimisation	n/a	11. Sustainable cities and communities
Sustainable design and built environment	Moderate	Environmental solutions and impact minimisation	n/a	11. Sustainable cities and communities
Business Model Resilience	Moderate	Responsible and transparent business	n/a	n/a
Supply chain risk management	Moderate	Responsible and transparent business	GRI 102-9 Supply chain GRI 204: Procurement Practices GRI 308: Supplier Environmental Assessment GRI 414: Supplier Social Assessment	8. Decent work and economic growth
Employee Diversity & Inclusion	Moderate	Responsible and transparent business	"GRI 405: Diversity and Equal Opportunity GRI 406: Non-discrimination"	8. Decent work and economic growth
Indirect economic development	Moderate	Community equity, wellbeing and inclusion	GRI 203: Indirect Economic Impacts	8. Decent work and economic growth 11. Sustainable cities and communities
Employee Engagement and Development	Moderate	Responsible and transparent business	GRI 402: Labor/Management Relations GRI 404: Training and Education	8. Decent work and economic growth

Appendix 4: Sustainability Framework

Sustainability defined

“Working together so our environment, community and economy are resourced for the challenges now and into the future”

Sustainability Policy

The sustainability policy will guide the City’s activity with the aim to embed sustainability within the City and help to make sustainability “the way we do things around here”.

Framework Objectives

The objectives of the framework are to:

- Plan and deliver a reduction of carbon emissions
- Build community resilience to the impacts of climate change
- Increase the quantity and quality of our protected natural environment
- Lead and support our community to adopt sustainable practices to move towards zero-waste
- Manage our water efficiently using best practice standards
- Green our urban spaces.

The City’s leadership commitment

We will:

- Take a holistic approach
- Deliver and enable ‘best’ and ‘next’ practice
- Enable, lead and promote innovation
- Activate community opportunity
- Build meaningful partnerships.

Key Priority Area

Priority Actions

Environmental solutions and impact minimisation

- Recognise climate change as a global emergency
- Review and implement; a new Environment Strategy, a new Climate Change Adaptation Strategy, a new Biodiversity Strategy, a new Zero Carbon Emissions Strategy, a new Waste and Resource Recovery Strategy

Community equity, access and inclusion:

- Conduct regular reviews of the City’s services to ensure we meet existing and emerging needs of our community
- Address integrated social and economic development through the Vital Communities program

Responsible and transparent business

- Develop and endorse a Sustainability Policy
- Adopt the GRI Standards as the City’s sustainability reporting framework

Measurement Program

The City will report its progress on an annual basis against the GRI Standards and ensure alignment of its activities with the United Nations’ Sustainable Development Goals

Appendix 5: Sustainability Framework Action Plan

Refer to Council Report, Attachment 5

Acronyms

ALGA	Australian Local Government Association
ESG	Environment, Social and Governance
GRI	Global Reporting Initiative
ICLEI	International Council for Local Environmental Initiatives
MAV	Municipal Association of Victoria
SASB	Sustainability Accounting Standards Board
SDG	Sustainable Development Goals
VLGA	Victorian Local Governance Authority

City of Greater Geelong Sustainability Framework

Action Plan - Priority Actions 2020-2022



Action	Related Material Topic
1. Review and implement the following as a matter of priority: a. a new Environment Strategy b. a new Climate Change Adaptation Strategy c. a new Biodiversity Strategy d. a new Zero Carbon Emissions Strategy e. a new Waste and Resource Recovery Strategy	• GHG Emissions • Climate Leadership • Energy Efficiency & Management • Physical Impacts of Climate Change • Waste management • Materials sourcing and efficiency
2. Recognise climate change as a global emergency	• Climate Leadership
3. Mature the Vital Communities program to address integrated social and economic development	• Community Services • Community Wellbeing • Equity and Prosperity
4. Conduct regular reviews of the City's services to ensure we meet existing and emerging needs of our community	• Community Services
5. Develop and endorse a Sustainability Policy	• Climate Leadership • Governance
6. Adopt the GRI Standards as the City's sustainability reporting framework	• Climate Leadership

City of Greater Geelong Sustainability Framework

Action Plan- Other actions 2020-2022

**PRIORITY 1: ENVIRONMENTAL SOLUTIONS AND IMPACT MINIMISATION**

We will provide solutions to the effects of climate change to ensure a thriving natural environment and a sustainable built environment

Legend for Timeframe: SHORT: 0-3 months, MEDIUM: 3-12 months, LONG: 1-3 years, ONGOING: Ongoing

Action	Timeframe	Related Material Topic
1.1 Implement the Stormwater Services Strategy 2020–30	ONGOING	Water system health
1.2 Continue implementation of the Settlement Strategy	ONGOING	- Land use planning and design - Sustainable design and the built environment
1.3 Continue to implement the Sparrovale Wetlands Master Plan	ONGOING	- Biodiversity - Water system health
1.4 Partner with Barwon Water to deliver a regional Integrated Water Management Strategy	MEDIUM	Water consumption
1.5 Continue implementation of the Urban Forest Strategy	ONGOING	Sustainable design and the built environment
1.6 Adopt the Transport Networking Operating Plan	SHORT	Sustainable Transport
1.7 Deliver the Better Bike Connections project	MEDIUM	Sustainable Transport
1.8 Develop and implement a new Shared Trails Master Plan	MEDIUM	Sustainable Transport
1.9 Educate and promote sustainable practices in the City's exhibitions, art and programs	ONGOING	- Creative arts and Cultural investment - Community engagement - Community wellbeing

THE CITY OF GREATER GEELONG

City of Greater Geelong Sustainability Framework

Action Plan- Other actions 2020-2022



Action	Timeframe	Related Material Topic
1.10 Develop Ecological Sustainable Design (ESD) Action Plans for all precincts within the Northern and Western Growth Area	LONG	• Sustainable design and built environment
1.11 Strengthen sustainable development outcomes within the next review of the Municipal Strategic statement	LONG	• Sustainable design and built environment
1.12 Strengthen the City's Sustainable Building Policy	MEDIUM	• Sustainable design and built environment
1.13 Strengthen our financial investment policy to include sustainability	MEDIUM	• Governance

City of Greater Geelong Sustainability Framework

Action Plan – Other actions 2020-2022

**PRIORITY 2: COMMUNITY EQUITY, WELLBEING AND INCLUSION**

We will deliver for our community health and wellbeing and strive to achieve social equity, access and inclusion

Legend for Timeframe: SHORT: 0-3 months, MEDIUM: 3-12 months, LONG: 1-3 years, ONGOING: Ongoing

Action	Timeframe	Related Material Topic
2.1 Continue to implement the 5-year Service Planning Framework	ONGOING	Community services
2.2 Continue to deliver actions in the Ba-gurrk Gender Equity Framework	ONGOING	- Community wellbeing - Human rights - Equity and prosperity
2.3 Develop and implement the Reconciliation Action Plan	MEDIUM	- Community wellbeing - Human rights - Equity and prosperity
2.4 Continue to implement the Access and Inclusion Plan	ONGOING	- Community wellbeing - Access and affordability
2.5 Develop and implement the Positive Ageing Plan	SHORT	- Community wellbeing - Access and affordability
2.6 Develop and implement a Cultural Strategy	MEDIUM	- Creative / arts / cultural investment - Community wellbeing
2.7 Adopt and commence delivery of the Social Housing Plan	SHORT	- Access and affordability - Equity and prosperity
2.8 Continue to deliver the Regional Industry Sector Employment (RISE) program	ONGOING	- Local procurement and employment - Equity and prosperity

City of Greater Geelong Sustainability Framework

Action Plan – Other actions 2020-2022



2.9 Continue to administer grants to our community that supports sustainable outcomes	ONGOING	• Community wellbeing • Creative arts and cultural investment
2.10 Continue to deliver to our commitments as a designated UNESCO City of Design	ONGOING	• Community wellbeing • Creative arts and cultural investment • Equity and prosperity
2.11 Continue to deliver support to local businesses, events and community to encourage and enable their sustainable practice and delivery of outcomes	ONGOING	• Energy efficiency and management • Material sourcing and efficiency • Equity and prosperity

City of Greater Geelong Sustainability Framework

Action Plan – Other actions 2020-2022

**PRIORITY 3: RESPONSIBLE AND TRANSPARENT BUSINESS**

We will responsibly act with integrity, accountability and transparency in all decisions and view all decisions through a sustainability lens

Legend for Timeframe: SHORT: 0-3 months, MEDIUM: 3-12 months, LONG: 1-3 years, ONGOING: Ongoing

Action	Timeframe	Related Material Topic
3.1 Implement the new risk management and reporting software solution	SHORT	- Employee Health and Safety - Risk Management
3.2 Deliver the Working Better Together program	ONGOING	- Employment engagement and development - Employment practices
3.3 Develop and implement a Health, Safety and Wellbeing Plan	MEDIUM	- Employment Practices - Employee Health and Safety
3.4 Review our management and employment policies	MEDIUM	- Employment Practices - Employee Health and Safety
3.3 Develop and implement a Strategic Policy and Strategic Planning Framework	SHORT	- Governance - Legal and regulatory compliance - Business ethics
3.4 Develop and implement a Data Strategy	SHORT	- Customer privacy - Data security
3.5 Create a new corporate affairs function	SHORT	Community engagement
3.6 Develop and implement an Enterprise Project Management Office (ePMO)	SHORT	Governance

City of Greater Geelong Sustainability Framework

Action Plan – Other actions 2020-2022



3.7 Renew our Community Engagement Policy and Framework	MEDIUM	• Community Engagement • Governance
3.8 Build on and expand our sustainable and social procurement policy and practice	ONGOING	• Materials Sourcing and efficiency
3.9 Implement a new compliance framework	SHORT	• Legal and Regulatory compliance
3.10 Enable waste-wise efficiency programs for all City sites	LONG	• Waste management • Materials Sourcing and Efficiency

3. TRANSPORT NETWORK OPERATING PLAN – CENTRAL GEELONG

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

Purpose

1. To seek Council endorsement on the Transport Network Operating Plan for Central Geelong.

Background

2. A key short-term action of the Revitalising Central Geelong Action Plan (2016) is to “develop a transport and movement network operating plan, that aligns with the Regional Network Operating Plan, linking key precincts and supporting a functional and vibrant city centre, including reviewing bus routes and interchange location, connectivity between bus services and regional train services”.
3. A Transport Network Operating Plan (TNOP) identifies preferred transport routes between places where people live, work and visit. Prioritising particular modes of transport on preferred routes will result in smarter use of the road system. A mode that is not prioritised on a particular road is not restricted from that road, however will not be prioritised with regards to supporting infrastructure or operational hierarchy.
4. At the 8 October 2019 Community Focus Council Meeting, Council resolved:
 - 4.1 *Note the Draft Transport Network Operating Plan (Attachment 2);*
 - 4.2 *Approve its release for community feedback for a period of 6 weeks; and*
 - 4.3 *Note that a report will be presented to Council following the completion of the community feedback period.*
5. The draft TNOP was released for community comment from 14 October 2019 until 3 January 2020. During the 11 weeks over 4,400 views and 170 comments were received (**Attachment 2**).

Key Matters

6. In summary, the comments from the community engagement expressed the following themes:
 - 6.1 Support for the plan, its direction and alignment to the City's adopted strategic plans and objectives;
 - 6.2 Support to encourage heavy vehicle through-traffic out of Central Geelong;
 - 6.3 Concerns raised regarding potential impacts to McKillop Street (both local road and arterial road sections), specifically increases in heavy vehicles;
 - 6.4 Various suggestions regarding implementation actions (i.e. improvements to southerly routes for heavy vehicle movements, traffic signal sequencing, intersection modifications, further clarity on road cross-section design, supporting infrastructure for pedestrians and cyclists, car parking access);
 - 6.5 Advocacy for improved public transport services to access Central Geelong from residential suburbs; and
7. Responses to the above themes have been provided in this report and in **Attachment 2**.

Cr Murrihy moved, Cr Mason seconded -

8. That Council:

- 8.1 Endorse the Transport Network Operating Plan for Central Geelong (Attachment 3), subject to the following:**
 - 8.1.1 The reduction of east-west heavy vehicle through traffic from Central Geelong to facilitate the revitalisation initiatives for Central Geelong;**
 - 8.1.2 The prioritisation of upgrades to Fyans Street and Breakwater Road C124 to better accommodate freight in the 10-year Implementation Plan, in preference of McKillop Street;**
 - 8.1.3 Ryrie Street and McKillop Street, between LaTrobe Terrace and Ormond Road, to be no longer recognised as a priority freight routes;**
- 8.2 Request the Chief Executive Officer to take immediate action that will direct east-west heavy vehicles through traffic away from Central Geelong in order to assist with the revitalisation of Central Geelong;**
- 8.3 Advocate for the planning and construction of Bellarine Link as a Council Priority and seek commitment from the Transport Minister for funding and timing of construction;**
- 8.4 Advocate for improved access and connectivity of public transport to Central Geelong and seek commitment from the Transport Minister for improvements to be included in the Department of Transport's Bus Services review;**
- 8.5 Note the City will commence working with the Department of Transport in commencing the development of the 10-year Implementation Plan and report back to Council with the plan for endorsement; and**
- 8.6 Request the Chief Executive Officer to report back to Council within three months about the progress on advocacy and directing east-west traffic away from Central Geelong.**

Lost.

Amendment

Cr Kontelj moved, Cr Asher seconded –

8. That Council:

- 8.1 Rejects the Transport Network Operating Plan (TNOP) for Central Geelong;**
- 8.2 Advocate to the State Government for the planning and construction of the Bellarine Link as a Council Priority and seek commitment from the Transport and Infrastructure Ministers for funding in the 2020 / 2021 budget, and timing of construction;**
- 8.3 Advocate to prioritise upgrades to Fyans Street and Breakwater Road C124 to accommodate an increased number of heavy vehicles;**
- 8.4 Advocate to the Department of Transport for McKillop Street, between LaTrobe Terrace and Ormond Road, to no longer be recognised as a priority freight route;**

- 8.5 Advocate to the State Government for urgent improved access and connectivity of public transport to Central Geelong by seeking a commitment from the Transport Minister for improvements to the current main public transport system - bus services;**
- 8.6 Urgently commence discussions and work with the State Government, Department of Transport, Regional Roads Victoria, Public Transport Victoria (PTV), Disability Access Committee and relevant stakeholders to develop a new 10 and 20 year TNOP for Geelong:**
- 8.6.1 That the new TNOP considers and includes all forms of transport, such as public transport, rail, light vehicle, heavy vehicle, pedestrian, cycling and a focus to prioritise accessibility for those with mobility disabilities (i.e. aged and wheelchair dependent users);**
- 8.6.2 That the 10 and 20 year TNOP prioritises public transport on our existing road networks and acknowledges it as an integral means of mass transport, in the development of the plan, and proactively explores, supports and adopts modern and innovative public transport initiatives, including light rail, trackless trams and buses in order to establish an effective, efficient, safe and world class public transport network;**
- 8.6.3 That the new TNOP includes the entire Greater Geelong Region (Central Geelong as well as the surrounding and outer suburbs);**
- 8.6.4 That the new TNOP has a clear vision and direction on how to appropriately manage east west traffic for the long term needs of the community and the region; and**
- 8.6.5 That the new TNOP establishes efficient and effective transport connections for heavy vehicles, particularly east west heavy vehicles, in order to direct non-essential heavy vehicles away from Central Geelong. This should be done in a manner that improves road safety and travel times, and also productivity for heavy vehicle operators.**
- 8.7 Advocate to the State Government to promptly complete a viability and financial assessment to plan and construct a transport bridge over Corio Bay to cater for all forms of east west vehicle and cycling traffic.**

Carried.

Division Requested:

For: Crs Murnane, Nelson, Harwood, Sullivan, Grzybek, Asher, Mansfield, Murrihy, Aitken, Kontelj

Against: Cr Mason

Attachment 1

Financial Implications

1. There are no financial implications associated with this report and endorsement of the TNOP. The 10-Year Implementation Plan, as identified in the Revitalising Central Geelong Action Plan, will include actions for the City to deliver. This plan will be presented to Council for endorsement once completed.

Community Engagement

2. Stakeholder engagement with external agencies has informed the plan. Representatives included VLine, Public Transport Victoria (PTV), Public Transport Users Association, Regional Roads Victoria (RRV), Department of Transport (DoT), Bicycle User Groups and community representatives from the disability access committee.
3. The draft TNOP was released from October 2019 to January 2020 for an 11 week period for community feedback, receiving over 170 comments, 600 document downloads and 4,400 views.
4. In summary, the comments expressed the following themes:
 - 4.1 Support for the plan, its direction and alignment to the City's adopted strategic plans and objectives;
 - 4.2 Support to encourage heavy vehicle through-traffic out of Central Geelong;
 - 4.3 Concerns raised regarding potential impacts to McKillop Street (both local road and arterial road sections), specifically increases in heavy vehicles;
 - 4.4 Various comments regarding implementation actions (i.e. improvements to southerly routes for heavy vehicle movements, traffic signal sequencing, intersection modifications, further clarity on road cross-section design, supporting infrastructure for pedestrians and cyclists, car parking access); and
 - 4.5 Advocacy for improved public transport services to access Central Geelong from residential suburbs.
5. In response to the above themes, the City will:
 - 5.1 Consider the suggestions from the community regarding actions for implementation, when working with the DoT in preparing the 10-Year Implementation Plan. The plan will consider a staged and coordinated approach to delivering the identified actions;
 - 5.2 Advocate for a staged approach to the implementation of changes to heavy vehicle routes through the development of the 10-Year Implementation Plan. Upgrades should be identified on southerly arterial road routes (Fyans Street, Breakwater Road) before McKillop Street, and before restrictions or bans are considered for heavy vehicle through-traffic on Ryrie Street. The City's preference is that heavy vehicle through movements are prioritised, in the first instance, to Fyans Street and Breakwater Roads, and the future Bellarine Link;
 - 5.3 Ensure local traffic management infrastructure is considered in the 10-Year Implementation Plan for the local road section of McKillop Street (between Ormond Road and Boundary Road) to improve safety and deter heavy vehicle through-traffic;
 - 5.4 Continue to advocate to DoT for improved public transport provisions including bus service frequency and accessibility, including the consideration of a decentralised system that optimises the opportunity to utilise rail to access Central Geelong.

The City will provide DoT the response from the community engagement; and

- 5.5 Continue working with the DoT and Major Road Projects Victoria in the planning of the Bellarine Link, that connections Portarlington Road and Bellarine Highway with Baanip Boulevard.

Social Equity Considerations

6. Equitable access to services and offerings in central Geelong is an important consideration in the successful development of the TNOP.

Policy/Legal/Statutory Implications

7. It is important to note that the road network is managed by two agencies: DoT manage the arterial road network including McKillop Street, Latrobe Terrace and Ryrie Street and Council manages the local road network in the CBD grid.
8. McKillop Street (between Latrobe Terrace and Ormond Road) is the local title of the road for the Bellarine Highway B110. Its status as an arterial road was designated in the Victorian Government Gazette as the Bellarine Highway in 1947 and was later formalised as an Over Dimensional route in 1989.
9. McKillop Street (between Latrobe Terrace and Ormond Road) is an arterial road under the responsibility of the state government road authority (DoT). McKillop Street is the only gazetted Over Dimensional route that aligns east-west across Geelong. These routes cater for the movements of OD combinations that exceed 5.0 metres high or 5.0 metres wide or 30.0 metres long or 100.0 tonnes gross mass.
10. The City is currently undertaking a review of the Central Geelong Structure Plan. The TNOP will be an input as the City's position for transport modal priority in Central Geelong.
11. Following completion of the statutory implementation of the revised Central Geelong Structure Plan into the planning scheme (approximately mid 2021), should any amendments to the TNOP be required, an update will be reported to Council for adoption.

Alignment to Council Plan

12. The report aligns to a fast reliable and connected transport network through the application of Integrated Transport Connections. It supports a focus on improving our public and active transport and better connecting our networks.

Conflict of Interest

13. No City staff have a conflict of interest in the preparation of this report.

Risk Assessment

14. The TNOP will support increased safety and efficient movement for all transport network users.
15. State Government has responsibility for the public transport network that is integral to the TNOP including buses and trains. The review of bus routes around Central Geelong is being assessed by DoT at a high level and does not form part of the City's revision. The TNOP has considered the public transport assessment and is capable of catering for any proposed changes.

Environmental Implications

This report does not propose any environmental implications.

Attachment 2

Community Engagement Feedback

14 October 2019 – 3 January 2020

TRANSPORT NETWORK OPERATING PLAN

CENTRAL GEELONG



COMMUNITY FEEDBACK (14 OCTOBER 2019 – 03 JANUARY 2020)

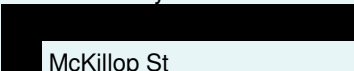
Comment	Suburb	Response
Good plan with good balance for all users - pedestrians, cyclists, cars and trucks. Bring on the extension of Malop St - current Green Spine looks sensational - definitely don't need more parking made available here. Some Councillors need to broaden their understanding of what makes a CBD vibrant - it's not a place that caters to through traffic. It's focus is on vibrancy, walk-ability, connectedness. Cars can still get in and through the city, they don't need to be considered top of the pecking order anymore - times are changing. Come on Eddy K be progressive and have a ten year vision.	Armstrong Creek	Noted.
The traffic lights DO NOT work together. You get one red light you get them all! It can take up to thirty minutes to get to Grovedale from Hamlyn heights if you are unlucky to get the lights. You literally go through one and the next one turns red! It's not productive. Fix that please!	Armstrong creek	Noted. Traffic light sequencing will be considered through the development of the 10-year Implementation Plan, following adoption of the TNOP.
I fully support removing trucks from Ryrie Street. Needs to be done as soon as possible.	Armstrong Creek	Noted.
- please prioritise public transport as much as possible, especially over private care movements. We deserve a better bus network in Geelong, electric buses must be considered too.	Barwon Heads	Noted. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
Under the draft plan, Latrobe Terrace, Ryrie Street, McKillop Street and Yarra Street would be prioritised as the key streets for vehicle traffic. RYRIE STREET???? Why? Trucks and heavy traffic rumbling past the Geelong Hospital and through the city like it is now...dumb move. McKillop and Fyans only and keep them out of the city but still provide good East West Access. A bridge linking Pt Henry to Point Liliash/Avalon even better long-term plan for traffic coming from the North and going to the Bellarine Peninsular greatly reducing current traffic through the city.	Bell Park	Ryrie Street is noted as a traffic route for access to Central Geelong, with the long term aim for 'through-traffic' being prioritised south of Central Geelong (as noted in the plan).

Comment	Suburb	Response
Over the past 10 years the CGG has vastly improved the look of the city but the major priority has been for pedestrians and cyclists. Little or no consideration has been given to vehicle travel through and across the city. The only real option is Ryrie Street which passes doctors surgeries and hospitals for cross traffic, trucks busses and large vehicles driving straight through our city. What an absolute joke, it's about time someone has the guts to build a bypass so trucks don't have to intimidate motorists.	Bell Post Hill	Noted. The Department of Transport are working on an outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
A safety zone needs to be placed in middle of Bellarine St opposite the entrance to the hospital so you don't stop traffic both ways.	Belmont	Noted.
I love cycling but I find it quite difficult to do safely in Geelong in comparison to Melbourne where I used to live. I commute daily from Belmont to near Johnson Park. It's quite an indirect route to use the cycle lanes but I don't feel safe using other roads. While the cycle lane is great along Malop Street (by the mall), coming along Yarra Street is challenging at intersections and roundabouts as the lane disappears at places where cyclists are most vulnerable! It also disappears as you approach Malop Street to allow for four lanes of traffic (turns and straight ahead), which adds danger to a cyclist's journey. If the cycle lanes were most consistent and safe, I believe more people would cycle.	Belmont	Noted. The City is delivering the Better Bike Connections project, which delivers a separated bike lane from Belmont through to Central Geelong (via Moorabool Street and Gheringhap Street).
Definitely agree to move truck routes south. Would prefer better bike routes to south Geelong train station, and anything to get into the CBD by bike the better, ESPECIALLY Moorabool/high St. as it's the ONLY way into town, as unsafe on Latrobe terrace/James Harrison bridge. Would ideally prefer another route (won't be picky if car or bike/ped) across the river to be considered by council for future planning.	Belmont	Noted. The City is delivering the Better Bike Connections project, which delivers a separated bike lane from Belmont through to Central Geelong (via Moorabool Street and Gheringhap Street).

Comment	Suburb	Response
Thank you for the opportunity to comment on the proposals. The plan has many merits but by couching it in a way that excludes public transport limits its implementation. Any plan to seek to increase pedestrian and bike movements, whilst reducing car dependency must take place as part of a major expansion of bus and rail services to provide access to Central Geelong. East West access through Central Geelong has been raised yet this is also where public transport gaps exist. Returning rail to Drysdale and extending it to Ocean Grove would take thousands of cars off the roads each day. Increasing the frequency of bus services, in the meantime, including services that don't terminate at the station would also benefit. Bus routes linking the Bellarine through to Deakin Waurin Ponds and the northern suburbs would provide better connectivity for residents needing to travel across the city. I support the streets proposed as truck routes (although freight to rail via Bellarine rail should be explored). I also support the routes proposed for car, bike and pedestrian priority. Consideration must, however, be given to future plans to completely prioritise walking and cycling in our streets that will become dominated by such modes as our city centre resident and worker population grows. Malop and Little Malop are the obvious streets for this while Moorabool should be a green transport route for buses, bikes and pedestrians from Myers St to Corio St. This would also open up the bay vistas and encourage retail along the strip. The proposed Moorabool st priority needs to be connected with the gap between Myers and Kilgour filled so that safe and pleasant pedestrian routes connect the city to the river.	Belmont	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
So driving is pretty much not going to be happening and no pedestrian access either? But you can ride a bike through the majority of the CBD?!! Traffic only going one way is a pore idea, especially considering as there isn't many roads to be able to drive on. The CBD is already dead. This will make it a ghost town.	Belmont	Noted. There is no intension for one-way streets.
Micromanaging the cash cows and their modes of transport. Already enough trucks and cars out south. James Harrison bridge is already struggling at peak times. And one lane in each direction, wow. That's planning is it??	Breakwater	Noted.
As a business owner in Ryrie Street it is pleasing to see that one of the greatest obstacles for the city centre regrowth has been recognised and planning to deal with this is to commence. Diversion of unnecessary through traffic, in particular large freight, will allow us to revitalise the city centre ourselves. Aims to allow for parking that will make the city centre attractive when compared to other shopping areas (for example zero possibility of receiving a parking fine when not in the city centre) or specific areas for short and long term parking would also be helpful. The plan as a whole looks very positive however, now is there a timeframe for implementation?	Central Geelong	Noted. Following adoption of the TNOP, the City will be working with the Department of Transport on the 10-year Implementation Plan.
I would like to see secure bike sheds at park and ride sites so that I can drive in from Curlewis, pick up my bike and cycle across town to work. This would reduce the amount of traffic in the CBD and improve my fitness and wellbeing.	Clifton Springs	Noted.

Comment	Suburb	Response
Put the speed limit back to 60kph across the CBD. Widen Ryrie street to how it used to be, make right and left turn lanes (as well as straight ahead lanes, so forward traffic isn't waiting on turning traffic all the time) on all streets in the CBD. No more emphasis on bikes, no one rides in the CBD, stop catering for what's not there! Put back angle parking in the CBD like there used to be and people will come back and shop. Why go to the CBD when you can't Park, when you can go to places like Waurn ponds? DO NOT move trucks to McKillop street, that's a ridiculous idea, it's the only road left in the CBD that you can actually get moving on, putting trucks on it will cause more congestion NOT less. Oh and pull out some of the traffic lights and put the roundabouts back, so the traffic can actually flow!	Clifton Springs	Noted. Ryrie Street is intended to provide traffic priority for access to Central Geelong.
The state of our city is a disgrace, how many more times are cars paying to use our roads travelling from out the Bellarine peninsula going to be disrupted for cyclists that do not use the existing lanes, maybe our council should be made to travel these routes during peak hour periods, (especially Friday afternoon), for a period of time before making the decision that affects so many people on the peninsula	Clifton Springs	Noted.
1. The new park8ng meters are a disaster. I simply want to park and not spend time trying to read numerous keys, LED screens that are un-viewable sunlight and endless instructions to answer OK to. The card use charges are ingenuous as they require no coin collection. And, the remote app does not work. 2. I agree with slow traffic in the CBD. The problem is the number of drivers who don't adhere to the slow speeds. 3. The mall is a disaster and bottleneck. Anyone with a disability being serviced by a carer finds it impossible to park there. 4. Parking, overall, is too expensive.	Clifton Springs	Noted. The City work with Victoria Police on enforcement of driver behaviour. The City is also working on a Little Malop Street Mall revitalisation, as well as the Central Geelong Parking Strategy.
Given that I usually drive into the city and park, my most obvious issue is the lack of free all day parking. However today on my drive home I noticed something which I'm amazed hasn't caused massive accidents, the "intersection" between western beach road, Malone St, & Cavendish street, I quotation marked intersection as calling it that is a bit generous given that it's really just 2 stops signs and a free for all of people trying to get onto and off of western beach road. As two of the major apartment buildings nearing completion are within a stone's throw of this traffic schnozzle it probably wouldn't be a bad idea to do something about it especially if you want pedestrians crossing there, as there is traffic going in multiple directions through the no man's land between the ends of the two streets and western beach road, I am often very concerned while crossing there.	Corio	Noted. The City is currently work on the Central Geelong Parking Strategy.

Comment	Suburb	Response
Having read the information provided on the TNOP and having seen the early results of the partial implementation of same I ask the following: Has anyone from the council had a look at Malop Street at any hour during the day? Has anyone from the council counted the number of bicycles using the bicycle paths on Malop Street? Has anyone with an art qualification expressed an opinion on the coloured "sculptures" in Malop Street? Has anyone from the council asked the city retailers for their view on the street narrowing? Has the Malop Street sump crusher down the middle of the road caused the council to compensate any car owners? Has any consideration been given to elderly city parkers who will have no chance of understanding or using the newly configured meters? Does anyone from the council remember the Mercer Street fiasco and the millions wasted, and if so, why is it being repeated? Given the fact that the narrowing of city streets and the prioritising of bicycles is almost universally loathed by the public of Geelong, why does the council persist with this expensive lunacy? As for the plan to "develop Geelong as Victoria's major logistics and freight centre" I will not comment as the aim is so far beyond the abilities of the council that it is not worth the effort.	Corio	The City is currently reviewing the operations and layout of Malop Street following the recent Council Resolution. Further results are expected to be reported to Council in March 2020.
This has been done by so many councils and the bike Lanes very rarely get used. Go to a local council that has done it and spend the day there and see how much these bike lanes actually get used.	Corio	Noted.
I drive in from Curlewis to Newtown. I'd love to park and cycle through the city to my final destination. How about providing some cycle sheds at the park and ride sites so I can leave a bike there overnight to be able to cycle each day. This would reduce the amount of traffic passing through the CBD and improve my health.	Curlewis	Noted. The City is currently work on the Central Geelong Parking Strategy which is investigating 'Park & Ride' opportunities.
In 1983 in Munich Germany they had their traffic synchronised so that traffic flowed constantly at a suggested speed displayed on screens along the route. i.e. no stop start at the lights. Ideal for Latrobe Tce. for instance. More out of CBD parking and shuttle buses to bring people into the city. How about an elevated freeway to bypass city to the Bellarine or a bridge from Avalon to the old Alcoa site.	Drysdale	Noted. The Department of Transport are working on an outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
This plan that you are doing wouldn't have to be done if you never touched Malop St. This is the only reason that Ryrie St is hectic. Moving trucks is not the answer and is not going to ease traffic on Latrobe terrace. Mark my words there will be truck verse train accidents and you will see increased breakdowns on Latrobe terrace and accidents.	Drysdale	It is noted improvements to southerly routes are required to support vehicle movement and improve reliability.

Comment	Suburb	Response
Submission regarding Draft Transport Network Operating Plan We would like to raise serious concerns about the inappropriateness of the inclusion of McKillop St as a viable truck route. There are a number of reasons for this: 1. This is a largely suburban street with mostly residential houses. 2. The CFA and ambulance are housed in McKillop St and any impediment to timely attendance by them is potentially life-threatening. Trucks blocking the route are a hazard. 3. There is at least one childcare centre. 4. The Gull bus depot has buses, cars and pedestrians constantly coming and going. Imagine trucks in the lanes, as buses try to squeeze in and out. 5. The railway line and traffic lights already cause considerable blockages. Trucks add to the general chaos. 6. Trucks could be detrimental to the many small businesses on the McKillop St, as locals start to avoid the area. 7. Fyans St already exists as a sensible alternative. This is already an industrial area and, with a bit of modification, Fyans St makes complete sense. Routes around Breakwater can help lead traffic to other areas. 8. McKillop St as a truck route has ALREADY BEEN DISCUSSED AND DISMISSED. Other concerns include: 1. The eastern end of McKillop St is 'for local traffic only'. We have seen a massive increase in trucks and cars using this end of the street to cut through to Boundary Rd and then to the north and south. 2. The Eastern Hub has a number of people who are old, frail or have disabilities using the café and facilities. This centre has become very important to the surrounding community and many people walk to get there. The risk of increased traffic is a real risk and concern. 3. Traffic calming measures need to be put in place at the eastern end. -Reduce speed limit to 50kph -Traffic humps -Larger signs saying 'local traffic only' -Narrowing of the entrance to the eastern end of McKillop St. Yours sincerely  McKillop St East Geelong 3219 Cc Christine Couzens (christine.couzens@parliament.vic.gov.au) Cc Cr Eddie Kontelj (ekontelj@geelongcity.vic.gov.au) Cc Cr Sarah Mansfield (smansfield@geelongcity.vic.gov.au) Cc Cr Peter Murrihy (pmurrihy@geelongcity.vic.gov.au)	East Geelong	Noted. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. It is noted improvements to southerly routes (including McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street is an arterial road and classified as an Over Dimensional vehicle route.

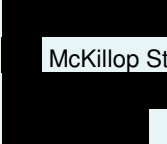
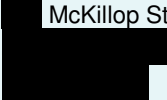
Comment	Suburb	Response
Regarding McKillop St 'extension' (between ORMOND and BOUNDARY rds. East Geelong) This section of road is often used as a Thoroughfare by Transport vehicles both Heavy and Light , as well as SPEEDING motorists to shortcut travel /bypass CBD congestion , bringing them on to Boundary rd. Newcomb and in turn Portarlington Rd - which gives quicker access to Moolap (Industrial supply businesses) and the Bellarine peninsula .. THIS presents CONCERNS locally due to the existence of Eastern cemetery , and The HUB (cnr Humble and McKillop Streets) which often require SLOW congested access at any time during the day by the elderly and Funeral attendees , Let alone the residents in the area ... vehicular speeds are extremely worrying at peak times. My suggestions are :- A Speed Hump just east of APCO service station , at approx. 239 -254 McKillop St -which allows FULL tanker access to + from , Another Hump approx. 255 -264 a (Meakin St proximity) ,possibly 273 -294 as well. A LEVEL CROSSING at the HUB side of Humble St then between McIntyre and Patterson Streets across to the cemetery then on the down side of hill at either No 307 and or 319 across to the cemetery This WILL reduce /Slow vehicular SPEED safely along this stretch of road . Access is kept clear for THE HUB to receive any/all Deliveries of ANY size without difficulty, Cemetery access uninhibited , maintaining existing On street parking and driveways , the speed Hump length and size along Regent st. Whittington would be more than acceptable for this application / purpose I am sure. This continues to allow very easy cross traffic flow from Ormond rd. for residents etc.	East Geelong	Noted. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.
How can you direct more trucks along McKillop street when it is one of the most busiest residential streets in Geelong. Not only residents, but schools, day-care, and emergency services. They will be blocked by more trucks congesting McKillop Street which will make it more difficult for emergency vehicles to access their emergencies. Latrobe street then over the breakwater bridge along Fellmongers road then Boundary road giving access to the Bellarine peninsula. This path has less residential and will have less congestion. Until the government provides a complete ring road then share the traffic load. Stop putting band aids on this problem.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street is an arterial road and classified as an Over Dimensional vehicle route. The Department of Transport are working on an outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).

Comment	Suburb	Response
This is a great opportunity to complete missing links in the bicycle network. Yarra, Bellarine, Moorabool, et al. provide short sections of bicycle lane but not continuous. It is a concern that a council officer has indicated that a route that prioritises 'traffic' cannot have a bicycle lane even if a lane currently exists. It would be great to see pedestrian priority routes provide wider footpaths facilities at intersections such as automatic call up pedestrian walk lights or zebras. It will be difficult to redirect trucks from Ryrie to McKillop. The slip lane makes the left turn onto Ryrie very convenient. The hill in Latrobe at Ryrie also encourages trucks to exit at this location. The Addy indicates that certain Councillors believe that Ford is the main employer in CoGG so masses of parking and traffic lanes are required. A liveable city is one where you feel comfortable walking to shops or along a shopping street. I would encourage CoGG to use the existing treatments at Malop (Yarra to Moorabool) and Lt Malop (Moorabool to Gheringhap) as templates for pedestrian and cycle priority streets. Myer should be the template for car street. It's Geelong CBD. Traffic speeds should be slow to ensure the safety of all road users.	East Geelong	Noted.

We wish to register our concerns regarding McKillop Street and the Transport Network Operating Plan. It is noted that the amended plan applies only to the western end of McKillop Street. Our property at [REDACTED] McKillop Street will not be directly affected by the amended plan providing there are appropriate measures in place to ensure that heavy vehicles do not “rat-run” through the eastern end. Bearing in mind that a lot of the newer breed truck drivers rely heavily on GPS and not road signage (as witnessed by the Montague St bridge in South Melbourne). At present the Ormond Rd/McKillop Street intersection has a “local traffic only” sign but this has not stopped many freight vehicles from entering into the local, eastern end of McKillop Street. We would strongly urge all stakeholders to ensure that there are clear and physical indicators for heavy freight vehicles not to enter. We ask this out of concern for the patrons using the Eastern Hub. Many of these people suffer from a variety of disabilities and are dependent on disability support vehicles. Clear and easy access for all visitors using the Eastern Hub is vital. Regarding the use of McKillop Street as a whole, we are dumbfounded why this plan is rolled out for the third time in 15 years, when in this time a more suitable, long term solution hasn’t been identified and acted upon. It is beyond comprehension, we have Melbourne working on a transport plan to shift freight from residential streets, and yet the TNOP is actually shifting into a predominately residential street. Counsellor Peter Murrihy has stated on an unrelated council matter “we have a responsibility to residents who have bought in a residential growth zone” Geelong Advertiser, Nov 28, 2019. Although we are not considered a residential growth zone, we are a predominately residential street. No doubt you will have had submissions pointing out the off-camber corner from Latrobe Terrace into McKillop St (very unsuitable to large freight) and at times whilst the level crossing has been closed, eastern bound traffic has been backed up into Latrobe Terrace. With the increase in V-line services and public transport services this problem will become more frequent. Other items that need to be considered is access for the Fire brigade and Ambulance services and their ability to cope with freight. Heightened traffic will increase response time for these essential emergency services (they are our first responders!) Increased freight usage will impact on property values, which in turn will reduce council revenue and street amenity and liveability. The term “sharing the roads” is not an acceptable option. In these times of sustainability and climate concerns, putting more traffic through a city area is not the answer. We do not need to have issues with our air quality as well as traffic. A purpose-built, freight route is the best option for the future. After 15 unsettling and unproductive years from Council we need a permanent solution and not just another soft option. Please make a well informed, educated decision for our future, not solely based on cost. Kind regards,	East Geelong	Noted. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

Comment	Suburb	Response
McKillop Street, East Geelong The draft of the Transport Network Operating Plan (TNOP) does not seem to indicate that council has considered the unsuitability of McKillop Street for freight and traffic movement in terms of: - its largely residential status and the impact of noise and fumes - the school and childcare centre where children and their families are required to cross roads and alight from vehicles safely - the railway crossing and traffic lights that cause traffic to stop for lengthy periods - the Gull bus depot where traffic and buses slow down and stop in traffic, and it becomes difficult or impossible to pass - the Eastern Hub, where residents with disabilities require access and calm traffic - the cemetery - the need for 24-hour access and free-flowing traffic for the Geelong central ambulance and fire station to respond quickly and ensure residents' safety. Using McKillop Street for this purpose would be dangerous. As a concerned resident, I urge council to reconsider McKillop Street to ensure the safety of the community.		
ARE YOU LISTING?? Right; for the life of me I can't understand why Council would be advocating short term Band-Aid fixes to a problem that needs long term solutions. Instead of redirecting heavy vehicles into McKillop St from Latrobe Terrace; Council should be promoting to push the traffic further along via Fyans St. thereby forcing any traffic changes required along this route to form a longer term strategy for this problem. Obviously the current solution from Malop St to Ryrie St. has not been a practical solution; SO don't advocate sending it down McKillop St. when blind Freddy can see that it will not address heavy vehicle problem. City of Geelong Councillors lift you game please & listen to common sense.	East Geelong	Noted. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. It is noted improvements to southerly routes (including McKillop Street – between Latrobe Tce and Ormond Rd) are required to support vehicle movement and improve reliability
	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street is an arterial road and classified as an Over Dimensional vehicle route. The Department of Transport are working on planning for an outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).

Comment	Suburb	Response
Dear Sir/Madam, I write as a joint owner of two properties in McKillop Street (■■■■, our family home) and ■■■■ (and investment property). Both these properties lie in the block east of Ormond Road. I have read the proposed COGG Transport Network Operating Plan. Whilst I do support the need for the city centre to be devoid of freight trucks and large transport vehicle as much as is practical, the proposed operating plan concerns us. The plan, suggests trucks be rerouted to travel east west along McKillop Street, but largely ignores where they travel east of Garden Street. Our block and beyond in McKillop Street has never (in my understanding, and as a resident here of over 28 years) been a designated truck route. But where would trucks travel from McKillop Street to get to the Portarlington Road? What stops large trucks from taking the shorter route past our property? Our concerns specifically are in relation to the devaluation of heritage properties such as ours, with large trucks going by. Secondly, but more importantly, are our concern for the decreased safety of our residents and children. Access to the cemetery from the McKillop Street side, and Eastern Hub pedestrian traffic will undoubtedly be less safe for the elderly and disabled attempting to access these places. The long term solution lies in the proposed Bellarine Link (which connects Portarlington Road to the Ring Road). I would urge your council to use its influence with our state and federal politicians to make this a priority for funding. But in the shorter term, please help make our end of McKillop Street to remain safe for its many users.	East Geelong	The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

Comment	Suburb	Response
Thank you for the opportunity to comment on the Draft Transport Network Operating Plan ('the Plan' - dated October 2019). My comments on the draft document are summarised in the following points: • The Plan identifies McKillop St as a priority route for freight movement. From discussions with the CoGG contact, I understand it is intended to exclude freight from the section of McKillop Street between Ormond Road and Boundary Road. Given the existing neighbourhood character and residential zoning of this area I fully support this position. Despite assurances from CoGG, the plan does not explicitly indicate the intention to exclude freight from this section of McKillop Street. Prior to the Plan being finalised, Figures 5 (pg12) and 9 (pg19) should be amended to show the full route of each freight corridor, from Latrobe Terrace through to Boundary Road and the Bellarine Highway. • Despite a 'local traffic only' sign, regular truck movements are currently occurring along the section of McKillop Street between Ormond Road and Boundary Road. Undoubtedly, the prioritisation of freight along the sections of McKillop St west of Ormond Road will increase this occurrence. The CoGG contact mentioned the possibility of applying treatments to mitigate unintended impacts associated with reprioritising freight movements, including methods such as decreasing road widths, speed bumps etc. While this matter will presumably be covered in the 10-year Implementation Plan; the draft Plan should be amended to mention this point. • The plan to increase freight movements along the section of McKillop St between Latrobe Terrace and Ormond Road is questionable given the number of sensitive receptors along this stretch of road (emergency services, day care centre, school, park, railway crossing immediately off Latrobe Terrace etc.) and the dominance of adjacent residential zoning. On paper, the other nominated routes (Fyans Street and Breakwater Road) appear far less constrained. As a bike commuter, I absolutely see the value in removing trucks from Ryrie Street; however, this shouldn't be achieved by transferring the problem to McKillop Street, which is of significant value to the East Geelong community. • Further clarity is sought regarding the timing of the 10-year Implementation Plan and the opportunities for public comment/inputs. • The Plan mentions the 'Central Geelong Freight Program'. Can you please confirm if this document is publicly available? Please feel free to contact me if you require clarification regarding any of the points above. I am interested in further opportunities to engage with CoGG on this project. Regards,  McKillop St, East Geelong, Vic .com.au	East Geelong	The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street is an arterial road and classified as an Over Dimensional vehicle route. The Department of Transport are also working on planning for an outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).

Comment	Suburb	Response
I object to the Draft Traffic Plan in regards to the proposed Truck movement. If trucks are restricted from using Ryrie St, the nearest Draft Plan alternative east-west route is McKillop St. It could be assumed that McKillop St would therefore have more than its fair share of extra trucks. McKillop St is manifestly unsuitable for large volumes of freight traffic. 1) The street is largely residential and extra trucks with the attendant extra noise and pollutants would have a detrimental effect on the health of residents. 2) The adverse effect of diesel pollutants on young children is well documented. There is a primary school and a day-care centre in McKillop St. Children at these centres would be exposed to a higher risk from pollutants if extra trucks used the street. 3) The very short stretch of McKillop St between Latrobe Tce and the railway line presents as a potential disaster if multiple long trucks are turning left from Latrobe Tce. and the boom gates are down. 4) McKillop St houses both the Fire Station and the Ambulance Station. If many large vehicles were using this road it is feasible that emergency vehicles could be slowed in responding due the inability of large vehicles to clear a path. 5) The relatively narrow (for a truck) road lanes combined with parallel parking along the length of McKillop St have a potential danger. This is obvious at the Gull Bus Depot which has constant traffic and pedestrian movements. The extra width of trucks makes alighting from cars hazardous. 6) Trucks using McKillop St to travel to Portarlington Rd would be tempted to continue down McKillop St to Boundary Rd instead of using the designated route via Ormond Rd. The eastern end of McKillop St is particularly unsuitable for extra trucks. Unlike the VicRoads-controlled western end, the Council-controlled eastern end was never constructed for heavy vehicles. 7) The Cemetery is at the eastern end and when funerals are held there is on-street parking in McKillop St where potentially distracted drivers should not be sharing the road with trucks. 8) Also at the eastern end is the Eastern Hub. Clients with disability as well as many elderly patrons use this facility. Many need to cross McKillop St as pedestrians to access the building. Extra trucks would only exacerbate an already hazardous experience. Eastern Hub also has a Child Minding Centre and extra trucks in this part of McKillop St would add extra risk to the children's welfare. The CoGG would like to see a reduction in number of trucks in Ryrie St. I believe there is just as strong a case for a reduction of freight traffic in McKillop St, not the increase that this Draft Plan proposes. Alternative truck routes further from the city centre need to be established, not the mere pushing of trucks from one street to create issues on another street.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. The Department of Transport are also working on planning for an outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).

Comment	Suburb	Response
HI, Needless to say the planners don't have much to work with and as such this plan is ok. What about the rail crossing in McKillop St, that is a major drawback or is that going to be removed by Daniel Andrews? One thing that could be started immediately is introducing Express Buses from our suburban sprawl to the COGG train stations. We need Park and Ride to reduce commuter traffic. Developer need to be made to set aside parking areas and secure storage for push bikes or scooters. When will the ring road be built from Baanip Blvd., with an overpass over Torquay rd and across the flood plain. Traffic must be taken away from residential areas before all available land is built on. Or take a bridge across Point Henry, that would probably cost the same. Has the land been set aside for any of this please? Thanks [REDACTED]	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).

We have just been informed about the Council's Transport Network Operating Plan by a neighbour knocking on our door - not by the Council to whom we pay substantial rates each year and which has a responsibility to inform us of matters affecting our family, home and street. We were angered and alarmed to learn of the plans to re-direct heavy freight from Ryrie Street to McKillop Street and strongly object on a number of grounds. As new residents to Geelong, and as home owners in McKillop Street, we moved to Geelong from Melbourne for a better quality of life - away from the hustle and bustle of the city, away from pollution - noise and air, and to live in safety while enjoying the close proximity to the wonderful services on offer here in central Geelong. We have done nothing but sing Geelong's praises since moving here. That makes this all the more disappointing. We have seen, and heard, the heavy traffic on Ryrie Street since moving here, and will not stand for it to be sent down McKillop Street instead - whether the destination is central Geelong or just passing through. Trucks have no place in the centre of a clever and creative city! McKillop Street is a residential street, full of retirees and young families. This proposal puts their health and safety in jeopardy. There are young families and children walking and riding to Normanby Street Preschool, parents dropping children at childcare centres, mothers and babies visiting the maternal health care centre, children riding and walking to the numerous primary schools in the area. There are people enjoying worship and activities at their church. There is a fire station and ambulance that requires uninhibited access to roads in an emergency. Would you like your loved ones to wait for help in their most desperate moment of need? There is a busy train line and aged care facilities. There is a cemetery where people grieve for loved ones. There is the Eastern Hub where people go to enjoy a nice meal and community activities. You are affecting our property values and our ability to enjoy our homes - day and night, 24/7, 365 days a year. You will be affecting the quality and safety of our roads for decades to come. This is a family area. You cannot divert traffic to our street. The noise pollution is already bad enough with the trucks here now - not to mention the numerous motor bikes and hoons using Ormond Road and McKillop Street as their own personal drag racing strip. We will actively fight this proposal, now and in the future. This will not happen in our street. We are disappointed that we have not received any communication about this matter from Council. Geelong is growing - and we love it here. But we will not remain in love with a city that has no care for its residents	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. The City attempted to notify all its residents through local paper adverts, social media posts, Council minutes, flyers throughout some of Central Geelong businesses as well as letterbox drops to McKillop Street residents.

Comment	Suburb	Response
and maintaining their quality of life. A growing, thriving city is not one that allows trucks to dominate its streets. It is not one that puts a bandage on one problem by creating another. You have a growing city - you need to ensure you are building the infrastructure to support it. We will be expressing these views to our local MPs as well and will do all we can to ensure McKillop Street remains as is.		
Having given careful consideration to your proposal I am worried that your use of McKillop St as part of the East-West freight movement plan is a blight on the neighbourhood. McKillop St is a residential street with a rail crossing, CFA depot, childcare facility and Eastern Hub disability centre. Surely the passage of trucks along such a residential area is a grave error! As a family who has lived on this street for more than 40 years I am amazed that you are considering such a plan. McKillop St narrows from 4 lanes to 2 after Ormond Rd so I hope that, at the very least, all freight traffic will be diverted down Ormond Rd, as freight traffic on a small, residential, 2 lane street would be catastrophic. Your plan is most worrying to my wife and I and I hope that you will give careful consideration to all the families who live on McKillop St. Thank you.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.
We totally 100% disagree with the plan to send trucks and more cars down McKillop St, especially the east end. There is already too much traffic during peak times and trucks already use this area as a short cut, during peak times it is almost impossible to access our driveway with a car or boat trailer. There are bike lanes along this area, also a school, a day care an ambulance and fire station, Karingal hub, and a pub, these are all heavily used by the public and if you add trucks into this more accidents are going to happen, it is already unsafe, we have accidents every second or third day at the crossroads at the eastern end of McKillop St, The best option is to use Fyans St and Carr St onto boundary red and breakwater rd. onto Fellmongers rd., we understand the need to make the CBD safe but you will be making our lives hell and really unsafe, this road was never designed as a truck route and it should never become one.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

Comment	Suburb	Response
I believe that the easiest way of reducing traffic onto Ryrie is removing the ability of vehicles to enter Ryrie St Southbound on Latrobe Terrace at any time via the left turning lane. The left turn should only be allowed on a green light. Further to this, Signage to Portarlington via Ryrie St on Latrobe Terrace should be removed. Portarlington signage should be on McKillop	East Geelong	Noted.
Ban all trucks from GEELONG CBD. Which other major city has trucks rumbling through, holding up traffic, and causing dangerous situation on narrow streets? Council has done nothing in this area. They blame VicRoads and VicRoads blame Council inactivity. DO SOMETHING!	East Geelong	Noted. Following adoption of the TNOP, the City will be working with the Department of Transport on the 10-year Implementation Plan, which will identify improvements to southerly routes to support heavy vehicle movement around Central Geelong for through-traffic.
It baffles me that not one form of public transport is addressed as part of the draft Transport Network Operating Plan. Whilst this is deemed as the Department of Transport's responsibility, CoGG need to put more pressure on the State Government to address Geelong's inferior public transport system. One of the primary reasons why traffic flow in Central Geelong is so poor (aside from what can only be the deliberately poor synchronisation of traffic lights to discourage driving through the CBD) is that the only viable way to come and go from Central Geelong is by car, unless you live within a couple of kilometres of the CBD. More frequent and reliable buses need to be implemented that encourage less people to drive themselves into Central Geelong for work and leisure. Shorter loops (See the CAT bus system in Perth) encourage regular park and ride opportunities for the public to get to and from the city with ease. Electing key roads for vehicles, bikes and pedestrians will only do so much with Geelong's ever-growing population. We need to look to more environmentally friendly options that can move the masses, otherwise Geelong's roads will turn into the likes of Melbourne and Sydney - a traffic nightmare. Have the foresight to fix this issue now before it spirals out of control.	East Geelong	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
Yarra Street has great cycle connectivity until it hits Ryrie Street. Why not continue this through to the water front?	East Geelong	Noted.

Comment	Suburb	Response
I have major concerns regarding the extra traffic along McKillop Street, especially trucks and leading to the Bellarine. McKillop Street, over Ormond Road, heading towards the cemetery, is already seeing an increase in traffic, especially trucks and this road is only a single lane carriageway with many residents parking their cars on the road as some houses do not have a front driveway access. It is already too narrow for its current use. The road itself, is in poor condition on this stretch and accessing driveways for residents who do have a driveway is at times difficult and dangerous especially when reversing out of the driveway. A residential street which has a facility such as 'The Hub' should not have such a volume of through traffic travelling along it. Therefore, I do not support the designation of McKillop Street as an East/West through route for heavy vehicles or indeed as a main route for through traffic and urge support in keeping McKillop Street as a Residential Street for local traffic only.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
I wish to object to this plan going forward until plans are put in place to stop trucks displaced from Ryrie street from using the eastern end of McKillop street. As this end is council controlled single lane residential street it is totally unsuitable for heavy vehicles. A long term FINAL solution is required here. Not just shoving up to 2500 trucks a day past people's homes. The Eastern HUB run by gen U is a very busy centre and has multiple disabled people crossing McKillop street at all times of day. Making this section of street even more unsuitable. Regards [REDACTED]	East Geelong	The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

Comment	Suburb	Response
As a resident of McKillop Street in East Geelong, I am concerned that the draft TNOP includes a proposal to channel freight movement along McKillop St. Moving east from Yarra St, McKillop St is predominantly a residential street. The prioritising McKillop St as a freight route is inconsistent with previous determinations by the Council and seemingly ignores realities identified within the report which acknowledge the need to consider the functional environment of the street over and above the function as a thoroughfare. The eastern end of McKillop St is currently signed for local traffic only in recognition that heavy vehicular movement for freight is inappropriate. How is this status to be protected under TNOP proposals? In my opinion, all heavy vehicle thoroughfare freight should not pass along McKillop St and I express my opposition to any Council development that could result in such an outcome.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.
Roads/Streets that have be allocated with pedestrian and cycle priority should not have a posted speed limit greater than 50km/h (ideally they should be 30m/h - https://www.towardszero.vic.gov.au/what-is-towards-zero/what-is-towards-zero) E.g. Kilgour Street is shown as a bicycle priority route however has a speed limit of 60km/h. This should be lowered when the Plan is adopted. Bicycle routes are shown however the treatments end prior to most intersections. Pedestrians Signals are not responsive enough to give pedestrians priority.	East Geelong	Noted.
Increased Designated Traffic movement along Malop and McKillop streets is PURE INSANITY . both of these roadways are fraught with danger to the public as it is, Emergency services (Ambulance +Fire) Hospitals , schools , cemetery to name a few along these 'NARROW' enough already thoroughfares let alone housing a range of public support networks requiring vehicle access. Putting Public and Vehicle Movement along these Roads Under further EXTREME and Unnecessary STRESS .	East Geelong	Malop Street is identified as a street that will prioritise pedestrian and cycle movement. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

Comment	Suburb	Response
I'm having trouble understanding that a trucking route within walking distance to the cbd of Geelong makes any sense. If planning for the long term, why isn't such a route planned for road that are not residential but rather commercial. I am thinking that Fyans St and Breakwater Road would be more appropriate alternatives. Putting a trucking route on a road that has residences, a school, a shuttle service and a fire brigade seems to be asking for hold ups and accidents. It is also extremely close to the city centre - walkable distance in fact. Is this not too close to the city as a long term solution? Will the trucks not need to be moved again in the future? The solution would surely be to move the trucking route to a road without residences or businesses that are trying to attract pedestrians. That being the case, surely making Fyans Road and Breakwater Road fit for purpose i.e. making a smooth passage for the trucks is the long term solution.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
The proposal to use McKillop street has been discussed on a number of occasions. The major issues are 1. There is a level railway crossing the Western end with a short approach. The train frequency has increased in accord with residential planning by COGG. This is not an ideal situation for trucks and an increased safety risk.. The city forefathers who had vision provided overpasses and underpasses for cross traffic. Why are not these being utilized? 2. McKillop street contains the Fire and Ambulance emergency services...adding more traffic is also an incremental risk to public safety. Why is it that you seem totally bereft of ideas, the relevant department just keeps on serving up the same proposal every couple of years as a solution to manage cross traffic? Considering the traffic disaster that has resulted from changes to Ryrie Street is it about time for a review of the department performance in traffic management by the suffering citizens who pay their wages?	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route.

Comment	Suburb	Response
Good plan to get major traffic out of the city. However: Is this done after the completion of the ring road extensions to the Portarlington Rd? It obviously wouldn't work before. Also, the map doesn't show where the traffic through McKillop St is going beyond Ormond Rd. Is it turning as current into the Bellarine Hwy? I would appreciate some feedback....thanks regards [REDACTED] [REDACTED]	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan. Implementation will be structured and staged. The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).

Comment	Suburb	Response
We are residents of McKillop Street and strongly oppose the proposed move to direct more trucks along our street. McKillop Street is one of the most residential strips in Geelong. It houses not only people but schools, pre-schools, emergency vehicle outlets. With the added congestion from trucks and cars not only is a deadly accident waiting to happen but emergency vehicles will have no flow through to access where they must go. Moving from Latrobe terrace into McKillop Street is a nightmare. Truck congestion on that corner and with the train tunnel and rail crossing you are looking at a disaster.. Trucks moving from Ormond road into McKillop Street toward Latrobe terrace are also a major issue. They don't have a wide enough turning lane so take up 2 lanes to enable them access into McKillop thus blocking off access for other vehicles. Surely future planning should involve a truck route down Latrobe terrace to the breakwater bridge giving access to the Bellarine peninsula. Build a bigger bridge.... 4 lane..... To accommodate more vehicles. We can't understand why our council is supporting the direction of trucks along McKillop Street which is full of people, family homes and young children. In contrast Ryrie Street is not largely residential, it is wider providing a safer flow of traffic. Why do we and our children have to be bombarded with more toxic black carbon emissions from trucks than residents on other Geelong streets? Isn't our health and wellness just as important? Overseas studies clearly show the effect on residents who live on streets which are truck heavy. Increase in lung issues due to black carbon emissions. We do not take this proposal lightly. This truck movement change is going to adversely affect our lives. Safety, noise, emissions, traffic congestion And our health and wellness. Share the truck problem share the load!!!!	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route.
This is a good summary. I have a few comments: * it would be great to improve the bus network so that it is not so inflexible. The bus stops also provide very little detail around where the buses go, when they come and how much they cost * why has the Garden St shopping area not been prioritized for pedestrians? It is an important shopping village but it's disconnection for pedestrians is a significant barrier to it thriving	East Geelong	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.

Comment	Suburb	Response
I write as a joint owner of two properties in McKillop Street (■■■■, our heritage listed family home) and ■■■■(an investment property). Both these properties lie in the block east of Ormond Road. I have read the proposed COGG Transport Network Operating Plan. Whilst I do support the need for the city centre to be devoid of freight trucks and large transport vehicle as much as is practical, the proposed operating plan concerns us. The plan, suggests trucks be rerouted to travel east west along McKillop Street, but largely ignores where they travel east of Garden Street. Our block and beyond in McKillop Street has never (in my understanding, and as a resident here of over 28 years) been a designated truck route. But where would trucks travel from McKillop Street to get to the Portarlinton Road? What stops large trucks from taking the shorter route past our property? Our concerns specifically are in relation to the devaluation of heritage properties such as ours, with large trucks going by. Secondly, but more importantly, are our concern for the decreased safety of our residents and children. Access to the cemetery from the McKillop Street side, and Eastern Hub pedestrian traffic will undoubtedly be less safe for the elderly and disabled attempting to access these places. The long term solution lies in the proposed Bellarine Link (which connects Portarlinton Road to the Ring Road). I would urge your council to use its influence with our state and federal politicians to make this a priority for funding. But in the shorter term, please help make our end of McKillop Street to remain safe for its many users. Yours sincerely, ■■■■	East Geelong	The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

Comment	Suburb	Response
As per previous and ongoing resident campaigns for opposing the rerouting trucks along McKillop Street as a solution has been strongly objected against due to several factors that make this not a sustainable or long term solution to traffic management. The factors that make this proposal unsuitable are the locations are impact from pollution and congestion issues for existing traffic access. maternal health centre, Childcare centre, Aged care facility, Ambulance and fire station accessibility, community hub and residential properties will be directly affected. traffic lights at railway crossing is congested already and this will contribute to the issue and will cause safety issues. pollution from diesel fumes. As a resident of McKillop St for over 16 years and tax payer I am frustrated and disappointed at the lack of foresight of traffic management from the Geelong council. I would like to hear that we are supported and this plan is be taken off the table for good. There must be a more thoughtful and respectful approach to the residents and community services in the area. I am not sure why this keep reoccurring and it needs to stop. I will be writing to the Victorian Government with my concerns with the management of this issue by COGG.	East Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.
Improve public transport so people will use it to commute into the city to work. Have it as a higher priority and accessibility than car access and car parking. Public infrastructure is always done last. Look at all the new residential developments on the cities fringes with no easy public transport or cycling/walking access and poor roads which are always updated after people move into the new areas which ends up being a hassle for even more people.	Fyansford	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.

My issues with the TNOP which I will outline below, relate entirely to the selection of freight and car priority routes, and the content of the TNOP and how it incorporates previous planning documents and strategic directions. Firstly I'd like to say that I normally support the improvements in Central Geelong through projects under the 'Revitalising Central Geelong' umbrella such as the Malop Street redesign, laneways revitalisation and the 'Building Better Bike Connections' work. This vision for the future of Geelong was one of the reasons I was drawn to recently move here in 2019, along with the relative affordability of housing compared to Melbourne. I purchased a home, essentially as close to the CBD as possible, on McKillop Street, between Fenwick St and Gheringhap Street. This end of the street is part of a heritage precinct (HO1641 City South Residential Heritage Area) including a visually appealing range of modest weatherboard houses constructed approximately c.1900-1910, many of which were constructed by the same building company which had a workshop nearby on McKillop Street. The houses on the south side of McKillop Street in this area in particular form part of a very complete streetscape that continues along Maude Street creating a block with a good degree of heritage and aesthetic value. The welcoming community of residents in this area which I have met tend to be long term residents, with a surprisingly large number having lived 20+ years in the street and neighbourhood. I was aware before I purchased that McKillop Street is a RDZ1, with some heavy traffic at peak times, and functioned as a key road to the Bellarine Peninsula (Bellarine Hwy). I was also optimistic that the development of a Bellarine Link would likely result in it not getting significantly busier, especially as the intersection of McKillop Street with Latrobe Terrace seems to have reached capacity, and waiting cars frequently stretching from the level crossing to beyond Gheringhap Street ensure that other routes are also utilised by vehicles seeking to avoid the level crossing. I have regularly counted 60+ cars waiting westbound at the level crossing lights before Latrobe Terrace. Leaving from on-street car parking outside my house, or exiting Fenwick St South onto McKillop Street at peak times is impossible, dependent on the generosity of impatient drivers and sometimes taking up to 5 minutes before a considerate driver leaves a gap to merge into. (I say this not to request a change, but to highlight both that the westbound Latrobe Tce intersection is already at capacity, and that any capacity increase will only induce more traffic to use this road), I note that the Community Focus Committee at the committee meeting on 13 February 2018 supported in principle the G21 Regional Roads Transport Plan. The G21 Regional Roads Transport Plan ranks key arterial road network routes in the City of Greater Geelong. It included McKillop Street/Bellarine Hwy at a ranking of 13 noting its function as 'provides access to the Bellarine Peninsula'. Ryrie Street is ranked 11 (of greater network importance than McKillop St) and was defined as a "Key freight route to Moolap industrial precinct and Bellarine Peninsula, retail precinct". It is unclear why the CoGG would support these roles in 2018 for Ryrie and McKillop Streets, and 18 months later attempt to redesignate Ryrie to a retail role and McKillop Street as the key freight priority route, given that both the Integrated Comprehensive Transport Plan 2015 and Central Geelong Action Plan 2016 documents already clearly	Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. It is not proposed that McKillop Street becomes the only southerly route prioritised for heavy vehicles, but supported across McKillop St, Fyans St and Breakwater Rd. It is also not proposed, at this time, to ban heavy vehicles from Ryrie Street, heavy vehicle through-traffic however will not be prioritised. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route. Implementation of local traffic management will be considered for this section of McKillop Street through the development of the 10-year Implementation Plan.

identified the issue of freight movement within Central Geelong in 2018, and that the steering committee included VicRoads and TfV representatives who would have been aware of the Central Geelong Freight Program and TNOP work. It is important to also note that the G21 Regional Roads Transport Plan was a publicly consulted on document, whereas it seems that the Central Geelong Freight Program – Implementation Plan, has not been given that opportunity for public review.

I have attempted to find a copy of the Central Geelong Freight Program on the web, with no luck. It is not listed as having been presented before, or endorsed by Council in the 2018 or 2019 minutes that I can see, and is not available from a search of the Department of Transport webpage, or a general Google search. It is disappointing that such an important foundational document to the TNOP, appears to the best of my knowledge not to have undergone public consultation with affected residents, and is also not publicly available. In the absence of this document, the information contained in TNOP is insufficient for Council to justify allocation of a primary freight role to McKillop Street.

I understand the difficulty of attempting to route freight traffic through a growing city, with already developed residential areas, however Council should remain considerate of the large number of residents living along McKillop Street. As private vehicle fuel efficiencies and emissions improve, including technology such as stop-start functionality, car emissions are decreasing. However freight vehicles are not subject to the same levels of emissions requirements, and also consist of a much older average fleet age, meaning any truck emissions improvements take decades to be applied to vehicles. Growing awareness of the health effects of PM2.5 emissions, and the long term damage these emissions cause, is a significant justification for ensuring that freight routes are located where there are limited residents or sensitive uses. Without having seen alternative routes considered through the Central Geelong Freight Program Work, it is difficult to understand why McKillop Street has been included in both the Traffic and Freight Priority Networks, and how capacity would be increased to make it a viable route.

The Integrated Comprehensive Transport Plan (2015) includes amongst its aims to create a 'liveable place' through the following objectives:

Minimise the exposure of communities to trucks

Consider any complaints from communities regarding freight in a consistent and expedient manner

Improve the attractiveness of alternative modes of transport to private car travel (i.e. active transport and public transport)

The fait accompli presentation of McKillop Street in the TNOP as part of the Freight Priority Network, where it would be subject to massively increased freight traffic volumes required to supply the entirety of the Central Geelong area, as well as the Moolap industrial precinct, any Point Henry development, and the Bellarine Peninsula, is clearly in contravention to the ICT objectives above.

The TNOP has sought to balance a reduction in capacity on some routes such as Ryrie Street, by an increase of

capacity on other routes such as McKillop Street, I argue that this is not the correct approach, and that McKillop Street should be allowed to continue to reach a natural traffic capacity based on the existing signalling and infrastructure, without interference, or inclusion in either the Traffic and Freight Priority Networks.

This will both ensure that induced demand effects resulting from a speed and capacity increase on McKillop Street do not result in a increase of traffic generated by the network capacity increase, and support alternative transport modes such as public transport and active transport.

In addition to this, the Central Geelong Freight Program – Implementation Plan needs to be publicly available and publicly consulted on, to allow users, employees and residents of Ryrie and McKillop Street to provide feedback. This should have occurred prior to the development of the TNOP and appears to be a major failing of procedure and good governance.

On a second matter, I noticed the environmental considerations summary included in the officers report seeking to authorise the TNOP consultation presented to Council failed to represent the importance of the TNOP and its true strategic value. I have included below some extracts from other environmental considerations in CoGG Council reports which I feel would better represent the importance of the transport decisions which will be supported through the TNOP, and accord with the strategic direction sought by Council through documents such as the Environment Management Strategy.

‘Parking in Central Geelong Discussion Paper’ Council report (11 December 2018)

“There are considerable environmental benefits to be gained by encouraging the community to choose active and mass transport options. Lower emissions and less congestion are two of the most visible which we hope would be referenced through the engagement process.”

According to the City’s Environment Management Strategy, vehicle emissions are the dominant contributor to air pollution in the region. Mode shift away from cars to cycling and active transport will have a positive effect on air quality. The City has adopted the principles of One Planet Living. Sustainable Transport is one of these principles, aimed at encouraging low carbon modes of transport to reduce emissions.

‘Building Better Bike Connections Southern Link – Stage One (Central Geelong to Barwon River) Design’

30 April 2018

The One Planet Living Principle of Sustainable transport aim is: Reducing the need to travel, and encouraging low and zero carbon modes of transport to reduce emissions.

The provision of public transport services, promotion of active transport and the movement of vehicles through and around Geelong have also been identified as critical issues for the region. Geelong has a strong reliance on motor vehicles and in order to be sustainable the region will need to implement opportunities to increase the use of more sustainable transport².

Motor vehicles are the dominant contributor to the air pollution (predominantly carbon monoxide) in the region. It

Comment	Suburb	Response
should be noted that particulate emissions are of increasing concern, with diesel trucks and cars contributing to this2. 2. City of Greater Geelong Environmental Management Strategy I appreciate your consideration of my submission and welcome the opportunity to provide input on the direction of the final TNOP document. I would appreciate the opportunity to be involved further and am happy to be contacted. Kind regards ■		

Submission to Transport Network Operating Plan From the Committee for Geelong Ltd The Committee for Geelong (CfG) is pleased to lodge a submission to the City of Greater Geelong's Transport Network Operating Plan (draft) – Central Geelong consultation process. This Plan is an important part of the discussions to ensure our city is liveable, sustainable and accessible. The Committee for Geelong is an independent, member-based organisation that is guided by the following strategic objectives: • to stimulate economic and social prosperity • to drive creativity, capability and liveability • to deliver collective voice and leadership. We work collaboratively with an authoritative group of stakeholders and influencers to deliver on our purpose of "Designing Our Best Future." The word "designing" reflects Geelong's designation as a UNESCO Creative City of Design and also informs CfG to take a 'design-thinking' approach to the development of strategy and taking action. "Our Best Future" promotes the vision for local ownership of our identity as a global city that is focused on strategic analysis and scenario planning for our long-term future. Our members include local, national and international organisations and individuals who set aside commercial gain, sectoral interest and personal perspectives to provide a united voice on the issues facing the Geelong city-region. The CfG has a history of actively advocating to solve problems and confront challenges. We share one passion with our members – the vision of a Clever and Creative Geelong. As thought leaders, the CfG encourages innovation and debate around opportunities for Geelong. We welcome the opportunity to comment on the Transport Network Operating Plan (draft). In general terms, the TNOP is a general overview but does not provide much real data on transport movements to assess nor does it include public transport (i.e. the bus network) in its considerations. This makes it challenging to provide significant feedback. Apart from short walking and cycle trips, public transport is the key alternate transport option to private vehicle use into the Central Geelong area. Beyond rail and regional ferry services, all public transport within Geelong / Geelong CBD shares the road network which highlights the lower order priority that public transport plays in our road networks. Public transport modes can be diverse and include: - buses - taxi - ride share - community transport - park and Ride - future opportunities (eg trackless trams). All of these modes currently share the road network in Geelong. In the community's Clever and Creative vision – there is an aspiration for A Fast, Reliable and Connected Transport Network. Within that aspiration there is a measure of success that outlines a future where 50 per cent of journeys to work are made by public transport, walking or cycling.	Geelong	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services. The development of the TNOP has considered the various options the Department of Transport are currently considering for future bus routes. The implementation – how the TNOP will come to affect – will be established through the development of the 10-year Implementation Plan. The implementation plan will commence following adoption of the TNOP and will consider such things as bus transit lanes, intersection designs, user accessibility, traffic signal linking and road cross-section and design. It is also noted that whilst some modes of transport are not identified as 'priority' on particular streets, they will still be accommodated.

According to the data outlined in Council's Transport Network Operating Plan, all people who travel to work to Central Geelong from a 4-6 kilometre radius – 92 percent travel by car with 5 percent choosing to use public transport (3 percent cycle). This clearly shows there is a considerable public transport challenge facing the Geelong community as it continues to grow quickly.

The Committee for Geelong has identified Sustainable, Accessible and Connected Transport as a key action area in its recently launched Strategic Framework 2019-2022.

Public transport will play a key role in fulfilling the Movement and Place aspirations outlined within the Geelong Transport Network Operating Plan (TNOP), with public transport the principal opportunity to promote mode shift away from private vehicle use. It needs and must have a high order priority within the TNOP.

Key recommendations to the City of Greater Geelong and the development of TNOP:

- that the TNOP should acknowledge and provide clear reference and alignment to the Clever and Creative Vision document and the A Fast, Reliable and Connected Transport Network aspiration.
- That the TNOP should acknowledge and provide clear reference and alignment and show clear actions that relate to supporting the measures of success within the A Fast, Reliable and Connected Transport Network aspiration (current reporting does not include Central Geelong public transport actions, only rail).
- That the TNOP acknowledge and align with the Accessible and Inclusive Geelong Feasibility Study and recognise that walking and cycling is often not an option for people with a disability and that public transport that is accessible and inclusive is often the only option.
- That public transport options and the consideration of new technology – for example trackless trams - be at the forefront of the development of the TNOP and ongoing dialogue with the Victorian Government's Department of Transport.
- That the TNOP include priority routes and transit lanes for public transport that:
 - reflect existing / planning public transport service routes;
 - integrates with existing and future public transport routes external to the Central Geelong area;
 - connects key nodes within the Central Geelong area (Station, Arts / Commercial, Health, Kardinia Park etc.);
 - responds to current and future land use planning (notably the ACZ1 zoned land north-west and south-west of the traditional CBD core);
 - supports the cycling and pedestrian priority routes within the Central Geelong area; and
 - offers flexibility and creativity, acknowledging the evolving nature of public and sustainable transport.

The Committee for Geelong would also like to make further comment on elements of the TNOP as per below:

Pedestrians

- The pedestrian priority network does not extend/capture the ACZ1 zoned land north-west and south-west of the traditional CBD core.
- As well as linking key places, the priority network should extend to key pedestrian nodes/routes at the boundaries of the Central Geelong area to encourage/improve walkability from outside the CGA (noting that walking is a key mode for short distance journeys to work).
- Pedestrian priority routes around Kardinia Park appear to consider little beyond connection between

Comment	Suburb	Response
GMHBA Stadium and South Geelong Station. Consideration should be given to extending and integrating these routes with the balance of the pedestrian priority network. Cyclists - The cycling priority network does not align with existing and future routes within the Geelong Cycle Strategy (2008) or the Department of Transport (DoT) Principal Bicycle Network, notably: Ryrie Street, Sydney Parade, Yarra Street, Mercer Street, Garden Street and Brougham Street, west from Bellarine Street, are not included (these are in the PBN). Swanston Street and Moorabool Street, north of McKillop Street, are included (not part of the Principal Bicycle Network). Vehicles The Committee for Geelong agree with the general principles behind the traffic priority routes: - the realisation of McKillop Street as the key vehicle bypass route relies on the removal of the level crossing immediately east of Latrobe Terrace. This project is within Stage 3 of the Waurin Ponds Rail Duplication project, with timing for removal likely beyond the TNOP 10-year lifespan. - Ryrie Street as the continuation of, and link between, Aberdeen Street and Bellarine Highway / Geelong-Portarlington Road, will remain a key link within the wider network for passenger vehicles. The transport priority of Ryrie Street, particularly between Gheringhap Street and Yarra Street, requires particular consideration. Thank you for the opportunity to make this submission to the TNOP and we welcome the opportunity to meet and be engaged in this process in the future. If you have any questions, please feel free to contact the Committee for Geelong's CEO, Jennifer Cromarty, on [REDACTED] or T [REDACTED]. Kind regards Jennifer Cromarty, CEO Committee for Geelong		

Comment	Suburb	Response
I live in Little Ryrie St and work in Myers St. I walk my children to school in Newtown every day (across Latrobe Terrace) and then walk to work. Ryrie St currently has a huge number of trucks in it (made far worse by the ban on Mercer St). I would welcome designated truck routes such as McKillop and Fyans St. Trucks usually drive through during business hours which is when the retail along Ryrie St is trying to operate. The number of empty shops says something. Trucks are far less on weekend when houses (such as those along McKillop) are occupied. Many of the truck are associated with the huge development of Geelong (concrete and quarry products) which are very heavy trucks. These have no place in the CBD. I would extend the pedestrian link along Ryrie St to Fenwick St as the GPAC redevelopment (and future 44 Ryrie St development) mean many more pedestrians in that section of Ryrie St. Most of my workmates drive to work and park in 2 hour zones as they only get fined a few times per year so it isn't worth seeking alternative modes of transport. I think parking short term (for shopping etc) should be easier but parking for longer term (work) should be harder. I would welcome council considering a lolly pop person at the corner of Latrobe & Ryrie. Many Matthew Flinders students, GLC students, Sacred Heart students etc. cross at those lights. People run the red light to make right hand turns in all directions so it often not safe to cross when the pedestrian man is green. The zebra crossing on one corner is not very effective as the signs get knocked over regularly by trucks. A slip lane should be considered. The church on the corner is now vacant so there may opportunity to purchase a small piece of land.	Geelong	Noted.
Yes I agree that trucks should be diverted off Ryrie St. They cause high congestion and pollution and often block pedestrian crossings. I think the timing for pedestrian crossings could be improved and linked with the cross roads, particularly in Malop St where there is no free flow at any time causing major congestion. Timing of traffic lights north -south is very slow and could be quicker. I live in the CBD and do walk everywhere but I di drive out of town and I believe there is a lot of improvement that can be done. Thank you for listening.	Geelong	Noted. Traffic light sequencing will be considered through the development of the 10-year Implementation Plan, following adoption of the TNOP.

Comment	Suburb	Response
Both McKillop and Fyans Street are VicRoads roads and should be considered for the proposed vehicle and truck routes. McKillop Street with a wide carriageway is an appropriate vehicle route - however - Fyans Street is better suited as the east-west truck route (compared to McKillop Street) because: 1. Properties abutting McKillop Street are zoned residential, with properties fronting Fyans Street are zoned industrial. Industrial roads are better suited to carrying trucks than residential roads. 2. There are a number of services with young and elderly users located along McKillop Street (St Mary's Primary School, Geelong Maternal Child Health Centre, Hopetoun Park, Good start Early Learning Centre, Brentwood Aged Care Centre, Geelong Children's Museum (Museum of Play and Art) and churches) that would be impacted by increased trucks. 3. The level crossing at the western end of McKillop Street is not suitable to accommodate an increase in trucks numbers. This will be worsened by the duplication of the rail line which will add more trains at the crossing. Fyans Street is to be grade separated as part of the rail duplication which will improve the Fyans Street route. 4. Many properties fronting McKillop Street have driveways that have to reverse onto McKillop Street when exiting their houses. This is already unsafe with current traffic. Any increase in truck movements would make this harder and less safe. The industrial buildings on Fyans Street would not have this problem. 5. Most of McKillop Street is subject to heritage overlays preserving early 19th century architecture. Increased trucks along McKillop Street would be contrary to heritage objectives. thanks!	Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. It is not proposed that McKillop Street becomes the only southerly route prioritised for heavy vehicles, but supported across McKillop St, Fyans St and Breakwater Rd.
I believe you are crazy if you think McKillop st is an option for freight. The level crossing contributes to a large amount of congestion and the turn downhill from Latrobe tce is dangerous particularly for heavy vehicles. Any plan for freight to be directed that way should include level crossing removal and road realignment	Geelong	It is noted improvements to southerly routes (including McKillop Street) are required to support vehicle movement and improve reliability.

Comment	Suburb	Response
Hello As a resident of McKillop street I have extremely grave concerns of the future plans for transport within the CDB and areas. McKillop St, though a through road, is very much a residential street. Unlike the other through roads, like Ryrie street. In my opinion, based on residing here for 25 years, and daily walking the CBD streets, the traffic is at capacity now and plans of making it the easiest way for freight to get through Geelong is a very bad idea. Our city forefathers cleverly planned the main east west roads through the town as dual carriageways....to carry the traffic. The problems we have now with Malop street will pale into insignificance. As I walk to work every day, I don't see any growth in number of people riding bikes into the CBD. I have read the TNOP draft and don't agree with it's projections. All the people I have spoken with are in agreement that we don't have that many people riding bikes, and the numbers are not rising with the rise of the bike paths. Thank you for your time  McKillop St Geelong 	Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. It is not proposed that McKillop Street becomes the only southerly route prioritised for heavy vehicles, but supported across McKillop St, Fyans St and Breakwater Rd. It is also not proposed, at this time, to ban heavy vehicles from Ryrie Street, heavy vehicle through-traffic however will not be prioritised. The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
The plan doesn't mention linking existing bicycle tracks! There is also a bike lane in Brougham street not mentioned. While an emphasis on central Geelong is ok up to a point it is still connected to other arterials. The only mention of through traffic is about trucks. Myers Street bicycle lane is death-trap with the angle parking drivers can't see the bike lane when reversing - this is by far the biggest problem with existing bike lanes and there is no mention of a solution in the plan.	Geelong	Noted.
It would certainly be great to see trucks diverted from Ryrie St. it's a nightmare using Ryrie St during the day. I would love to see the Green Spine in Malop Street expanded around the city centre. I find it creates a more relaxed feel in the city centre. great to see the Geelong Council doing great work and allowing the public to have their say.	Geelong	Noted.

Comment	Suburb	Response
I support the above recommendations! We can't allow the city centre to be a freeway ! People movers e.g. bus, trams from city outskirts needed! Please don't allow the negative people with no vision of the future to sway you from your plans!	Geelong	Noted.
Stop trucks moving through Ryrie St there are alternatives for their movements	Geelong	Noted.
I hate this as Freight will be driving past my front door (McKillop Street) constantly. You have diverted them through a residential corridor. Where am I and other RESIDENTS supposed to have enjoyment of life with noisy brakes and engines, safety for my children (brake distance on freight trucks..) and pollution at my door.	Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route.
Bike infrastructure must be consistent across the municipality. Easily recognisable and practical. The bike lane heading west along Lonsdale Street ends with a barrier at Moorabool Street which is crazy!	Geelong	Noted.
I think that the bus drivers are wonderful and are very savvy when it comes to driving their busses and their responsibilities. Though there are the odd street that are really too small to have a buss as I have been nearly accidentally hit by a bus in this situation. Though there is the odd driver that will not claim responsibility for their actions. There should be heavier penalties for this.	Geelong	Noted.
As a person that uses public transport in Yarra street and Moorabool streets, it's very important for the safety of pedestrians in the area. I live on the cnr of Mundy and Yarra and have been nearly hit by cars flying through the area. Personally I would like to see speed humps on that particular street. It would slow the drivers down. Also the general consciences of pedestrians having right away, people don't care and will not give way to pedestrians and I have nearly been hit many times on Yarra street and Kilgour streets.	Geelong	Noted. The City will continue to investigate and implement infrastructure to improve safety for all road users, particularly vulnerable users such as pedestrians.
As a resident of Geelong living in McKillop St we don't want more trucks in McKillop St. There is already enough traffic without additional trucks. The train boom gate at Latrobe Tce is already a grid lock for traffic, directing trucks through this interaction will make it worse for local traffic. Fyans St and Breakwater/Fellmongers road would be better options.	Geelong	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. It is not proposed that McKillop Street becomes the only southerly route prioritised for heavy vehicles, but supported across McKillop St, Fyans St and Breakwater Rd. It is also not proposed, at this time, to ban heavy vehicles from Ryrie Street, heavy vehicle through-traffic however will not be prioritised.

Comment	Suburb	Response
Moving trucks away from Ryrie St will be great for businesses there. I seldom walk down Ryrie Street when I visit the CBD because of the amount of heavy traffic passing through. Looking forward to a more bike friendly city, so I can feel safe riding with my kids.	Geelong	Noted.
Problems with connecting from Autumn Street to a safe area to cross Latrobe Terrace particularly if you are senior and using an Electric Bike - not safe so people avoid. Why not have an overpass where you can safely ride and avoid all the traffic. Its great that more pedestrian and bike access is considered	Geelong West	Noted. The City has recently completed the Western Link of the Better Bike Connections project, which includes improvements to the signalised crossing between Villamanta Street and Little Malop Street, with the bridge overpass the rail line.
Don't overthink this, the redirection of trucks and heavy vehicles through to McKillop street is sensible but the prioritisation of bikes and pedestrians isn't reflective of Geelong's actual road using population. Change the heavy vehicles to McKillop and leave the rest as is. Then if that isn't enough, readdress the issue. Don't just overreact to the issue.	Geelong West	Noted.
Some key elements that need to be in a transport strategy: 1. Continued support for non-car journeys into and out of the city; 2. Extension of the 'Green Spine': There seems to be a lot of (confected?) dislike of the Malop St Green Spine. The real problem is that its currently a 'route to nowhere'. It will not get cycle patronage until it is extended and meaningfully linked to other cycle ways - at the very least a western extension to Johnstone Park needs to be prioritised to start linking it to the Geelong West cycle route. Dedicated road separated cycle way needs to go TO somewhere. 3. Linked to 2. serious planning for joined up non-car routes that go to and from key hubs within the CBD: Train Station, TAFE, Deakin Waterfront, the pending Convention Centre, GAC, the pending Civic Centre (i.e. places people actually want to go and that would benefit from short journey expediting). 4. Action the proposal to make the extension of Little Malop through to the GAC and the Library a shared or pedestrian zone. 5. Get through traffic off Ryrie St. Ryrie St should be a showpiece commercial/retail strip but is compromised by through traffic. Through Traffic should be funnelled onto Myers and McKillop St (noting this would need removal of level crossing to facilitate). 6. Active support for the Deakin Uni proposed trial of the 'trackless tram'.	Geelong West	Noted.
Pedestrian path on Brougham street is too narrow. The road should be one way for cars into city. Other side should be shared use path. Safer for pedestrians and cyclists.	Geelong West	Noted.
Close the little Malop street cafe/bar strip to vehicle traffic. It has a lovely Laneway type feel and it always seems very odd to me when cars pass by!	Geelong West	Noted.
The tourist transport free bus needs to be wheelchair accessible please no consideration was given to this in the planning of this service? It needs to extend to travel to Pakington street cafe hubs. Please	Geelong West	Noted.

Comment	Suburb	Response
It would be great to see some form of consideration provided in the document to current demands and likely prominent future modes of travel with electronic bikes and electronic scooters. VicRoads has been a laggard on this topic for too long. COGG should drive conversations around e-scooters playing a larger part of commuting. Exemptions for higher powered and no requirement to register higher spec e-scooters on certain roads for instance. Connected bicycle ways and inner CBD for example.	Geelong West	Noted.
Wow, that design is ridiculous, even for Geelong standards. Say goodbye to all the local retail traders...	Geelong West	Noted.
What is needed is a better bus network. I am a person with a disability that wants to buy their first home but with the rubbish network we have I have to look in places that are totally unaffordable for me, I would love to buy out at Armstrong Creek but no buses. Also being a person whom walks a lot there is a heck of a lot of footways that need fixing, how about rather than spending money on the idiotic green spine (which has made things far less accessible I.e. having to cross the bike lane to get to a taxi). The administrators didn't care about the city and now it is time for council to fix this and remove the green spine and reinstate what was taken away.	Geelong West	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
Latrobe Terrace is dangerous as a pedestrian. An overhead pedestrian walk is necessary. Trucks are creating pollution, both noise and air. The speed limit is 70 km and a street away 40km. Latrobe Terrace needs to be reviewed.	Geelong West	Noted. The City recently completed improvements to the pedestrian crossing at Villamanta Street. Latrobe Tce is an arterial road, these comments have been passed onto Regional Roads Victoria.
Why are the walking maps only concerned with walking within the city zone with no noted linkages to the area outside of the "city" area. There are a lot of people who walk into the city. I live in Geelong West and would much rather walk into the city than ride as I feel safer. Bike and walking linkages across Latrobe Terrace need to be made safer.	Geelong West	Noted. The mapped pedestrian areas are focused to the 'core' of high-value 'places'. Pedestrians and pedestrian facilities will still be provided in streets not identified as pedestrian priority.
I'm most disappointed in this document. It appears to be based on 'business as usual' assumptions. I'm wondering if it might be more 'clever and creative'? e.g.: there is no mention of climate change and how city design might actively contribute to adaptation, mitigation or in what way Geelong's development might help Australia meet the Paris agreement. e.g.: the report states "As Greater Geelong's population is growing" agreed "along with increasing job density and retail activity", This is an assumption based on historical thinking. "there will be more people needing to access the centre for employment, study and shopping" Not Necessarily, and not a rationale to achieve a design vision. My request is that you start again, properly engaging the community into how the residents of Geelong might like to see their environment in the future, and how it might respond to the DELWP 20minute city policy, climate change and the possible role of satellite communities such as Torquay, Armstrong Creek etc. in providing jobs and shopping and everything else associated with quality urban life. I feel that a few bike lanes is not a realistic response to the demands of today.	Geelong West	Noted.

Comment	Suburb	Response
I have tried, twice, to a properly compose a letter, AND keep a copy and print it. It just disappears. It is a great pity that you cannot facilitate a website that residents can have their say, AND keep a record and print it. After all, you work for us, the residents. For the third time, We have a disabled daughter who lives in McKillop Street, just past Miners Cottage. She depends on her dog for company. Already she has lost her first dog due to traffic thundering past. The thought of losing a second dog is horrifying. School buses, ambulances, fire units, police, funeral processions all use this street, and to have to compete with heavy transport is ludicrous. McKillop street is a pleasant two way tree lined street, with a lovely ambiance, and it is totally inappropriate to have trucks rumbling past every day. I call on the Ward Councillors, Crs Kontelj , Mansfield, and Murrihy to oppose this silly proposal.	Grovedale	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. It is not proposed that McKillop Street becomes the only southerly route prioritised for heavy vehicles, but supported across McKillop St, Fyans St and Breakwater Rd. It is also not proposed, at this time, to ban heavy vehicles from Ryrie Street, heavy vehicle through-traffic however will not be prioritised. The local road section for McKillop Street (between Ormond Road and Boundary Road) is not identified as a freight or traffic route.
To ease congestion in the CBD an obvious solution is to build the Bellarine link. This will remove all traffic along Latrobe terrace the is heading to the Bellarine. planning is underway and it's in the top 3 of the list with the department of transport but COGG have little doubt with it. Given it's such an important link of infrastructure, COGG needs to do all it can to push it through. ■	Grovedale	Noted. The City is aware The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
There should be ample car parking facilities in the CBD and on the CBD border to cater for this new idea of pedestrian dominant CBD street traffic. And the public should be given the right to give feedback on the bus transport networks and services. Especially when this mode of transport is part of the burden placed on the CBD at the moment.	Grovedale	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
Bike paths are absolutely a waste of tax payers money. Existing paths are rarely used and have a negative effect on local retailers. All this driven by agenda set by the greens and similar groups . Money could be best spent elsewhere.	Grovedale	Noted.

Comment	Suburb	Response
With vastly increased numbers of people working in the Geelong CBD, it is vital that new opportunities for access and egress be found which are not car dependent. Designated parking availability outside of the CBD precinct incorporated with frequent direct public transport access into and out of the CBD is essential. Within the CBD the issue of bus movement must be prioritised addressed. The use of rail to access the CBD needs to be strongly promoted as an alternative mode of transport - currently it is underutilised.	Grovedale	Noted.
Absolutely Ridiculous. No-one will go into town if you can't drive and there is no parking.	Grovedale	Noted. The City is currently working on the Central Geelong Car Parking Strategy.
Good plan, however, I request Mercer street not be prioritised for traffic movements. I don't think it should be prioritized for any mode. For drivers coming from the highway, Mercer street is already a promise of a speedy track into or through the City - by way of two fast and open lanes in each direction. This plan will continue to cause problems for the diversification of the CBD transport by continuing to invite significant vehicles volumes and set an elevated driver expectation of Malop Street. If drivers continue to flood into the city this way and then are deprioritised with signalling they'll continue to be vocal and create an environment where politics will ride roughshod over the NOP. The only other way I can see the draft NOP working well for Malop street is if the discontinuance of Mercer street (as designed and endorsed in Council's "City in the park" plan) was to go ahead in some form. The second issue is that the pedestrian/rider overpass at the old Bayview Hotel is an important link across Latrobe Terrace for cyclists... With Mercer street having vehicle priority it would not allow any improvement to the bike lanes on Mercer street - This current lack of safe bike lanes on Mercer street limit access for riders in North Geelong and Geelong West and is currently dangerous.	Hamlyn Heights	Noted. Various initiatives as suggested will be considered through the development of the 10-year Implementation Plan, following adoption of the TNOP.
I have no issue with redirecting trucks down further. However the roads the trucks are travelling down bikes to be suitable and safe. We do not want pot holes everywhere. Not allowing cars through the inner city and taking away parking is a huge mistake. These vehicles and parking brings shoppers. The centre of the city is dying. We are becoming another place with a shopping centre. No other shopping attractions. very one dimensional. I prefer to shop at Geelong west than Moorabool street. It's lost is character. No ambience. And not easily accessible like the shops of Pako. appeasing the cyclists and changing the whole of Malop street has been disappointing to watch. Sure the city can spruik the green spine but for those living every day, practicality is lacking.	Hamlyn Heights	Noted.

Comment	Suburb	Response
This town, which is now a city had the foresight many years ago to have wide streets running through it, over the successive councils those streets have been narrowed by median strips and kerb buffers, ad into it large vehicle terminals and growing outer suburbs that need to cross through the city for work, school etc. and you have congestion... get rid of everything in the streets that wasn't there 30 years ago, make the east/ west traffic flow have more fluidity but the biggest problem is Latrobe terrace access, it desperately needs two right turning lanes off Ryrle St onto it. There's so many cars commuting in from the midland highway onto Aberdeen St, I think an outlying shuttle bus terminal with parking into the city could alleviate congestion, same from the peninsula side of city... put the buses out of the city centre to the outskirts to transport people in, not the other way around which is what's the current practice	Herne Hill	Noted. The City is currently working on the Central Geelong Car Parking Strategy which includes consideration for a 'Park and Ride' initiative.
I do not read anything in the downloadable plans relating to bicycle parking? as a regular bicycle commuter (Winter is the exception) from home to Geelong centre I find the lack of public bicycle parking a problem. There are solutions which could surely be written into councils budget?	Herne Hill	Noted. Bicycle parking and supporting infrastructure will be considered through the development of the 10-year Implementation Plan, following adoption of the TNOP.
I have only recently began working in the CBD (5 weeks ago). I am walking into the city from Geelong West after being dropped off in Gordon Ave. I am completely and utterly baffled in that short amount of walking by the amount of pedestrians, mainly office workers, that have zero respect for road rules and signs. Out of 10 people that would need to cross using a set of lights, I would say 2 and that includes myself wait for the lights to change. Majority of pedestrians AND cyclists DO NOT wait for lights to change and walk in front of cars and use their own set of rules. If they see a small opening to cross when the coast is clear they will go. Some often walking where there is no crossing, others pressing the button and crossing anyway instead of waiting for another 10-30 seconds to cross safely. I would avoid prioritizing pedestrians/cyclist as they believe they don't have to abide by any rules. I highly suggest that someone sits and counts the amount of people crossing illegally before making changes that will benefit them. Especially in the lights surrounding Johnstone Park. I also refuse to use public transport as I do not feel safe walking past the bus stops let alone using a bus. Perhaps building a multi-story carpark just outside of the city to move cars away from the centre of town may help? Please also fix the crossing between Westfield and Market Square. Everyone crosses illegally there.	Herne Hill	Noted. The City is currently working on the Central Geelong Car Parking Strategy which includes consideration for a 'Park and Ride' initiative.

Comment	Suburb	Response
We have to get the heavy trucking and trucks out of Ryrie Street. They should go down McKillop Street which has four lanes. They could then use Ryrie Street at night time which would have less effect on the residents of McKillop Street. Having the trucks come down Ryrie Street is crazy it's too narrow and it's right through our retail precinct. Also the new green spine out the front of my Myers and market Square looks great but it needs more tables and chairs and opportunity for alfresco if it's going to work and also it creates gridlock as it's a bottleneck if it's going to be extended the traffic's got to go somewhere and it can't be the waterfront and obviously not Ryrie Street because of the trucks so where does the traffic go? We also need a multi-story car park at the Haymarket. Do with some shopping centres are doing have multistorey carpark in underground retail at street level at the front and then sell the roof space off to a developer for a high-rise apartment development or office block there are shopping centres in Melbourne that are already doing this but we desperately need more multistorey carpark in the Civic Centre is not enough. So many people don't come in the city because of the parking issues it's not so much that you have to pay it's just that you have to park too far away the Haymarket at the top of town is already full every weekday we need another multi story car park this will help traffic and also bring people into the city and your workers somewhere to park more and more workers are parking down towards line burners point which is affecting our tourist precinct	Highton	Noted.
I love this. Living in Highton I would be so happy to be able to grab the kids and the bikes and ride safely to the city . Please be sure that there are ample bike racks in safe areas. It is time the people of Geelong got on their bikes and started acting more like a city than a country town.	Highton	Noted.
I was a part of the people assembly, and was proud to contribute to the Clever and Creative Future direction. We proved that great ideas and unleashed energy comes from the consultation process when it's done right. If we can get Geelong moving with fresh ideas about transport and building future-proof infrastructure for the city, then we are on our way to being World Class. Forget about only achieving "satellite city" status. We can be world leading and world class. It's as simple as that.	Highton	Noted.

Comment	Suburb	Response
With your East - West truck route proposals be careful . 1. Using McKillop St as an East - West truck route in the direction from the East towards Latrobe Terrace is potentially very dangerous in respect of the level crossing outside the tunnel mouth with B double type trucks. In that a B double from a standing start up hill from the traffic lights at the rail crossing could well get caught on the crossing with a following train . 2. With Fyans / Carr Streets as an East / West truck route the same situation arises Eastbound at the Wood Street level crossing (near VicRoads Office) . The simple solution to this is to make McKillop St - the truck route for Eastbound traffic, and Carr St / Fyans Street the West bound route from truck traffic . When the level crossing at Wood Street is grade separated then Fyans St/Carr St would be suitable East/West route for trucks in both directions . NB: Council should be advocating to the State Government to remove altogether the "dangerous and congested" level crossing at McKillop Street as a matter of priority. The highest point on the rail line between Geelong and South Geelong is actually at McKillop Street. Grade separation here is readily achieved by regrading the line from Kilgour Street to the tunnel mouth so that the rail line passes under McKillop Street .	Highton	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. McKillop Street (between Latrobe Tce and Ormond Rd) is an arterial road and classified as an Over Dimensional vehicle route. It is not proposed that McKillop Street becomes the only southerly route prioritised for heavy vehicles, but supported across McKillop St, Fyans St and Breakwater Rd.
As long as parking in Moorabool St/Eastern Beach Road isn't compromised with the implementation of extra bike lanes(which I think are totally not warranted) Catering to cyclists is going over the top. I am often in the city for appointments, and very rarely see any cyclists. I think redirecting heavy vehicles away from the city is great.	Highton	Noted.
I like this plan, subject to it incorporating a much-improved public bus service. I currently drive a car, ride a bike and walk. I am also a probable bus user sometime in the future. Enabling locals and visitors to easily commute, park, shop, access or travel through/around Central Geelong, is critical to the lifestyles and quality of life of all those people. PLANS are great but what is really needed is VISION and ACTION, and the SOONER the BETTER. With the forecast population growth, there's no time to waste!! Do we want to end up as a mini-Melbourne, clogged with cars (often transporting only the stressed driver), with long commuting times, and a shortage of expensive parking, or do we want a pedestrian and cycle-friendly city, with a great public transport system and happy and healthy people? As far as I'm concerned, it's a no-brainer!!	Highton	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
The map with vehicle movement shows current car parking where the forthcoming convention centre is to be built. It'd be great if this engagement linked to the public parking strategy as that's bound to be where most questions are. I wholeheartedly support the idea of a decentralised bus network that better connects with train stations, whilst also running more trains AND buses in the peak commute time home i.e. 5–6pm. That's why I don't travel by bus despite a stop right outside my home i.e. convenient to get to work but not home.	Highton	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.

Comment	Suburb	Response
I don't support this plan. Not everyone uses bicycle and what about couples and families. This plan is prioritizing a few while affecting a majority. Rather than this more money should be spent on improving public transport frequency. Don't support this plan	Highton	Noted.
These plans do nothing to improve public transport to the hospital or cbd. Trams must be at the forefront of any 10 year plan for our cbd. It also reduces vehicle access to the one thing it claims to do, link main routes to off street parking. Your blue line / s fail to link Yarra and brougham streets and the Westfield off street car parks. The plan ignores the Moorabool Street access to the city from the south. What is needed is a one way vehicle loop through / around the cbd which provides a continuous flow of traffic to all areas without bottle necks I.e. Myers St, into Gheringhap St, along Brougham st and south up Yarra street. Simple and integrates freely with your other transport options. Failure to get around the cbd has always held the city back.	Highton	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
Ridiculous plan to further kill off the CBD, and hinder east-west traffic movement for motorists. Existing bike lanes have been a total failure, why double down on a venture that does not assist the people who will keep town alive of a daytime - shoppers.	Highton	Noted.
Bring back last and right filter lanes on Malop St. Remove the unused cycle lanes on Malop street. Review the 40 km/h speed limit and if it is not proven that it has reduced accident revert back to the 50kmh limit. Ensure all cycle lanes are physically separated from car lanes but not at the expense of narrowing the car lanes. Ban heavy goods between 8am and 5pm. There. Not hard is it?	Indented head	Noted.
I thought of the TV show "Utopia" when I saw this reported on in the Independent. Reading further on this website has not changed that at all.	Indented Head	Noted.
while I recognise the health benefits of cycling, your own data shows that the number of cyclists using these routes is very low. The roads already bottle neck with cars during morning and evening commutes. What few cycle lanes already exist are largely empty! Please reconsider your priorities, especially for E-W traffic coming from the Bellarine Peninsular and heading North. How about focusing on removing the cyclists from the roads entirely by dedicating bike only off-road tracks through the town. And while we are at it how about reverting Malop Street to what it was before this ridiculous Green Corridor plan was adopted. At the very least revert back the left and right turn filter lanes. Thanks.	Indented Head	Noted. The City is aware The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
Turn Brougham St into a thorough fare continued through the gardens meeting up with Portarlington rd. and get rid of the bike lanes and replace them with car lanes	Lara	Noted.

Comment	Suburb	Response
I applaud CoGG for trying to get this up but fear that it will never have a chance of succeeding, sorry for my pessimism. If we can't even change people's behaviour in not using Malop St for their car journeys through the CBD how are the massive changes in the TNOP ever going to work? There will be mass protests, spearheaded, as ever, by the Geelong Advertiser, (and certain members of our council). I will follow the TNOP with interest and hope that things may change.	Leopold	Noted.
Malop and Ryrie streets should be one way 3 lane streets for through traffic What they have done to Malop St has done nothing but create more congestion to the through traffic.	Leopold	Noted.
Please just fix the pot holes. And I mean properly. Cut out the square and do it properly. Not just fill the hole and stamp it in, when it rains. The cars just push it out and presto we have a hole again.	Leopold	Noted. Your comment has been passed onto our maintenance department.
Make the whole CBD car-free	Leopold	Noted.
Reconsider enforcement of truck (freight) bans on McKillop street assisting development and focus on such movement in Fyans St and Breakwater. Stay the course on reduction management of CBD vehicular traffic while implementing and communicate the plan simply. Support the completion of necessary steps in the short term without jeopardising long term achievement and changes in Councillors. Support more park and ride alternatives. No mention of bench-marking and comparison to like places maximising lessons learned and become best practice. A complex issue and wish all Council officers every success in collating a justified plan, whatever it may be.	Manifold Heights	It is noted improvements to southerly routes are required to support vehicle movement and improve reliability. These improvements will be considered as part of the development of the 10-year Implementation Plan, following adoption of the TNOP.
Please don't restrict car movement, I've seen what they've done in Melbourne and it's horrible, bike and pedestrian only streets just create more traffic for cars, and what about delivery trucks? [REDACTED]	Marshall	Noted.
Thanks for chance to comment. It is 3rd Jan and I have only just seen this Doc so a few key points: - please prioritise securing your High speed regional rail plan with a stop at Werribee as this works as a system with the local movement network because a unsatisfactory regional rail service places immense pressure on the local one as commenters are forced to drive - I noticed very few people cycling in Geelong. The terrain and weather is not an excuse with Ebikes making every city flat thee days. The issue is the lack of dedicated separated cycling infrastructure. The roads in Geelong are unnecessarily wide and could work far harder to accommodate wider modes. - their should be a regional cycling link to Geelong and then to Melbourne CBD/City Centre - Vehicle speeds should be reduced to 30kph across the Geelong City Centre - instead of calling the centre of Geelong CBD it should be called City Centre as it is no longer simply a place of business but the living, working, entertaining, recreating beating heart of the City of Geelong	Mount Duneed	Noted.

Comment	Suburb	Response
I think the plan to divert traffic away from the CBD is a good idea. I would add however, that the junctions on McKillop, Fyans and Latrobe, plus the junction at Johnston Park desperately need roundabouts. The number of traffic light junctions is ridiculous and causes major delays and bottlenecks. Please consider a much wider implementation of roundabouts to ease congestion. Thanks.	Newcomb	Noted. Intersection configurations will be considered through the development of the 10-year Implementation Plan, following adoption of the TNOP.
With the road upgrades out towards Portarlington and Queenscliff and so many housing estates out that way traffic is only getting worse and worse. In addition there are a lot of traffic lights between Newcomb and the Melbourne or Ballarat roads it adds sooo much unnecessary time to get to work. We moved to Geelong to be closer to family with also media suggesting a fast train is to be built which would make our commute doable with after school care shutting at 6pm. I have been looking for a job in Geelong since we moved from Melbourne to reduce my travel time from 2hrs door to door to something reasonable so I can collect my kids from after school care before they shut. But unfortunately to date I am yet to find a suitable job. If you want more Melbourne families to move to the Geelong region a better solution for Melbourne/Ballarat workers needs to be found for those who aren't on the ring road.	Newcomb	Noted. The City is aware The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
what about traffic moment for food delivery and service people, and people wanting to shop, you cannot carry large objects on a bike, or bus. this will stop people coming in to the CBD. and what for keep a few random cyclist happy... The idea is dumb++++++. leave it alone. if it's not broke don't fix it.	Newcomb	Noted. Vehicle and truck deliveries for Central Geelong business will still be catered for.
To the Geelong Councillors Please, please don't alter the existing Moorabool St bus stop! I'm sure any call for it to be moved comes from those who don't have to use Public Transport. I am elderly, vision and hearing impaired pensioner and rely on buses for transport - i have no other options and only use taxis in an emergency as I now have a taxi card. the bus drivers are courteous and helpful and the buses are usually on time.	Newcomb	Noted. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
I support all plans that encourage us to walk and cycle within Geelong. Whilst outside the scope of this engagement, increasing public transport options within central, suburban and greater Geelong are urgently needed.	Newtown	Noted.
Getting trucks off Ryrie Street should be a priority.	Newtown	Noted.

Comment	Suburb	Response
Green Spine I drive past Malop Street at least once per week for work purposes and I have to say that in my opinion it is not a success and it is now a street to be avoided. Geelong streets are wide enough to accommodate trams and this is the space that should be allocated to bicycle lanes. What I am suggesting is remove the bicycle lanes that are between the car lanes and the parking spaces and replace them with a dedicated bicycle lane running down the centre of the road in the area that was once used by the trams. With curbing to prevent cars from encroaching into the lane, this area could be safer for cyclists and no more issues with left turn lanes and being "doored" by parked cars. Regards ██████████	Newtown	Noted.
Given East - West movements of heavy vehicles are likely to only increase, routing through residential areas such as McKillop and Fyans is not a fix. A southern bypass is. Level crossings at McKillop, Kilgour, Swanson, Yarra, Barwon Heads Rd, Carr St, etc. are throwbacks to the early 20th century. The rest of the world has moved to overpasses and underpasses. The same could be said for cycle paths crossing major arterials. Pioneer Rd is how to do it, Barwon Heads Rd at South Barwon is not. Noosa Heads, Noosaville are good examples of how these crossings can work.	Newtown	Noted. The City is aware The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
Whilst this plan has merit in trying to address the issue of access to the various City areas, it seems ridiculous that it does not include the Department of Transport who appear to have their own plan about bus access. Surely the bus routes need to be integral to pedestrians who might wish to make their way into and across the City. People will not use a train if it does not connect with a bus. there needs to be provision for many more "park and ride" areas on the outskirts of the City, otherwise people from beach and outer suburbs will continue to drive into the City and park in streets all around the outskirts as they currently do. Streets in Newtown, South Geelong and East Geelong are "parked out" most days. Many people drive into Geelong and park all day at the Geelong Station or Kardinia Park preventing anyone else from accessing these places. Already there is insufficient car parking available at ALL of the railway stations around Geelong. Anyone living nearby cannot even park outside their own house. Available land near to these stations needs to be acquired by the council/government so that people can use the train and other public transport, which needs to be coordinated	Newtown	Noted. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services. The City are working on the Central Geelong Parking Strategy, which includes consideration of 'Park and Ride' initiatives.

Comment	Suburb	Response
This draft plan has been put out by the City Council for public comment. The plan deals with proposed priorities for pedestrian, bike, car and truck movement. Unfortunately, public transport is NOT included in the Plan, as it is a Department of Transport responsibility. Therefore, bus routes do not form part of the Council's public feedback opportunity, and the Draft Plan does not include planning for bus movements in Central Geelong. One would imagine that common sense would dictate that it would be vital for the Department of Transport to partner with the Council to achieve the best outcome for Geelong and its residents. As the Draft Plan states, in the future, public transport will play a pivotal role in accessing the city. Previous Department of Transport and Public Transport Victoria decisions have shown a total lack of understanding of the needs of bus users, and routes and timetables appear to have been drawn up by people who have never used public transport themselves, and have no idea of the topography of Geelong. Apparently, the Department of Transport have recently undertaken a Central Geelong Bus Services and Capabilities Review. This would be news to many bus users, such as myself. I have participated in every review of bus services in Geelong for many years. Can I say that not one of these reviews has produced improved bus services for public transport users. It is past time for all modes of transport in Geelong to be considered and planned under the one umbrella.	Newtown	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services.
I think the TNOP is a great idea in terms of prioritising transport needs in terms of: Heavy vehicles are diverted away from the centre of town. Safer for pedestrians and cyclists, which will encourage them to venture into town. This will have a positive effect on congestion, parking, obesity and general health of the population. There are plenty of options for those that need to drive in the city.	Newtown	Noted.
To make McKillop Street operate like the VicRoads Arterial that it is - The railway Crossing will need to be addressed.	Newtown	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability.
What. Joke. Geelong 20 years behind the times again and ignoring local citizens. Geelong Victoria's second largest city and its fastest growing and you fail to plan to get rid of the thousands of trucks that pass through Ryrie St every day. You say it is the States jurisdiction then jointly support a long term plan for trucks with trailers to continue through Ryrie St. illogical and pathetic. A Geelong resident. When are you going to see past next week and do some proper planning for this beautiful city. FRUSTRATED	Newtown	It is intended not prioritise heavy vehicle through-traffic on Ryrie Street. It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability.

Comment	Suburb	Response
I think this is the most ridiculous thing I've ever heard about. If these proposed changes are going to take place, how on earth will people be able to go to the hospital for appointments or visit if we are unable to drive in this area? Stop wasting rate payers money on pathetic projects that have not been properly planned. I feel if you go ahead with all of the road changes, car registration should be cut in half and cyclist need to get a license since they are going to have their own road to ride on. Not to mention how do we enter the car parks to do shopping. You are complaining about people not coming into the city now, you will have a lot less once these changes take place. Before you waste all of our money and time, put in a dummy run with the road closures for a couple of months to see how it works. Has anybody done a survey on how many people cycle down the green spine in Malop Street? You have destroyed that street. The only time i see an influx of cyclists in our city, is when the Cadel Evans road race is on. Wake up to yourself and have a proper look at what you are planning.	Norlane	Noted. While traffic movement may not be prioritised on particular streets, vehicle access will still be maintained.
Corio/Norlane Does need security cameras set up on Sparks Rd in light of the recent thefts and fatal house fires. Also flat top speed humps would reduce the amount of hooning in this area, evidence is clearly seen as tire skid marks on the Sparks Rd between Plume St and Iona Ave. There is a primary school with small children going to school on both sides of this block in this area that need protecting. Regards, [REDACTED], [REDACTED] and [REDACTED]	Norlane	Noted.
I think the roadways should stay the same as what they are now because it makes it easy for people to get around. Also there is more people in cars then bikes. The city of Geelong will come too congested and also it will be hard to get to paid parking structures. I do think that the money should be put into lower class to middle class areas for outdoor activity areas such as gym playgrounds. Areas such as Norlane or Corio. The trucks should go around the CBD to avoid accidents and congestion.	Norlane	Noted.
My only comment is to add more parking bays for bicycles in the CBD. I often have to use benches or parking signs to chain my bike to, particularly on Ryrie St. Cyclists don't want to have to walk a block to park their bike. They'd rather be near their bike (e.g. if they're at a cafe).	North Geelong	Noted. Bicycle parking and supporting infrastructure will be considered in the development of the 10-year Implementation Plan, following adoption of the TNOP.

Comment	Suburb	Response
I'm not sure if I contributed toward this current transport plan or not so I'll provide it either way as it's relevant to the future of road networking throughout Geelong. I'm hoping you'll lobby State Government to make Geelong a pilot town program for these concepts I've outlined. I'm sure you're aware cities need to change the way transport is managed and bringing in the TravFree plan as I've outline will benefit everyone over time. It will solve the parking issues in town as well. TravFree – My latest paper on a new concept for public transport is in PDF format and can be downloaded from this link: www.geelongwarehousetraders.com/travfree.html The concept could provide massive job opportunities, revitalize the economy and offer big savings for commuters and the government over time. Lobby for Geelong and coastal areas to become the first city of its kind to use TravFree. Then you can expand Geelong knowing a more secure long-term transport system and plan is in place. It can provide many more jobs and growth for Geelong as well.	North Geelong	Noted.
We need alternative routes and methods for residents to traverse through Geelong. Why are these not being investigated prior to these measures being put in place?	North Geelong	Noted. Following adoption of the TNOP a 10-year Implementation Plan will be developed for a stage approach to putting in place various measures. The City is aware The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
My submission paper is at this page link where the PDF can be copied and downloaded for your use. Titled: TravFree A New Concept In Public Transport http://www.geelongwarehousetraders.com/travfree.html	North Geelong	Noted.
I really like the idea of the new bike paths across Geelong CBD. I currently don't ride to work as I find it too dangerous to ride once I get to the CBD area. Anything that can make cycling safer and easier will be great.	North Shore	Noted.

Comment	Suburb	Response
I still don't understand your obsession with cycling ?! The overwhelming majority of your ratepayers are vehicle users, you are compromising our through carriageways Ryrie St Malop St Mercer St for them. Rightly or wrongly there are two dual highways that converge on the east of the city, why keep denying that they are there ? Why keep pushing huge traffic flows further away from the city for cycling/pedestrian use just astounds me and most people I've talked to regarding this. The only way to lessen the flows to the city is to build the link required from Baanyip Blvd to Moolap old station rd. Until that's done, deal with the problem not push it further away with the weak justification it's for the minority cycling public hence the majority of blue lines on your map, and only two black for freight through City says it all. We are dealing with your ridiculous Malop St design basically a closure to through traffic, the clogging of Ryrie St with the island down the centre. Living in Ocean Grove, if I choose to travel to Melbourne via Bellarine Hwy through Geelong, it takes longer now from Ocean Grove to Nth Geelong than there to Melbourne. Congratulations. Minority Rule working here.	Ocean Grove	Noted. The City is aware The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
1. Create timely pedestrian crossings. Give people more time to cross a road, especially for the elderly and people with a disability. Make sure there are no impediments for people with a disability, aged, kids in prams/pushers. 2. Prioritise people not cars. This is not a pedestrian or people friendly city. 3. Consider the impact of the elements in approving high rises. Pedestrians are now facing daily high gusty winds all through winter when walking down Malop st due to NDIA and Worksafe wind tunnel. Not pedestrian friendly. 4. Synchronise continuing green traffic lights to move cars/trucks quickly through Yarra, McKillop, Latrobe and Ryrie streets. 5. More green space in the CBD. Yes this is a TNOP but you do not attract cyclists and pedestrians in CBD without relief stops.	Ocean Grove	Noted.
Malop Street needs to be a pedestrian Mall, the current format is not working. Ryrie Street, has way too many Heavy Vehicles, needs to be a bypass/exclusion policy in place. Malop and Ryrie street woes will only increase with the growth of The Bellarine Peninsula. What is the GOGG stance on rail and the bottle neck of the rail tunnel and single lines N into Geelong station? Surf Coast is only getting bigger, what's the plan for Surf coast Highway and Anglesea Rd, why are their traffic lights and not overpasses??? Too expensive for the developers and COGG caved in?	Other	Noted.
Consider making Eastern Beach Rd one way from Gheringhap St to Bellarine and make Brougham St one way in the opposite direction between Sam cross streets. Would allow traffic to flow better in this area.	Other	Noted.

Comment	Suburb	Response
Sync the lights at Malop St so Pedestrians don't have cars parked across the walkway. Now I doubt if that can be done with Two way traffic. so either ...One Way Traffic or close the Street off as a Mall The Traffic Signal at Easter Beach Road and Yarra Street should have a turn right into Yarra St signal added to stop traffic Build up on Eastern Beach Road. Main Roads should have bike lanes not all the streets around the City area... Focus on Businesses, consumers, General Public and Tourism. Not the Minority of a few bikes. Think ... How many places have Bike Parking in Geelong??, How Many bikes do you actually see a day??. Provide a Service not a hindrance to what could make Geelong Great	Other	Noted. Traffic signal linking will be considered in the development of the 10-year Implementation Plan, following adoption of the TNOP.
In general I support the draft TNOP and would like to make the following comments: The City gravely erred when almost 20 years ago it constricted traffic flow in the CBD by unnecessarily widening pedestrian pavements. Any new cycling lanes that further restrict traffic flow will have a negative impact on the ability of workers, shoppers, and visitors to Geelong. I am a cyclist and support safe cycling lanes and safe off road pathways but I do not believe we will turn Australians into cyclists simply by building cycling lanes. We love our cars and comfort too much. One thing that may help is an end of journey facility in the city. Major employers such as NDIA have one incorporated in the basement of its building but most commuters do not have that convenience in Geelong. I do very strongly support the establishment of a heavy transport route through McKillop street. I believe this will go a long way to reducing traffic congestion in Ryrie street.	Other	Noted.
So how do you expect the hundreds of people working in the call centres in some of those major streets to get to work ? Some of them have car parks for the building it's bad enough with parking let alone have people from out of Geelong who have no public transport options to get into Geelong alone. Parking is already too hard and the city is bottle neck as it is and this make it worse. How about those who cannot walk that far?? Yeah designed by a pen pusher who won't have driven or tried to park in those streets getting to work from county every day yeah well done. NOT ! That won't help the waterfront business you will drive people away	Other	Noted. The City are working on the Central Geelong Parking Strategy.
I commute for work on occasions by bicycle from Torquay to locations in Geelong (west & south Geelong). The proposed bike artery's would be supported by me. Believe they would be practical and safe for me. There is still a big gap in terms of safety when I cycle from Torquay to Geelong. The "relative" safety of the surf coast highway ends at the railway crossing Grovedale leaving the next section of the commute along Settlement Rd into Geelong (super busy with lots of traffic) being very dangerous for cyclists. Only getting worse as Armstrong Creek / Warralily & North Torquay all grow. Right now there does not seem to be a practical alternative to Settlement rd. for cyclist coming into Geelong from Torquay. Please consider this?	Other	Noted.

This is fabulous. Something I've been hoping for many years. It could really set Geelong apart and leap frog it's laggard status with regards safe and effective travel and movement. Well done. I have a number of observations and request with regards the draft Transport Network Operating Plan. GENERAL: I would benefit if you would refer to the modes as people walking, cycling, driving or trucking. You mix and match terminology when referring to pedestrian (person), bike (thing), vehicle (thing), freight movement (activity and variation on driving). Who thought up these terms? This document would be more powerful if you changed every "tribal" reference such as "cyclist" as follows: Pedestrian to a person walking Cyclist to a person riding/cycling Motorist to a person driving I do appreciate when you refer to bike rider rather than cyclist but please refer to people as this is about people moving about. PEOPLE RIDING BICYCLES: "safe for the users, ensuring infrastructure supports riders of all ages and abilities" Really? I hope so but this is never been delivered ever in Australia. Note that 12 year old (possibly just changed to 14 year old in Victoria) must ride on the road. I would like this statement clarified that the priority bicycle network would be considered safe for an 8 year old to navigate on their own. This would be consistent with the well-known 8-80 cities concept. A bicycle route is only as good as its weakest link. If there is no safe way "for riders of all ages and abilities" to access these priority routes from beyond the borders of this map you are really only making a difference to people circulating within the map boundaries. If that's the case then they will be seen as a failure - which they are not. Bike share requires an allocation of public space which is not mentioned here. Parking and storage of motor vehicles is provided for and discussed but not for non-motorised share modes. Previous schemes have failed for many reasons and part of that was the lack of space provided for these vehicles bikes, scooters, etc. which resulted in them being classed as "clutter" by the Councils impacted. Odd that all the parked motor vehicles are not seen as clutter? PEOPLE DRIVING CARS: Travel to work and use of private motor vehicle Private motor vehicle usage is subsidised and encouraged with the provision of free roads, cheap parking, lump sum vehicle costs (purchase price, registration, insurance, etc.) and even our personal income tax laws encourage	Other	Noted. These suggestions will be considered in the development of the 10-year Implementation Plan, following adoption of the TNOP.

Comment	Suburb	Response
private vehicle purchase. Whilst much of that is out of scope of this document it does need to be factored into why people decide to drive. Because they are encouraged to do so. Because it's all they've ever done. Because the alternatives are discouraged by lack of service, lack of infrastructure, lack of tax incentives, lack of safety, etc. Current mode choice (private car) is no surprise and is a clear function of the current built and social environment. The Geelong area is so hostile to regular people walking and cycling that it is no wonder everyone drives their cars. Don't build the future based on people making good decisions today and in the past given the options and environment they were in. The future should be based on moving to what is sustainable, desirable and necessary from a community perspective by making modes other than private motor vehicles not just attractive but encouraged AND prioritised. When people don't use their own private vehicle so much stress is taken off all other aspects in this plan from congestion, parking, public transport capacity, infrastructure maintenance, safety, equality, accessibility etc. There is enormous upside in mode change from private motor vehicles but government must not just get the policy but also the optics clear that the smart decision is to use an alternative mode. PEOPLE MOVING STUFF: Freight movement in the central district needs careful consideration. Whilst trucks aren't banned why not make it more compelling to use other modes for delivery? "Last mile" thinking at this stage would benefit all people area in that a mode with a softer footprint would be used around people walking and cycling for the final leg of delivery. Establishing a last mile framework now would have great benefit when implemented over the life of this plan.		
Remove the bike lanes in Malop St. Do not lower any road speed limits. raise them back to year 2000 Alternatively have variable limits so when not busy they can be raised to from 40/50 to 60/80 km/h. Raise the speed limit in Pakington street . petition state government to raise ring rd. and princess freeway to Melbourne to Colac to 110 km/h. more accurately calculate the impact of lower speed limits via Malop St impact is 12 minutes not the 69secs as claimed	Rippleside	Noted.

Comment	Suburb	Response
Hi, 1/ walkability - I've just moved back to Geelong (I grew up in Portarlington) after living in Melbourne for almost 20 years. I live in Lonsdale st south Geelong, between Kardinia park & south Geelong railway station. The biggest challenge for us in our transition to Geelong life, is the lack of walk ability around our area. In winter, there is no one in the streets and they're not well lit at night. In contrast, we used to live in Elwood which was very walkable and well lit. I would encourage the city of greater Geelong to expand their works on improving walkability to at least the boundaries of la trains at, Yarra st, the river, and the water front. As the city grows and the availability of highly paid professional jobs increases, this inner city area should really thrive with folks who are accustomed to walking everywhere. 2/ railway - we should reopen the station at the Showgrounds to encourage more Melbourne commuters to move to the area. It would also be great for events 3/ level crossing - we should look at removing these now. Melbourne waited too long to do so causing major disruptions 4/ trucks - McKillop street is the home of some beautiful houses and should be part of the walkability plan. I think prioritising freight through this area full of kids going to south Geelong school is a mistake. Make the trucks go two blocks further to Fyans St. 5/ James street is brilliant. Let's try and replicate that vibe by cleaning up the mall. I was embarrassed when my in-laws visited from o/s and made the mistake of sitting outside of 7/11. thanks, ■■■■	South Geelong	Noted. These suggestions will be considered in the development of the 10-year Implementation Plan, following adoption of the TNOP.

Comment	Suburb	Response
Thank you for providing residents with an opportunity to provide feedback on the draft Central Geelong Transport Network Operating Plan. I think this is a really comprehensive and well-put together strategic plan. The removal of priority for freight through the CBD is a really good move, as is the prioritising of so many streets for cycling and pedestrian movements. I think this will lead to really good outcomes, that will hopefully be complemented by the Department of Transport's review into bus services, and future works on the rail network. As a resident of Fyans Street, I completely agree with it being prioritised for freight, given its nature as an arterial road and lack of other east-west major roads. However, while I understand this plan doesn't have detailed answers on street designs and doesn't exclude other transport modes, I do hope these will be well considered when this plan begins to be implemented. Currently, Fyans Street is not very pedestrian or cycle friendly, and I hope that these modes will not be forgotten, as it is also one of the few east-west routes for these modes as well. With such wide nature strips along much of Fyans Street, I believe there is room for these modes (pedestrian and cycling) to also be prioritised, without having an adverse effect on freight and vehicle movements. Additionally, with increased freight movements along Fyans Street, I hope that Council will consider planting significantly more street trees on both sides of the road. Not only will this make Fyans Street much more pleasant for residents, but it will also make this key east-west link more appealing for its pedestrian and cycling users, without having a negative effect on freight use. Thanks again for the opportunity to have my say on this fantastic transport plan, and I look forward to future engagement opportunities on its implementation, so the full potential of Fyans Street for freight, pedestrian and cycling use can be realised.	South Geelong	Noted.
Hi The TNOP clearly articulates the challenges of integrating the different traffic needs of Central Geelong. It clearly sets out the plan to relocate freight movement from Ryrie St to McKillop St, however it does not clearly show how freight will connect with Geelong-Portarlington Rd. What are the percentages of freight on the Geelong-Portarlington Rd and what would be the preferred path from McKillop St to G-P Rd? Is the next stage a list of priority projects that reflect this TNOP? I would suggest that grade separation from the railway network, especially at McKillop St railway crossing And I would suggest that City Access and City Bypass signs similar to Melbourne to reinforce the aims of this TNOP Thanks	South Geelong	Noted. The development of a 10-year Implementation Plane, which will outline a staged approach to the delivery of various initiatives will commence following adoption of the TNOP.
Why are heavy vehicles using Fyans street when the bridge now exists as a direct route to breakwater where most of the transport industry exists! Further to that why aren't there red light cameras and speed cameras installed at the intersection of Yarra and Fyans street as the trucks now speed up in order to avoid the red lights and as a result more speed means more noise!	South Geelong	Noted.

Comment	Suburb	Response
A tram or light rail that ran along Moorabool street from outside the football ground into the waterfront would allow people fast exit from the ground into the CBD after matches. It would also allow people who work in the city to be able to park away from the CBD and commute easily into work. It would also minimize the amount of blocked streets around the football grounds on match days.	South Geelong	Noted.
Hi team, It's great to see a comprehensive plan for transport in central Geelong, so good work! The only concern I wanted to raise is that as a resident of Fyans Street in South Geelong, I'm worried about the street only being flagged as a priority route for freight. While I know the modes highlighted in this document don't represent the exclusive use of streets, I think the current designation overlooks Fyans Street's importance as a key link for other modes of transport. Fyans Street is the only east-west link between southern Newtown and South Geelong. For residents in the south part of South Geelong, Fyans Street itself is the only direct option for access to shops on Pakington Street, and also forms a key part of routes to shops in Belmont. Despite this, the street is currently very hostile towards pedestrians and cyclists. This makes it either impossible to safely use (in the case of cycling, particularly between Moorabool St and Pakington St) or really unpleasant to use (in the case of walking) and effectively limits the transport options residents can use to access nearby small businesses and services. Fortunately, large sections of Fyans Street have wide nature strips and either informal or underutilised parking. Reworking this space could radically improve the street for all modes of transport without impacting freight. I'd love to see a separated bike path, more formalised parking between Moorabool and Latrobe, and a significant increase in the number of street trees on the street. This would not only make Fyans Street much more pleasant, it would make this key east-west link safer for pedestrians and cyclists while having no impact on its freight uses. These opportunities are unlikely to be explored if Fyans Street isn't recognised beyond its freight importance in the TNOP, however. I hope you'll consider broadening the plan's consideration of Fyans Street beyond just its freight priority route to reflect its broader range of uses and real potential for improvement. Thanks!	South Geelong	Noted. The South Geelong UDF will further investigate the road and movement network around Fyans Street.
I congratulate the council for showing true leadership in the area. People need to be forced into rethinking their old ways of transport... expecting to be able to easily at any time of the day to drive through the CBD of a major city like Geelong is the type of thinking best left in 1975. The city of Tillburg in the Netherlands is a city that Geelong should and could model itself upon. Where they get things right is making cycling the MOST attractive option. Geelong is becoming and will continue to grow as a true University city as we discard our old heavy industry past... and thank goodness. Less cars, trucks... more bicycles, trams, trains and foot traffic.	St Albans Park	Noted.
There is too much congestion now and you want to close more streets down. Malop St is the worst to drive down the lights don't sync up and takes you 10 to 15 minutes to drive down it. That's why i go to Waurm Ponds or Leopold	St Albans Park	Noted.
Stop creating bottle necks at T intersections	St Leonards	Noted.

Comment	Suburb	Response
I am a volunteer in Geelong Heritage Centre from St Leonard's. My only reasonable access to Geelong is to drive as buses take over 1.5hours each way. Unless public transport improves, traffic from the north Bellarine will stay heavy. Ryrie street is the major route into & through and from the northern Bellarine. It takes about 15 minutes from the edge of Geelong to park, a distance of 4 blocks. An interim solution to the horrible traffic could be to coordinate the lights to promote traffic flow. Right now the lights are timed to stop every car which is doing the speed limit or less at every set of lights. Slow trucks make the situation even worse. This situation encourages people to speed through the city. Once the bypass is built & open it should take through traffic away. But will not fix the logjam from each set of lights.	St Leonards	Noted. The City supports the expansion and growth in public transport services throughout the municipality. These comments have been passed onto the Department of Transport, as they are responsible for the planning and provision of bus services. Traffic signal linking will be considered in the development of the 10-year Implementation Plan, following adoption of the TNOP.
If you want to encourage traffic down McKillop St, you need to get rid of the rail crossing. I find that whole intersection scary and frustrating. With all the developments on the Peninsula, I feel there is no consideration for how traffic is supposed to move around and the easy, lazy answer appears to be just drop the speed limit. There is no easy way for anyone from the Bellarine to cross town. I avoid Central Geelong all I can. None of my Christmas shopping was done in the CBD and I will continue to boycott it as much as I can. It is all very good and well to prioritise pedestrians and bikes, but that's is no help for those travelling to work and juggling kids, shopping and fixed work, school and out of school care hours. Not practical when you have a 25km commute.	Wallington	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability. The Department of Transport are working on planning for the outer arterial road – Bellarine Link - that connects the Portarlington Hwy and Bellarine Hwy to the Geelong Ring Road (via Baanip Blvd).
Keep it simple: Free and more parking spaces needed in Geelong Keep bikes off roads and build more off road tracks, paths, circuits and velodromes Local streets need to use nature strips for parking. New areas in Torquay have built in off road parking. Keep parked cars off the road. Clear the way! Simple!	Waurnd Ponds	Noted. These suggestions will be considered in the development of the 10-year Implementation Plan, following adoption of the TNOP.
You need to get cyclists off the road. They are dangerous and people will get hurt or die. Put them on off road paths. People are going to stop coming in to the city because of all the cyclists. Many people have said so. The city centre will die if you keep putting cyclists over drivers. Also, put the trucks along McKillop Street.	Waurnd Ponds	Noted.
please identify where you can build multi-level car park/s at the CBD fringes and start investing in some light rail or CBD shuttle buses to major pick up/drop off points and to the VLINE station *which also needs multi-level car parks on both sides* hopefully one day..	Whittington	The City are working on the Central Geelong Parking Strategy, which includes consideration of 'Park and Ride' initiatives.
One more thing; for outer areas - street lights on every wood/concrete pole please!	Whittington	Noted.
I disagree very strongly with more trucks going along Fellmongers/Breakwater Rd. It is already a bottleneck going over the bridge, and there have been instances of pedestrians being hit ahead along that road. It is a nightmare already. More money should go to widening the bridge if you want to direct more traffic along that way.	Whittington	It is noted improvements to southerly routes (including Breakwater Rd, Fyans St and McKillop Street) are required to support vehicle movement and improve reliability.

Attachment 3

Transport Network Operating Plan – Central Geelong

THE CITY OF
GREATER GEELONG

TRANSPORT NETWORK OPERATING PLAN

CENTRAL GEELONG

FEBRUARY 2020

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Executive summary

In a city that is growing and revitalising, planning for the future of movement is fundamental to a successful outcome. The City's and State Government's partnership plan, Revitalising Central Geelong Action Plan (2016), is designed to encourage:

- People living and working in the city
- Permanent and construction job creation
- Demand for retail and services
- Creativity and vibrancy across the city day and night
- New development opportunities
- Private sector confidence to invest in Central Geelong

It is important how we use and operate our road network to support a functional and sustainable transport system for the city. We need a smarter approach to managing our road network – one that resolves competing interests for limited available road space, makes the best use of our existing roads and supports people to make alternate choices about what type of transport to use and when. While new infrastructure plays an important role in growing a City, we must also better manage our existing road network.

The Transport Network Operating Plan (TNOP) for Central Geelong is a long-term approach for operating the road network that makes it more efficient and safer, and supports the development of places where people live and work. By giving particular modes of transport priority on certain roads, the TNOP will encourage safer and a more considered approach to the development of the transport system.

The TNOP does not have all the answers. It provides the strategic direction for the city, providing direction on which streets have priority for different transport modes, to inform future projects and decision making. The TNOP does not provide particular designs of streets, or how they function. It is a framework for the future.

As a plan for the future, the TNOP cannot come to fruition straight away. The transition and changes to the road network cannot occur all at once.

A 10-year Implementation Plan will be developed to identify actions that can be applied in a staged and coordinated way to bring the TNOP to life.

For vehicle and freight through movement east-west, that does not have a destination within Central Geelong, is prioritised on southerly routes including Breakwater Road,

Fyans Street, McKillop Street and the future Bellarine Link. As these roads are arterial roads, they are the responsibility of the Department of Transport. It is the City's preference that these through movements are prioritised, in the first instance, along Fyans Street and Breakwater Road.

This document does not contain direction or planning on bus movements in Central Geelong, as the management, operation and planning of bus services is the responsibility of the Department of Transport.

The Department of Transport are currently reviewing bus services and routes through Central Geelong and their alignment with the initiatives outlined in the Revitalising Central Geelong Action Plan. Adoption and consultation on any changes to bus services are at the discretion of the Department of Transport.

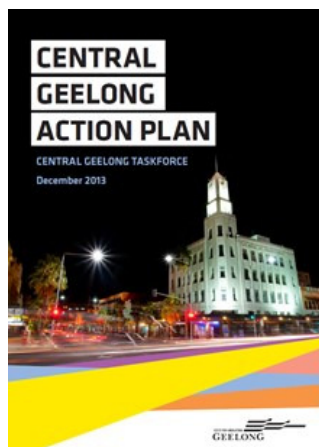
Central Geelong does contain roads that are arterial roads managed by the Department of Transport (including Ryrie Street, Latrobe Terrace, McKillop Street and Fyans Street) and have been involved in the development and review of this TNOP.

Strategic Alignment

Central Geelong is developing and evolving. The City first commenced its plans to revitalise Central Geelong in 2013 with the development and adoption of the Central Geelong Action Plan. The State Government then released the Revitalising Central Geelong Action Plan in 2016, which took the key actions from the Councils Central Geelong Action Plan and combined them with key State initiatives in a combined, partnership approach, to revitalising Central Geelong.

The Revitalising Central Geelong Action Plan (2016) is the state government's plan to drive change in Central Geelong through a concerted, coordinated effort between local, state and federal governments, the private sector and the local community. The plan is designed to encourage:

- People living and working in the city
- Permanent and construction job creation
- Demand for retail and services
- Creativity and vibrancy across the city day and night
- New development opportunities
- Private sector confidence to invest in Central Geelong

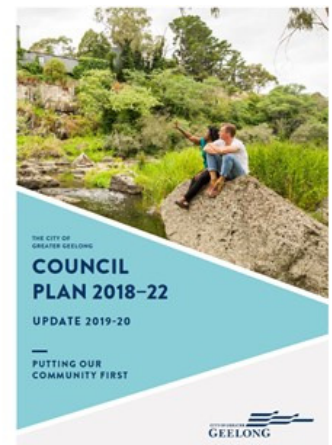


The Central Geelong Action Plan (2013) and Revitalising Central Geelong Action Plan (2016) both identify the TNOP as a key short-term action to develop and adopt.

The City of Greater Geelong's Council Plan 2018-22 outlines the City's key priorities and how intend to sustain and enhance the environment we live in, and how well manage and plan for growth. The plan identifies 11

strategic priorities that will be the focus for the four year period of the plan.

The Council Plan: Update 2019-20 further details key priorities and actions that will be progressed in the twelve months of 2019-20.



Council Plan 2018-22 and Council Plan Update 2019-20 identify one of the 11 strategic priorities as *Integrated Transport Connections* with the focus on improving our public and active transport, and better connecting our networks. The Plan's key priority and actions specifically outline working with State Government in the development and adoption of the Transport Network Operating Plan in 2019-20.

OUR FOCUS WILL BE ON IMPROVING OUR PUBLIC AND ACTIVE TRANSPORT, AND BETTER CONNECTING OUT NETWORKS.

During 2016 and 2017 the City undertook one of its largest community engagement activities, involving over 16,000 people in the development of Greater Geelong's Clever and Creative Future. From this 9 community aspirations were formed, one which specifically related to transport: *A fast, reliable and connected transport network*. From the engagement, the community valued sustainable, connected and networked walking, cycling and public transport services that allow all ability access into and across the city-region.



The engagement and finalisation of the Clever and Creative Future document identified that success of the transport aspirations and community values would be achieved by;

- a pedestrian and cycling network that cover the whole municipality;
- accessible transport options connecting people with the city-region;
- development of Greater Geelong as Victoria's major logistics and freight centre;
- diversion of road traffic around urban centres; and,
- cycling becomes a credible and safe on-road commuter option.

The Transport Integration Act also sets out the legislative framework for the various transport and land use authorities to work together to achieve a fairer, safer and more environmentally sustainable transport system. It enshrines the use of triple bottom line assessments of economic prosperity, social and economic inclusion and environmental stability. Ultimately, these aspects of the Act are expected to form part of the development of our transport planning and development options.

Background

Central Geelong is evolving, and it is important how we use and operate our road network so the CBD remains a functional and sustainable system. We need an intergrade approach to managing our road network – one that helps resolve competing interests and improve the safety of all road users.

The Transport Network Operating Plan (TNOP) for Central Geelong is a long-term framework for the road network that helps manage the conflict between different transport modes and supports the development of places where people live and work. By giving particular modes of transport priority on certain roads, the TNOP will encourage smarter use of the road system.

In the TNOP, certain routes will be prioritised to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads. The TNOP seeks to provide a balance between competing interests for road space and managing congestion and safety on key arterial roads, while supporting the development of a sustainable transport system into the future.

INFLUENCING PROJECTS AND FACTORS

The Transport Network Operating Plan (TNOP) for Central Geelong also plays an important role in responding to and informing a significant number of projects.

As a key document that informs the modal priority for streets in Central Geelong, it is crucial to incorporate the outcomes of previous strategies and plans. These include Council developed and external agency documents that have been completed and are in development, such plans as;

- Central Geelong Freight Program – Implementation Plan
- Central Geelong Car Parking Strategy
- Commuter Car Parking Strategy
- Greater Geelong Growth Area Infrastructure Strategy
- Geelong-Warrnambool Rail Duplication

Figure 1 below illustrates the various key projects and factors that influence, or are influenced by, the TNOP.



Figure 1 - Central Geelong Influencing Projects

Central Geelong Freight Program

The Central Geelong Freight Program – Implementation Plan was developed in by the Department of Transport in May 2018, partnered with VicRoads and the City to ensure a whole of government approach to freight movement to, through and within Central Geelong.

Broadly, the plan implementation plan assess and identifies alternate routes to the south of Central Geelong (McKillop Street, Fyans Street, Breakwater Road and the future Bellarine Link) as the priority routes for east-west freight movement in the future. The plan identifies the key inhibitors along these southern routes that enable more reliable and accessible travel for freight.

The program also identifies a staged approach to potential restrictions to through-movement of freight that are not servicing the CBD.

Importantly, the plan involved data collection of traffic movement through Central Geelong. The key findings from the traffic data shows that;

- Ryrie Street carries 26,000 vehicles per day, of which 2,500 were recorded as through-vehicles (not stopping in Central Geelong).
- Of all the vehicles using Ryrie Street, 2,500 of those are trucks. Of which, 500 were recorded as through-trucks (not stopping in Central Geelong)

- A review of traffic volumes pre and post the Malop Street truck restrictions showed an increase of 293 trucks pre day on Ryrie Street.

The Plan identifies 13 key actions with timeframes short (0-1 years), medium (2-5 years) and long (5+ years).

The actions outlined in the Central Geelong Freight Program will contribute to the 10-year Implementation Plan, supporting with the direction and objectives set out in the TNOP.

Central Geelong Car Parking Strategy

The City is developing a revised Central Geelong Car Parking Strategy. The strategy aims to refresh the existing Central Geelong Car Parking & Access Strategy (adopted in April 2014) and consider how Central Geelong has evolved and how future parking will be planned, managed and catered for in the future.

A discussion paper was released for community consultation from December 2018 to March 2019. Consultation sought the communities feedback on key challenges and opportunities facing parking in Central Geelong, with the outcomes to help inform the draft strategy which is aimed to be released for public consultation in 2020.

The provision of car parking and role Council plays in providing car parking, particularly off-street parking, will be fundamental to the development and access of future land use. The TNOP considers the existing major off-street parking locations and will assist decision making around the appropriate locations of this type of land use development in the future.

Geelong Commuter Car Parking Strategy

In February 2019 the Department of Transport finalised the Geelong Commuter Car Parking Strategy. The strategy considered the parking availability and demands of trains stations on the Geelong-Warrnambool rail line between Lara and Warrnambool (excluding Corio Station).

The strategy summarised the existing conditions for each station, including station access, facilities and parking. The strategy also surveyed patrons to understand travel patterns, preferences and feedback on existing infrastructure and train services.

Considering future development prospects, modelling of potential patronage forecasts was undertaken considering changes to the way people access and the supply of parking at each station. The outcomes conclude how and where shortfalls in infrastructure exist to support future travel demands.

The TNOP considers the future access provision for Geelong Station. The Department of Transport's review of bus services and bus routes through Central Geelong will need to consider the future integration with train services and the Geelong Station, amongst the broader municipality.

Greater Geelong Growth Areas Infrastructure Strategy

The City recently commenced the development of the Greater Geelong Growth Areas Infrastructure Strategy in partnership with the Department of Transport and the Victorian Planning Authority. The strategy aims at developing a long term transport infrastructure plan for the municipality that will set the overarching framework for investment in state significant road and rail infrastructure projects to support the development of Geelong's three major growth areas, Armstrong Creek and the Northern and Western Geelong Growth Areas.

The project includes planning of Geelong's public transport network and the major road network. As the project includes the contributing movement associated with the growth areas as well as broader municipal growth, the outcomes of the project will give a clear picture of the constraints of the existing public transport and road network.

The project seeks to establish the "ultimate" transport infrastructure requirements generated by Geelong's growth areas at full build out, and then establish prioritisation and staging of infrastructure based on various growth scenarios.

The project seeks to achieve four key objectives:

1. To identify the major transport (road and rail) infrastructure requirements to support the ultimate development scenario in Geelong's three major growth areas.
2. To identify the requirements and staging of infrastructure based on modelled growth scenarios at intervals of: 2018 (base case), 2031, 2041 and 2051.

3. To deliver reporting material, communication material and advocacy documentation to facilitate state infrastructure funding and delivery.
 4. To form the basis for the identification of mechanisms that may secure a growth area infrastructure contribution for Geelong.
- legislative and safety requirements
 - operational and business structure of provides
 - enforcement of users and providers
 - integration with other users, particularly conflicts between transport modes and consideration of persons with disability and access requirements

Geelong-Warrnambool Rail Duplication

The Department of Transport has undertaken initial planning for the Geelong-Warrnambool rail line duplication, between South Geelong and Warrnambool station. The project would include construction of 12.6 kilometres of track between South Geelong and Warrnambool; construction of second platforms and car parking at Marshall and South Geelong rail stations; a new rail bridge over the Barwon River; and, grade separation of the level crossings at Fyans Street and the Surf Coast Highway.

The TNOP considers and responds to the future changes associated with the Geelong rail line duplication. Particular initiatives outlined in documents such as the Central Geelong Freight Program also contribute to the implementation of the TNOP.

Car Share

The City are currently investigating and developing a draft Car Share Policy. Currently the City do not have any car share providers operating on public land. As demands increase for flexible transport options across all modes of transport, car share will become increasingly in demand to allow more dynamic modal choice for the community.

Whilst car share does not directly influence the development of the TNOP, there are aspects of the implementation and operating considerations of car share that will be guided by the TNOP.

Bike and Scooter Share

New transport share developments are continuing to evolve and grow both in a local Geelong context, across Australia and internationally. There are number of considerations when investigating the adoption of these share services, including;

Automated Vehicles and Smart City design

While automated vehicles and other smart city infrastructure does not influence the TNOP prioritisation, it may influence the concepts and projects developed as part of the subsequent 10-year Implementation Plan. How the Central Geelong transport network evolves and changes over time to align with the TNOP can be achieved with many different design and infrastructure responses.

CURRENT MOVEMENT AND FUTURE GROWTH

Geelong is growing rapidly; our growth rate is currently 2.7% per annum and by 2041 is forecasted to have an additional 136,000 population. This growth is expected to occur within the existing urban areas of Geelong and is significantly contributed to by our three main growth areas of Armstrong Creek, Northern and Western Growth Areas.

How we manage and prioritise transport across the network will be crucial and the reliance of more sustainable movement will be fundamental to supporting growth across the municipality. The Greater Geelong Growth Areas Infrastructure Strategy will inform the major infrastructure and network challenges this growth will impose on the transport network across the municipality at broad. The TNOP will be a guiding strategy to assist in where and what transport modes are prioritised in Central Geelong. The supporting 10-year Implementation Plan will provide the detail of how Central Geelong will need to change to support the various transport modes.

Central Geelong Travel to Work

The Australian Bureau of Statistics shows us how people are currently choosing to travel to Central Geelong for work trips. We know that there is currently an extremely high reliance on private vehicles. This trend will not be sustainable with the volume of growth in population that is

facing Geelong, more sustainable means of active travel and public transport will play a pivotal role to access the city.

Figure 2 below shows the mode choice of people travelling to work in Central Geelong. The graph shows how this mode choice changes as the distance from Central Geelong increases from <2km, 0-2km, 2-4km through to 8-10km. The data shows that of the people living less than 2km from Central Geelong; 48% are choosing to travel to work by car; 1% are choosing to travel by public transport (transit); 47% are choosing to walk; and, 5% are choosing to ride. However, as we consider distances of 2-4km and beyond, the reliance of vehicles to travel to work dramatically increases to 83% and above.

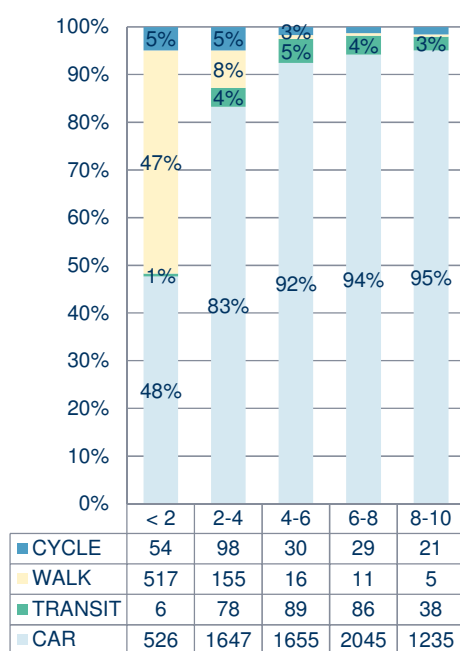


Figure 2 - Australian Bureau of Statistics: Travel to Work (Central Geelong)

Many factors contribute to people decision making of modal choice, that is why they choose private vehicle over walking, riding or public transport. Typically there are four aspects that influences this decision, they are;

- personal circumstances;
- safety;
- cost; and
- accessibility.

Individual personal circumstances are often difficult to change and can range from commitments for child pick-up

/ drop-off, disability provisions and after hours commitments/appointments.

Research tells us safety is a major factor that influences people's choice of transport mode, particularly for people considering riding. Approximately 60% of people are interested in choosing to ride, but are concerned about their safety. This can be influenced by creating suitable infrastructure that supports all ages and ability and prioritising bike movement on appropriate streets.

Cost is a factor for everyone considering their mode of choice for travel. Cost is also considered not only in dollars, but also other cost factors such as time and physical effort. Careful consideration needs to be given to the impact cost can have.

Accessibility relates to how easily a transport mode can be used. Accessibility particularly influences peoples decision making for public transport, relating to how frequent a service runs, where the public transport routes go to and from and how people can get to and from the public transport service.

Transport Network Operating Plan

People come to Central Geelong for many different reasons: to work, to study, to live, to shop, to visit, to be entertained and to enjoy the Waterfront and public spaces.

Central Geelong as a place and as a destination is different for everyone. People interact with the city in different ways depending on their purpose for coming to Central Geelong. Whether people are coming to Central Geelong for work or to shop or to study, there are common themes that make their experience and interaction what it is.

From a transport perspective, the primary function of a road is to move people from their origin to their destination, ideally as safely, efficiently and easily as possible for the user. Whether that's travelling by car, by foot, bike, bus or moving goods via freight.

In reality roads play a far greater role in the experience we have as users of a city or a space – and so, our streets play an important movement and a place function.

URBAN STREETS DO MUCH MORE THAN
SIMPLY PROVIDE THE INFRASTRUCTURE
FOR VEHICLE-BASED TRANSPORT
SYSTEMS – THEY ARE IMPORTANT
PUBLIC PLACES.

- PETER JONES

With so many different aspects to transport, what makes our streets, the various elements to place making and complexities of a city centre, it's important to identify exactly what the TNOP does, and doesn't, tell us.

What does the TNOP tell us?

Ultimately, the TNOP is a framework for decision making. It is a high level strategy on how different transport modes interact with each other, and the streets and places they move within.

It is a strategy for how we manage the interaction of different transport modes (pedestrian, bike, vehicle and freight movement).

It does identify which modes of transport are prioritised in each street in Central Geelong.

It sets the framework for decisions when we implement projects and upgrade our streets.

What doesn't the TNOP tell us?

The TNOP doesn't tell us how or what to do, it doesn't have all the detailed answers for our street designs.

It doesn't exclude transport modes if they're aren't prioritised in that street. Certain routes will be prioritised to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads.

It doesn't tell us the layout of the street, how many turning lanes, traffic lanes, pedestrian crossings, bike facilities and what parking etc. is needed in the street.

It doesn't tell us exactly how the street operates. As we progress the implementation plan and develop specific projects, these operational aspects will be resolved. The TNOP is a plan for the future.

Supporting Implementation Plan

A 10-year Implementation Plan is identified as a key action following the adoption of the TNOP and is identified in the Council and State Government *Revitalising Central Geelong Action Plan* as;

In conjunction with the network operating plan, develop a 10-year plan with an associated budget to deliver identified road network upgrades to the Geelong road network.

The 10-year Implementation Plan identifies the actions and projects required to transition today's road network to that identified in the TNOP. The Plan will identify the details that the TNOP does not, things such as changes to the streets layout, turning and traffic lane reconfigurations and upgrades, where and how pedestrians and bike riders will be catered for etc.

The transition and changes to the road network cannot occur all at once. That is why the Implementation Plan is a 10 year plan. There will be some actions that can be applied straight away, others may require other projects or network changes to occur prior to them being executed.

LAND USE & TRANSPORT

The TNOP considers and appreciates the relationship between transport and land use, to enable both elements to positively influence the other.

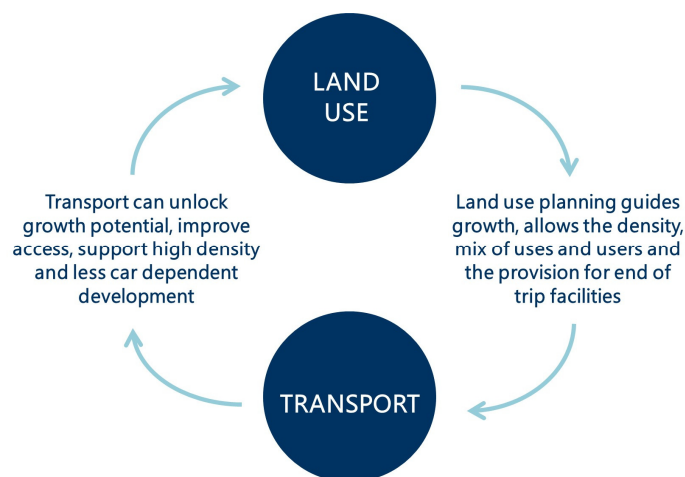


Figure 3 - Land Use & Transport Relationship

Figure 3 shows the iterative relationship between land use and transport planning. This process is the consideration of the movement function, and the place function, that streets provide. This relationship has been considered by professionals throughout the development and planning of cities, towns and villages across the world.

Movement and Place

Movement and Place in Victoria is a framework developed by State Government based on an exercise in London aimed at managing, and where possible, reconciling conflicts between urban place-values and wider network movement performance objectives. This framework was embedded within the TNOP design process to achieve a balance between the need to move people through and within Central Geelong, and the need for Central Geelong's streets to be great places.

Fundamental to movement and place thinking is recognising that streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right. There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. Contrarily as a destination, it aims to increase visitor dwell time. (Department of Transport, 2019)

TRANSPORT LINKS NOT ONLY MOVE PEOPLE FROM A TO B, THEY ALSO SERVE AS KEY PLACES AND DESTINATIONS IN THEIR OWN RIGHT.

The State Government's Movement and Place framework suggests the movement and place functions of streets should be considered in a matrix function, as illustrated in Figure 4 below.

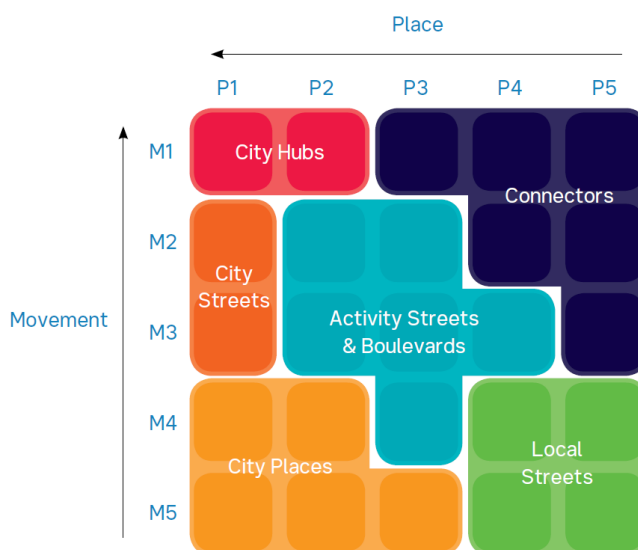


Figure 4 - Movement and Place Matrix (Department of Transport, 2019)

Considering the place function of streets when undertaking transport planning, such as the development of the TNOP, allows the considerations of a whole of network approach. Some streets may trigger a high place value and a corresponding low movement value. Some streets may have a low place, but high movement value. Appreciating this at a network level allows for appropriate planning to be considered for adjacent streets, and the impact these have throughout the network.

TRANSPORT NETWORK OPERATING PLAN

The TNOP is the culmination of the various modal priorities, noting that buses are not displayed, as they are the subject to the Department of Transport's review. Buses and the bus network is owned, managed and the responsibility of the Department of Transport (formally Public Transport Victoria).

The following sections give overview to the streets where pedestrians, bikes, vehicles and freight are planned to be prioritised in Central Geelong.

The TNOP does not exclude transport modes if they're aren't prioritised in a particular street. Certain streets will be prioritised to work better for cars while other streets will be managed to work better for public transport, cyclists and/or pedestrians; however, all road users will continue to have access to all streets.



Figure 5 - Transport Network Operating Plan

Pedestrians

Walkability is critical to ensuring a vibrant city. The pedestrian network is developed to enhance walkability in the locations where high volumes of people are required to support existing and future land uses – surrounding high density employment, retail and commercial areas. This is done by focussing on improving the permeability and accessibility of the network for pedestrians.

The pedestrian priority network classified within the TNOP covers most of the road network within the ‘key places’ in Central Geelong. The intent of the ‘key place’ streets shaded grey in Figure 6 is to create a low speed, low vehicle traffic volume environment where pedestrian experience is comfortable and amenable and pedestrian priority infrastructure is provided or assumed through street design.

High place value includes the Waterfront, Moorabool Street and the Malop Street Green Spine. The pedestrian priority network has been designed to connect these key places within Central Geelong to the surrounding supporting land use.

Another key feature is the commitment to improve pedestrian connections from the city to the bay, with priority extending to the bay along Moorabool and Gheringhap Streets.

This priority pedestrian network will also complement the City’s Laneways initiatives as priority for pedestrians is given to the roads within the vicinity.

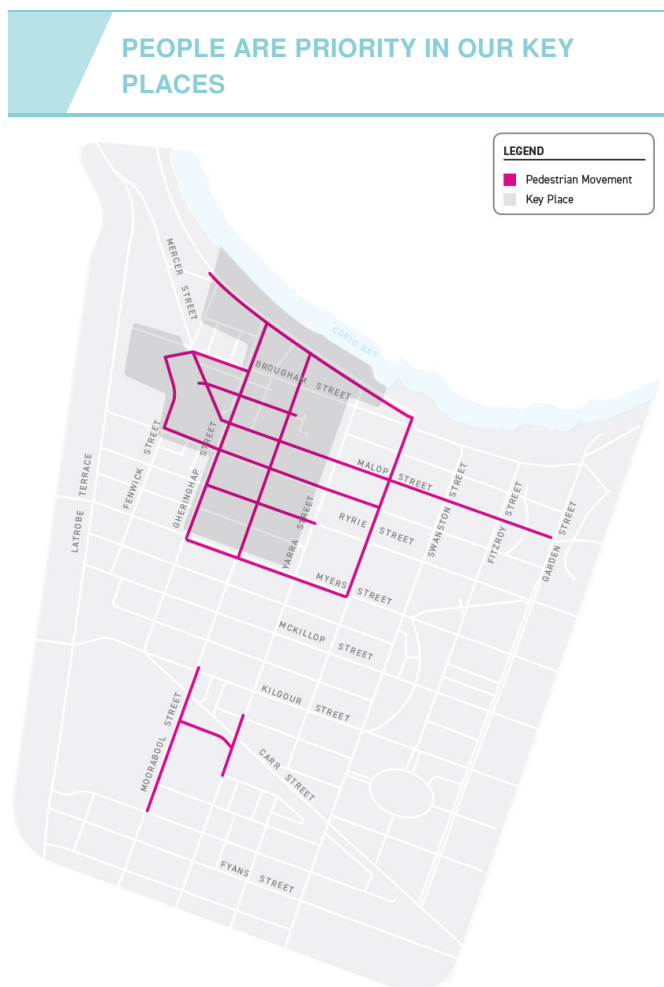
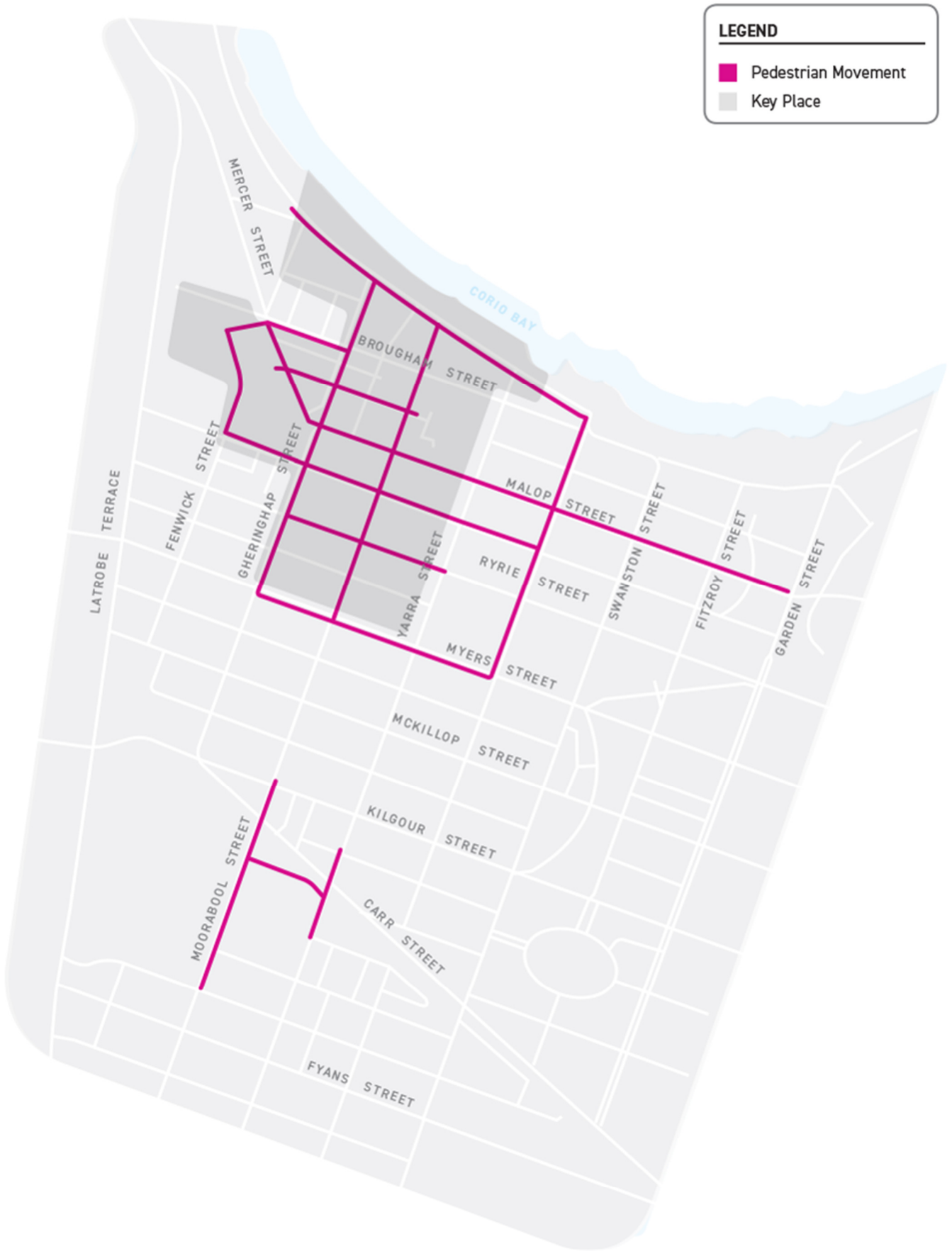


Figure 6 - Pedestrian Movement Priority Network



Bike Riders

The priority bicycle network outlined within the TNOP is twofold in creating a connect network within itself, and to provide access to key place destinations within Central Geelong.

Consistent with State planning objectives, bike routes have been developed considering the need for them to be;

- direct, for riders to access destinations but to also move efficiently as to be attractive for use;
- connected to enable access to destinations and other bike routes;
- safe for the users, ensuring infrastructure supports riders of all ages and abilities; and,
- aligned, to other existing and proposed bike networks and transport planning.

The routes into the city are designed to provide direct access to and from the city, designed to provide great permeability and coverage of the city.

The network aligns with the broader existing and proposed bike routes as outlined in the adopted Strategic Cycling Corridors and Principle Bicycle Network, including the western and southern bicycle links (which includes the approved Building Better Bike Connections projects). When constructed, these strategic corridors will include key connections to, from and along Central Geelong to Waurn Ponds via Belmont; and, Herne Hill to Geelong West.

The network integrates with some existing bicycle infrastructure along Swanston Street, connections to the Bellarine Rail Trail, Barwon River, Eastern Garden and Geelong Waterfront.

As with other transport modes, on the streets where bike movements isn't prioritised, that movement can still be catered for to provide access to the surrounding land uses.



Figure 7 - Bike Movement Priority Network



Vehicles

The traffic priority routes established have two key functions under the TNOP;

1. to reduce the number of trips without a destination in central Geelong from passing through; and,
2. to provide access to off-street parking associated with key land uses and high activity areas.

This allows motorists who need to drive to be able to access Central Geelong, whilst not prioritising through-movement and the negative impacts associated with excessive through-traffic.

The overall aim of the traffic priority network outlined in the TNOP is to provide adequate access to key land uses and off-street parking facilities and maintain local traffic access.

The objective is to support through-movement on arterial corridors that are designated for through-traffic, and away from local roads and the city centre which have a high place value. There are some key aspects of the arterial corridors that can be improved to unlock capacity and improve efficiency and reliability for motorists. These enablers will be further developed and identified in the 10-year Implementation plan. This particularly relates to movement traveling through the city centre east-west. Consistent with previous planning, it is proposed these movements are prioritised to the south of Central Geelong to McKillop Street, Fyans Street, Breakwater Road and the proposed Bellarine Link (which connects Portarlington Road to the Ring Road).

As McKillop Street, Fyans Street, Breakwater Road and future Bellarine Link are arterial roads, they are the responsibility of the Department of Transport. It is the City's preference that vehicle through movement is prioritised, in the first instance, south of Kilgour Street (along Fyans Street, Breakwater Road and future Bellarine Link.)

It is important when implementing projects and initiatives to consider improving vehicle priority in high movement streets in balance with reducing vehicle priority in high place value streets.



Figure 8 - Traffic Movement Priority Network



Freight

The freight priority network outlined under the TNOP is designed to remove freight movements that are not destined for Central Geelong – this is particularly the focus for east-west movements.

This is aligned with the approach of the Central Geelong Freight Program which proposes that freight priority is encouraged on alternative, more southerly routes, and removing priority for through-movement from Central Geelong. The TNOP does not proposed to ban all truck movement into Central Geelong, those movements required for delivery and servicing will still be catered for. It is those movements that do not have a destination within Central Geelong that will not be prioritised through the city and will be prioritised along other identified freight movement streets.

Latrobe Terrace is proposed to remain as the priority freight route for north-south trips within Central Geelong.

Removing freight priority for through-traffic from Ryrie Street provides significant benefits to the aspirational high value places within Central Geelong.

As opposed to other modes within the TNOP, managing the freight network is often characterised by placing restrictions on streets, through truck bans or time restrictions. Through the development of the Central Geelong Freight Program, an effort has been made to ensure that strategic freight movements occur along the priority routes by providing reliable and efficient alternatives, prior to any restrictions being enforced. This is also supported by a greater level of regulatory control available to heavy vehicles.

Freight vehicles servicing central Geelong properties will not be restricted under these regulatory controls.

Infrastructure changes that improve the reliability for freight along priority networks should ensure the movement of goods is still catered for to support retail and commercial land uses within Central Geelong.

As McKillop Street, Fyans Street, Breakwater Road and future Bellarine Link are arterial roads, they are the responsibility of the Department of Transport. It is the City's preference that infrastructure upgrades to support freight through movements is prioritised, in the first instance, south of Kilgour Street (along Fyans Street, Breakwater Road and future Bellarine Link.)



Figure 9 - Freight Movement Priority Network



Public Transport

Buses

Buses and the bus network is owned, managed and the responsibility of the Department of Transport (formally Public Transport Victoria).

As Greater Geelong's population is growing, along with increasing job density and retail activity, there will be more people needing to access the centre for employment, study and shopping.

The most efficient way for people to access central Geelong is through mass public transport. Therefore, it is critical that the city centre bus network does not compromise bus users' experience.

The Department of Transport need to develop a city centre bus network that supports the implementation of the Revitalising Central Geelong Action Plan's catalyst projects.

The bus network should be designed to support the broader objectives of the Revitalising Central Geelong Action Plan, and other state and local government strategies. A key part of this is ensuring that the bus network responds to, and supports, the land use aspirations for Central Geelong.

The Department of Transport have recently undertaken a Central Geelong Bus Services and Infrastructure Capabilities Review

As there are numerous and potentially competing objectives, a series of bus network alignment options should be developed and evaluated to inform the DoT in their decision making for the current and future bus network in Central Geelong. A preferred bus route through and into Central Geelong has not been confirmed is currently being investigated by DoT. The TNOP that has been developed for pedestrians, bike, vehicle and freight movement consider and respond to the possible variations to bus routes. Any proposed changes to bus routes in Central Geelong will integrate and do not conflict with the TNOP.

Trains

Historically Geelong's rail network played a limited role for trips into Central Geelong, due to limited network coverage and relatively low service frequency between Waurin Ponds station to the south, and Lara station to the north, and Geelong Railway Station. With recent changes

to the timetabling and frequency of train service, patronage of trips using the rail to access Central Geelong has increased. There are still timetabling improvements that can be optimised to assist and encourage movements, particularly to encourage people commuting to Central Geelong for work.

Currently the bus network is a centralised network. That is, that bus services originate and end in one point – Central Geelong. For some services, this can make routes onerous and time intensive. As Geelong grows and the demand to move more people, more efficiently, public transport services will play a big part in supporting movements into, around and within Central Geelong. Future changes and the consideration of a decentralised network that connects bus services to closer train stations along the railway between Lara and Waurin Ponds, may give users more flexibility in where they travel, and a quick and more reliable travel times. These changes and timetabling will need to be considered further and with consideration of the whole public transport network.

Next Steps

The Department of Transport are currently reviewing and considering the future routes for bus movements through Central Geelong. This review forms a key component and dovetails into Transport Network Operating Plans. The Department of Transport is responsible for the review and any associated changes to bus routes and services, including the approval process with State Government and any consultation with the community.

The Transport Network Operating Plan has been shown to be compatible with, and will deliver the network behaviour required to achieve, the vision for Central Geelong.

The implantation of the plan will require key actions and changes to the network, as proposed to be identified in the 10-year Implementation Plan. These key moves will assist Central Geelong to remain accessible, respond to growth and transition from today's road network to that identified in the TNOP. It will require a coordinated, sustained and concerted effort between local and State Government, key stakeholders and the local community.

4. OSBORNE HOUSE – SUSTAINABLE DEVELOPMENT PLAN

Source: Community Life – Social Planning and Investment
Director: Robyn Stevens
Portfolio: Arts, Culture and Heritage

Purpose

1. To seek Council endorsement to prepare a *Sustainable Development Plan* to identify options for the future use and development of Osborne House.

Background

2. On 13 August 2019, Council resolved that officers report back with an approach to re-scoping the draft *Osborne Park Precinct Master Plan* and consider the inclusion of a Heritage Interpretation Plan.
3. In September 2019, Councillors were advised that officers required until February 2020 to allow further consultation with key community stakeholders that would assist in responding to Council's resolution.
4. In November 2019, a forum was held with key community stakeholders to discuss Osborne House, including its heritage, future use and sustainable development.
5. A number of consultations and meetings have been held with representatives of the Osborne Park Association to seek their input into the options for rescoping the master plan.

Key Matters

6. The draft *Osborne Park Precinct Master Plan* (as presented to Council in August 2019) will remain a draft document. A detailed plan specific to the Osborne House building and immediate surrounds will be developed and referred to as the *Osborne House Sustainable Development Plan*.
7. A set of principles have been developed to guide planning for the future of Osborne House (**Attachment 1**, paragraph 11).
8. The study area has been redefined and will now be limited to the area known as 'Osborne House' (**Attachment 2**), which sits within Osborne Park. Any reference to Osborne House incorporates the house, stables, council depot (being the former Russell Polo Field) and adjacent landscape.
9. The *Osborne House Sustainable Development Plan* will focus on identifying compatible and viable future uses, options and plans for redevelopment of Osborne House and an indication of the costs and investment required to ensure Osborne House remains a sustainable and publicly accessible heritage asset consistent with principles outlined in this report.

Cr Kontleij moved, Cr Aitken seconded -

10. That Council:

- 10.1 Prepare a Sustainable Development Plan for Osborne House that will identify options for its future use and development, consistent with the process and principles outlined in this report, and the report be brought back to Council no later than August 2020;**
- 10.2 Note the re-scoped study area known as ‘Osborne House’ (Attachment 2);**
- 10.3 Implement the maintenance and improvement works (Attachment 3), consistent with the *Lovell Chen Conservation Management Plan 2009*; and**
- 10.4 Note that a Heritage Interpretation Plan will not proceed at this stage, until the future use and development of Osborne House is resolved by Council.**

Carried.

Attachment 1

Financial Implications

1. Implementing the proposed repair and maintenance works (**Attachment 3**) is between \$900,000 and \$1.1 million. The cost of these works is accounted for in the 2019-2020 budget. The proposed works prioritise the most urgent and important heritage work, consistent with the findings of the *Lovell Chen Conservation Management Plan 2009*.
2. The preparation of the proposed *Osborne House Sustainable Development Plan* is estimated to cost approximately \$130,000, subject to the tendering and/or quotation process. The cost of this consultancy is accounted for in the 2019-2020 budget.

Community Engagement

3. The next stage of community engagement ensures that key community stakeholders can participate in identifying options for the future use of Osborne House. It is envisaged that once council has had an opportunity to formally consider the options emerging from this process, further engagement will be undertaken with the wider community.
4. Significant engagement, most notably with the Osborne Park Association, has been done over several years. It is important that any future process consider previous engagement and utilise this information in considering a range of options for the future use and development of Osborne House.
5. To facilitate stakeholder engagement, a Project Reference Group (PRG) will be established to ensure the involvement of community representatives who have a direct social connection or heritage interest in Osborne House. The primary function of the PRG will be to work closely with the consultant and officers to provide their insights, information and ideas as part of preparing the sustainable development plan. The PRG will be chaired by the City of Greater Geelong.
6. The PRG could include the following representatives:
 - 6.1 Osborne Park Association Executive (two representatives);
 - 6.2 Osborne Park Association Members (one representative per organisation / member group);
 - 6.3 Local National Heritage Trust representative (one representative); and
 - 6.4 Wadawurrung Aboriginal Corporation (one representative).
7. To coordinate decision making, a Project Control Group (PCG) will be established. The PCG will have representatives from organisations and authorities with a legal or statutory role in decision making or investment in Osborne House. The primary function of this group will be to guide the consultants in preparing and finalising the Sustainable Development Plan for presentation to Council. The PCG will be chaired by the City of Greater Geelong.
8. The PCG could include the following representatives:
 - 8.1 Department of Environment, Land Water and Planning (DELWP) – Crown Land;
 - 8.2 Heritage Victoria (HV);
 - 8.3 Regional Development Victoria (RDV); and
 - 8.4 City of Greater Geelong.

9. A consultant(s) experienced in the planning, development and repurposing of heritage buildings for public purposes will be engaged to prepare the *Sustainable Development Plan*.
10. Engaging a consultant(s) will take approximately six weeks. The draft *Sustainable Development Plan*, including plans for future use, schematic diagrams and investment options, will be presented to a Council for briefing in July 2020.

Social Equity Considerations

11. The *Sustainable Development Plan* will be guided by a set of principles consistent with Council's social equity and sustainability policies. Those principles are as follows:

11.1 Culturally

- 11.1.1 Interpret, protect and celebrate the values of the land known as Osborne Park;
- 11.1.2 Any future use of Osborne House should involve the interpretation, protection and celebration of the First Nations' heritage and the significant post settlement heritage buildings and landscape, identified in the Lovell Chen Cultural Management Plan 2009 (refer to summary, **Attachment 4**);

11.2 Socially

- 11.2.1 The future management and development of Osborne House should consider a mix of community, public and commercial, while also providing for public access and community use;
- 11.2.2 Future management and development of Osborne House should ensure the ongoing public recreational use of the adjoining Osborne Park sports fields;

11.3 Financially

- 11.3.1 Osborne House shall be retained in public ownership;
- 11.3.2 Tenancy arrangements can be considered over all or part of the House, to generate income to cover ongoing maintenance and ensure the viability and financial sustainability of Osborne House;

11.4 Environmentally

- 11.4.1 Osborne House be developed and maintained consistent with Council's Sustainability and Asset Management Policy(s) for public buildings; and
- 11.4.2 That the surrounding landscape of Osborne House be developed and maintained consistent with Council's policies and incorporating the heritage principles identified in the Lovell Chen CMP 2009.

Policy/Legal/Statutory Implications

12. Osborne House is entered on the Victorian Heritage Register (H1101) and future options for development will need to consider the permit approval requirements of Heritage Victoria under the Heritage Act 2017. These requirements will take precedence over any heritage requirements arising from the City of Greater Geelong planning scheme.

13. The Council Depot (former Russell Polo Field) and parts of the foreshore along with Osborne House are separately entered in the Victorian Heritage Inventory for its archaeological potential, and future options for development will also need to consider the permit approval requirements of Heritage Victoria.
14. Osborne House, adjoining parts of the foreshore reserve and Swinburne Street road reserve contain Aboriginal artefact sites and are within an area of Aboriginal Cultural Sensitivity. Future options for development will need to consider First Nation values while a Cultural Heritage Management Plan will be required prior to any development works.
15. The land Osborne House is on is currently zoned PUZ6 for Local Government Use under the planning scheme. Future management and development options should not be limited by this consideration, but a future amendment to the scheme will be submitted to Council once the future use requirements have been determined.

Alignment to Council Plan

16. The proposal and recommendations in this report align with several Council key priorities being:
 - 16.1 A Vibrant Arts and Culture, including incorporating arts and cultural initiatives into infrastructure development, to enhance our sense of place, and specifically commencing the remediation of Osborne House; and
 - 16.2 Informed Social Infrastructure and Planning, specifically Council's priority to deliver accessible and attractive community infrastructure, based on community need.

Conflict of Interest

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

Risk Assessment

18. There is a financial, reputational and asset risk related to Osborne House. If an agreed plan for the use and development of the building is not developed, the building will continue to fall into disrepair and the heritage values of the building could be lost.
19. The preparation of the Sustainable Development Plan is proposed to offset this risk. The preparation of the plan provides a way in which the community and Council can arrive at a deliberate and informed decision for future development and use of Osborne House, while utilising the expertise, experience and knowledge of people who have previously been engaged in planning for the redevelopment and repurposing of significant heritage assets.

Environmental Implications

20. The *Osborne House Sustainable Development Plan* will consider the key principles of Council's *Sustainability Framework*.
21. Any redevelopment of Osborne House will require a Cultural Heritage Management Plan to ensure the cultural heritage of the landscape is protected.

Map of Osborne Park

Osborne Park is the entirety of the area delineated below.

For the purpose of this report the Osborne House area (hatched in purple), will be the study area for the Osborne House Sustainable Development Plan, which incorporates the house, stables, council depot (being the former Russell Polo Field) and adjacent landscape.



Priority List of Repair and Maintenance, Osborne House Complex (primarily heritage areas)

Plans for future use or a change of use for the buildings are under deliberation. Any physical changes and interventions affecting significant fabric are to be avoided and if necessary, must be carefully planned and require Heritage Victoria Approval.

Invariably, the cost of all desirable works in any one year will exceed the budget. The City then must decide what is necessary to maintain the asset within the funds available, and what could be carried forward to the following year. This implies setting priorities for different works. Some of the factors affecting priorities are:

- occupational health and safety;
- likely failure of critical building fabric;
- security of premises;
- statutory requirements;
- vandalism;
- increased operating costs; and
- Council policy decisions.

Long-term maintenance, up to and including the first painting cycle, which can extend to 50 years for a building with a slate roof covering or 100 years for a building with stonework.

Annual maintenance, a schedule can be compiled by assessing the annual inspection survey and work carried over from the previous year. Targeted annual budgeting and expenditure on items that matter is a more cost-efficient approach. There are several items that, if regularly inspected and effectively maintained, greatly reduce long-term repair costs.

Damp, Drainage and Ventilation, keeping both Osborne House and the stables dry is the highest priority and extremely important to the health of the buildings (and its occupants). It reduces the need for costly maintenance and is also an insurance against the development of serious structural problems. The City has undertaken major works over the past 5 years to roof membranes and flashings, gutters and downpipes to ensure the building is water and weather tight by using methods which also allow the building to “breathe”. Stormwater and surface water are still an issue and a number of windows need urgent repair and restoration.

Where	What	Cost	Priority H/M/L
External			
Stables Wall	Braced south wall- – Document search for drawings showing existing services – Camera investigation of all pipes along southern wall – An engineering and geotechnical investigation of soils beside southern wall – Repair wall as determined by engineering drawings	\$400,000	H H H H
Drainage	Civil engineer to design surface and sub- surface (grates, pits, stormwater pipes) drainage to carry water away from buildings. Carry out works as documented.	\$300,000	H
Carpark Landscaping	Consideration should be given to removing bitumen carpark and then landscaping of the area. This area was traditionally an open space and generally should retain an open space character particularly in proximity to the heritage buildings.	Not costed	Determine building end use before proceeding
Muirhead Building 1858			
	Replace as necessary fire services including installation of wireless detection systems,	\$5,000	H
	Repair/ restore all damaged timber sash windows,	\$4,000	H
	Repair/ restore French-doors to match original details including replacement glass over French doors.	\$2,000	H
	Inspect roof spaces to determine if there are any leaks or potential for leaks. Also, to check whether insulation exists.	\$3,000	H
	External painting and repairs to walls and joinery in regard to window repairs to avert further degradation of building fabric	\$8,000	H
	Investigate fire escape routes - signage	\$ 500	M
	Remove all air conditioners reglaze and make good the walls	\$3,000	M
	Reinstate Juliette balcony's (2) in design and construction to match the original balustrade detail to current building code	\$8,000	M
	Remove the redundant gas heaters and make good the walls.	\$2,000	M

	Replace as necessary existing wiring and lighting both internally and externally to all of the buildings in accordance with current building standards.	\$150,000	Determine building end use before proceeding
	Replace as necessary existing mechanical services including heating and cooling system to all of the buildings.	\$150,000	Determine building end use before proceeding
	Strip out unsympathetic and redundant joinery fittings internally including non-original wall-panelling and ceilings. Make good to walls, floor and ceiling. <i>(installed by Shire of Corio)</i>	\$8,000	Determine building end use before proceeding
	Provide disabled access to the verandah.	\$2,000	L
	Engage a suitably qualified interior conservator to clean and restore original interior fabric including entrance foyer wallpaper and ceilings.	\$15,000	L
	Building not currently DDA compliant.	-	Determine building end use before proceeding
	Remove rubber skirtings and replace with timber	\$1,000	L
	investigate installation of smoke doors	-	L
Russell Building 1890			
	Replace as necessary fire services including installation of wireless detection systems,	\$3,000	H
	Inspect roof spaces to determine if there are any leaks or potential for leaks. Also, to check whether insulation exists.	\$3,000	H
	External painting, including patching and making good to all windows, doors joinery, and previously painted masonry as well as the interiors and repairs to walls and joinery to avert further degradation of building fabric	\$8,000	H
	Removal of steel external stairs (fire escape),	\$5,000	H
	Remove all air conditioners reglaze as appropriate and make good the walls	\$3,000	H
	Repair/restore all timber sash windows,	\$5,000	H
	Repair/restore French-doors to match original details including replacement glass over French doors.	\$2,000	H
	Repair external crack in flat and moulded render (parapet and cornice)	\$2,000	H
	Replace as necessary existing mechanical services including heating and cooling system to all of the heritage buildings.	\$150,000	M

Attachment 3

	Restore and reconstruct as necessary the roof lantern; the works comprise the removal of later addition glazed ceiling panels and associated fittings as well as making good to original joinery fabric.	\$10,000	M
	Remove rubber skirtings and replace with timber	\$1,000	L
	Strip out unsympathetic and redundant joinery fittings internally including non-original wall-panelling and ceilings. Make good to walls, floor and ceiling. <i>(installed by Shire of Corio)</i>	\$8,000	Determine building end use before proceeding
	These rooms regarding access/toilets are currently not DDA compliant.	-	L
	Reinstate missing rendered chimney stacks to match the original chimney details. Clean chimney flues and provide new dampers Reinstate fireplace	\$6,000 \$2,000 \$10,000	L L L
	Equipment and plant installed within a building will need to be removed at some point. This includes the boiler in the cellar of the kitchen.		Determine if any hazard to building in first instance
Harbour Trust Extension			
	Inspect roof spaces to determine if there are any leaks or potential for leaks. Also, to check whether insulation exists.	\$3,000	H
	Replace as necessary fire services including installation of wireless detection systems	\$3,000	H
	Repair damaged French doors to balcony on a like-for-like basis.	\$2,000	H
	Repair spalling to sandstone work (below stucco band on south east corner and north west corner of balcony) and repair stucco band render including on returns of balcony	\$1,500	H
	External painting, including patching and making good to all windows, doors joinery, and previously painted masonry as well as the interiors	\$8,000	H
	Strip out unsympathetic and redundant joinery fittings internally including non-original wall-panelling and ceilings. Make good to walls, floor and ceiling.	\$10,000	M
	Remove external blind	\$500	M
	Remove fly screen doors	\$100	L
	Remove rubber skirtings and replace with timber	\$1,000	L
	Building not currently DDA compliant.	-	Determine building end use before proceeding

	Reinstate missing rendered chimney stacks to match the original chimney details. Clean chimney flues and provide new dampers and reinstate fireplace	\$4,000	Determine building end use before proceeding
Stables			
	Inspect roof spaces to determine if there are any leaks or potential for leaks. Also, to check whether insulation exists.	\$3,000	H
	Replace as necessary fire services including installation of wireless detection systems	\$3,000	H
	External painting, including patching and making good to all windows, doors joinery, and previously painted masonry as well as the interiors	\$8,000	H
	Repair structural cracks by approved method. <i>To be undertaken in conjunction with repair to south west wall</i>	\$10,000	H
	Existing non-original timber staircase to first floor over stables should be replaced with a new stair in a style sympathetic to the heritage fabric and which is in accordance with current building regulations	\$27,000	Determine building end use before proceeding
	Remove air conditioning unit from window and replace glazing	\$1500	L
	Not currently DDA compliant.	-	Determine building end use before proceeding
	Reinstate fireplaces in all rooms where they previously existed including mantles and surrounds with suitable period fittings using fireplace from room S6 as a guide to the design.	\$40,000	L
	Remove block work base to double doors on west elevation and repair/reinstate original timber doors	\$3,000	L
	Reinstate original arch height between two areas to match front entrance profile and height	\$2,000	L
	Replace unsympathetic doors and windows (particularly to north courtyard elevation). To be based either on existing original door designs or possibly using a contemporary design.	\$22,500	L
	Remove entrance porch and flagpoles	\$1,500	L
	Remove the 1970s entry porch to the toilets in the courtyard. Make good to walls.	\$5,000	L
	Reopen boarded up windows including glazed lights in doors. Clean up painted over glazing.	\$15,000	L

	Remove sliding door fittings from window to S10 (door no longer extant) alternatively reinstate door (fixed shut if required) as window is unsympathetic. Door design to be based either on existing original door design or possibly using a contemporary design.	\$2,500	L
	Reopen corridor through to internal courtyard area (between rooms S12 and S13).	\$5,000	L
	Repair failing arch of access corridor (between rooms S12 and S13) by approved method.	\$3,000	L
Additional to Lovell Chen	Large gas heating furnace installed overhead in the Maritime Museum (Stables) kitchen will need to be removed at some point.	\$10,000	L
Branscombe Rooms			
	Replace as necessary fire services including installation of wireless detection systems	\$3,000	H
East Wing			
	Replace as necessary fire services including installation of wireless detection systems	\$3,000	H
High Priority Works	\$800,500		
Medium Priority Works	\$184,000		
Completed Works Identified in Lovell Chen CMP			
Osborne House	Replaced as necessary existing roof plumbing i.e.: flashings, gutters, downpipes replaced or repaired,		
	Naval room restored to original Ceilings, floor, (not fireplace) undertaken with Council grant and managed by volunteers		
	Electrical power boards replaced 2013		
	City Civil engineer has made preliminary design for surface and sub-surface (grates, pits, stormwater pipes) drainage to carry water away from buildings.		
	Changed locks on all buildings on-site		
	Cleaned, sanded and stained verandah decking to match existing.		
	Pressure cleaned large pavers in Osborne House courtyard		
	Removed carpets and window furnishings from 56 rooms within building		

Attachment 3

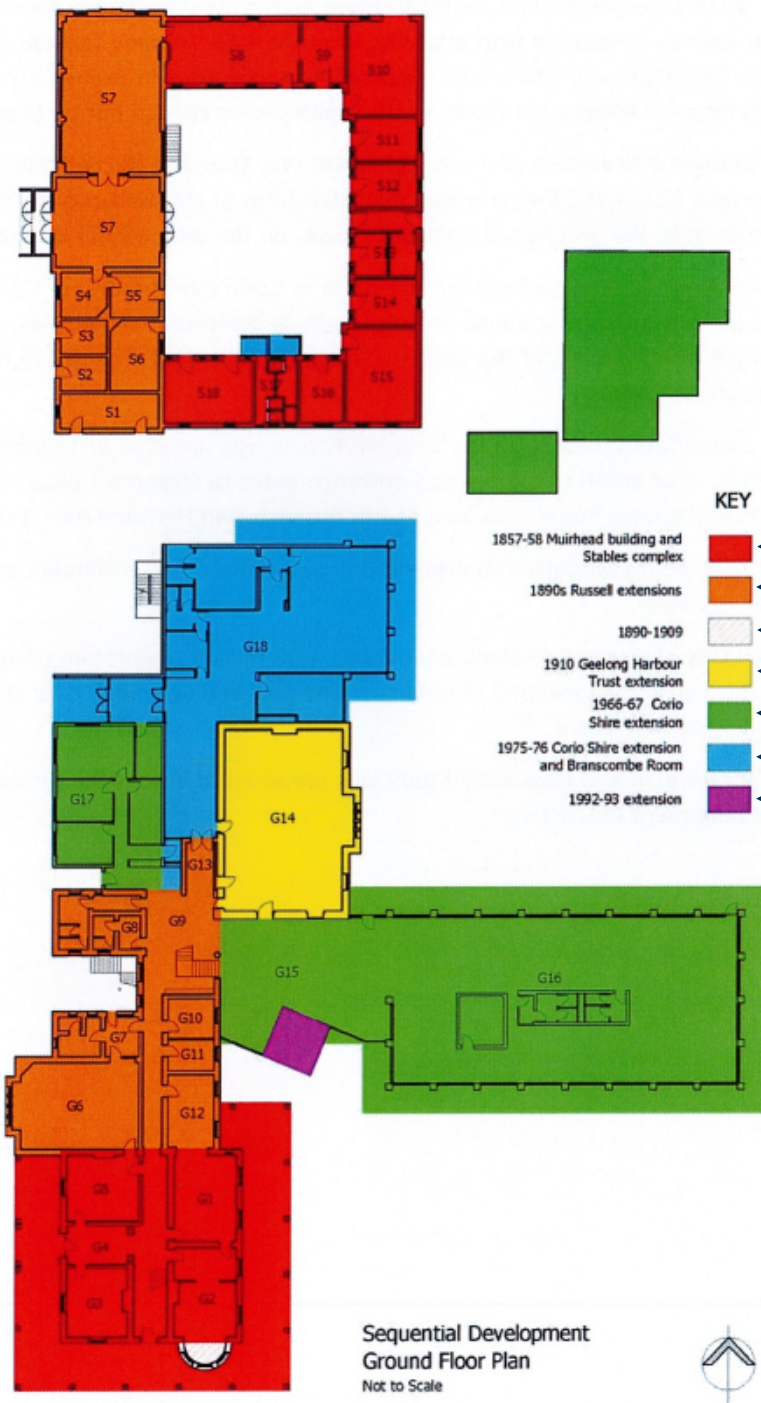
	Hazardous material Audit		
	Mould assessments and commercial cleaning		
Stables			
	Removed TV aerial and removed large Elk Horn fern (to Botanic Gardens) from wall.		
	Replaced as necessary existing roof plumbing i.e.: flashings, gutters, downpipes replaced or repaired,		
	Pressure cleaned brick pavers in the stable's courtyard		
	Removed carpets and window furnishings from 9 rooms within building		
	Hazardous material Audit		
	Bracing south west wall to prevent further damage to structure		
	Mould assessments and commercial cleaning		
Additional Works			

WHAT NEEDS TO BE CONSERVED AT OSBORNE ?

SIGNIFICANT PHASES OF USE:	O/A SIGNIFICANCE	DEMONSTRATED BY VISIBLE PRESENCE OF:	SIGNIFICANT ATTRIBUTES TO BE CONSERVED:
Wadawurrung Traditional Occupation Sites	HIGH	nil (middens beneath current landscaping)	Story: traditional occupation & land use; Fabric: archaeological deposits Swinburne St, east garden
Gentlemen's Residence 1857-1900	HIGH	1857 House & 1858 Stables/Coach-house 'Muirhead House'	Story: early settlement & land use. Fabric: mid-C19th design & construction, room layout that demonstrates functions
	HIGH	1890-94 major additions 'Russell House'	Story: early settlement & land use. Fabric: late-C19th design & construction, room layout that demonstrates functions, fireplaces, stairs, specific interior details; Contrib - joinery
	MED	1857-1900 remnant plantings & spatial setting around House & Stables	Fabric: Garden spatial arrangement around house & stables; Norfolk Pine, Aleppo Pines; Contrib - Gates, other trees
Geelong Harbour Trust 1900-37/48	MED	1909-11 addition to House	Story: early public administration. Fabric: early C20th design & construction, ballroom layout, fireplace; Contrib - joinery
Military: Naval Training 1912-14, Hospital 1915-19, Submarine Fleet HQ 1920-22	HIGH	nil (relocated Boatshed in depot)	Story: military occupation/use (Contrib Fabric: original parts of Boathouse)
Corio Shire 1937/48 - 1993	LOW	1964-67 additions, 1976 additions (Branscombe Rm), 1993 minor additions; 1937-93 alterations & interior fitout, driveways, hard & soft landscaping	Story: regional governance (Contrib Fabric: House generally & Corio War Memorial)
Post-1992 public & community use	LOW	nil (Museum objects/moveable items)	Community/public interaction (Fabric: Museum objects of significance – Maritime, Vietnam)
	MED-HIGH	1993 (relocated) Corio War Memorial 1995 Memorial to Australian Vietnam Forces	Community/public interaction Story: local service of our nation in war Fabric: mid/late-C20th monument design

Extrapolated from the Lovell Chen Conservation Management Plan 2009

WHICH BUILDINGS ARE SIGNIFICANT ?



From *Lovell Chen Conservation Management Plan 2009*:

- Building areas of **PRIMARY** significance
- Building areas of **CONTRIBUTORY** significance
- Building areas of **LOW or NIL** significance

General consequence:

- Areas of LOW or NIL significance can *generally* be re-used, adapted to accommodate new uses or be removed.
- Areas of PRIMARY significance should *generally* be retained in a state that as close-as-practicable reflects their most-significant time, whilst allowing for minor changes to accommodate new uses.
- Buildings of CONTRIBUTORY significance should be managed similarly to Primary where practicable, however the degree of acceptable change to accommodate new uses is considerably greater.

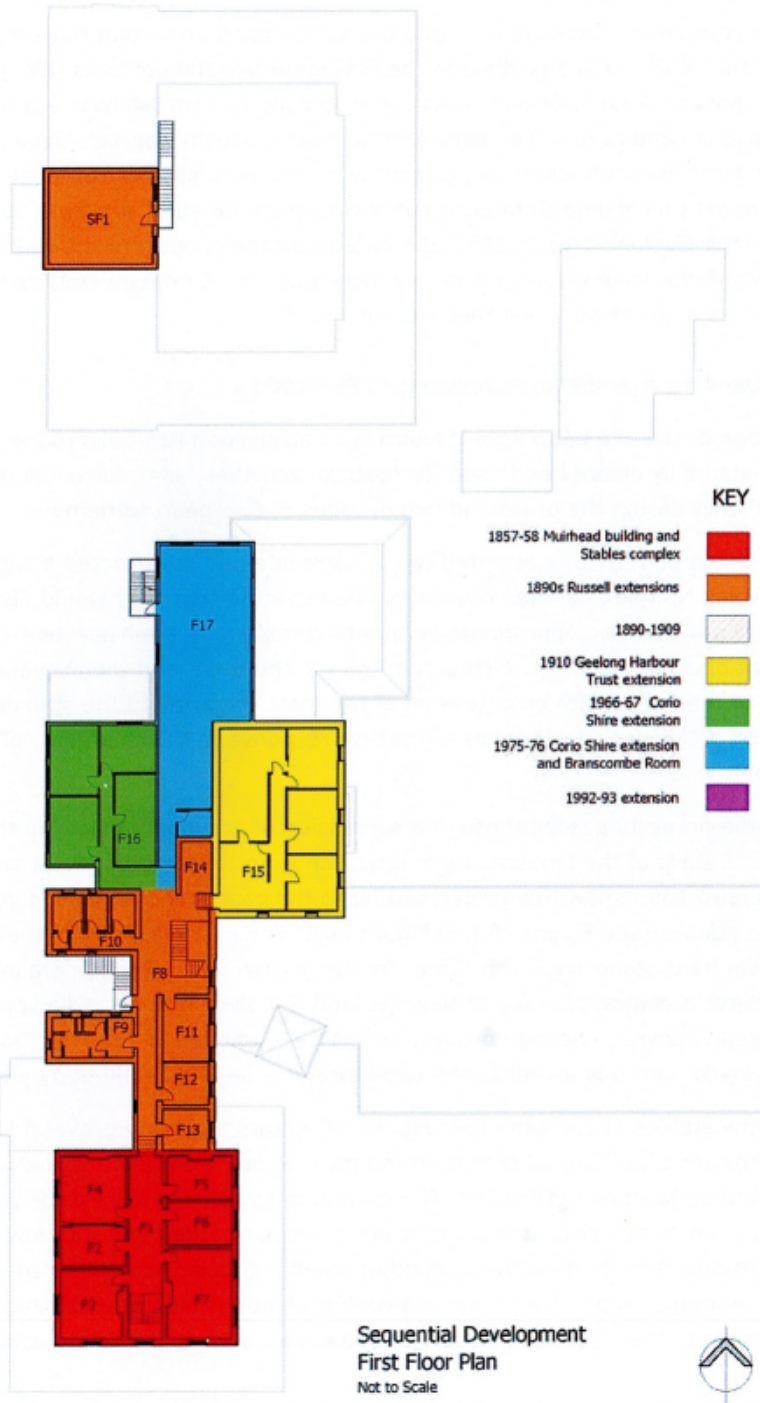
Detail management policies for each area are outlined in the CMP.

Sequential Development
Ground Floor Plan
Not to Scale

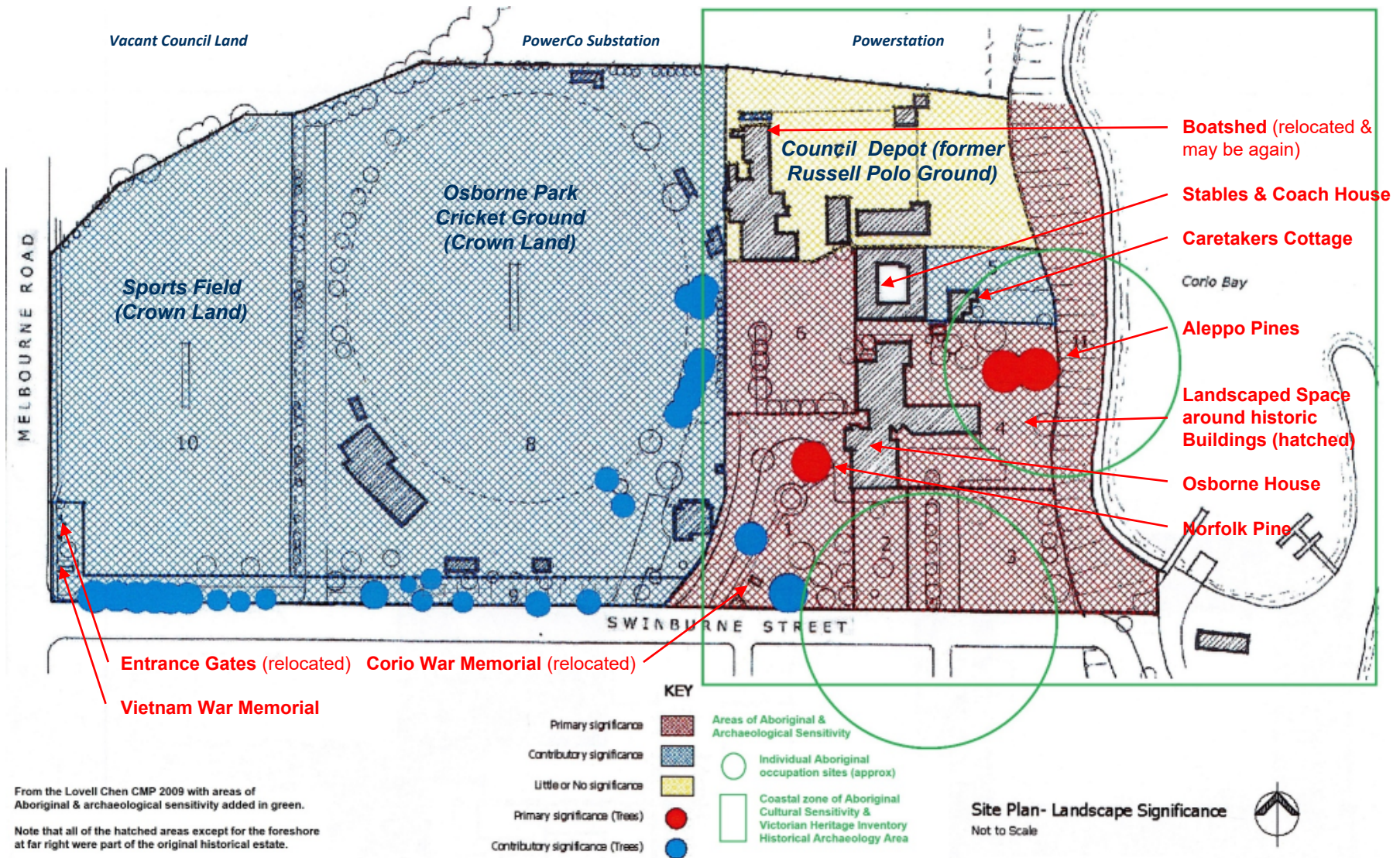


WHICH BUILDINGS ARE SIGNIFICANT ?

From Lovell Chen Conservation Management Plan 2009:



WHICH LANDSCAPE FEATURES/AREAS ARE SIGNIFICANT ?



From the Lovell Chen CMP 2009 with areas of Aboriginal & archaeological sensitivity added in green.

Note that all of the hatched areas except for the foreshore at far right were part of the original historical estate.

5. DRAFT PAKINGTON STREET (GEELONG WEST) AND GORDON AVENUE URBAN DESIGN FRAMEWORK

Source: Planning, Design and Development
Director: Gareth Smith
Portfolio: Planning

Purpose

1. To release the draft Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework (UDF) for community consultation (**Attachment 2**).

Background

2. In 2018, the City of Greater Geelong (City) began preparation of the UDF. The UDF establishes the short and medium-term objectives, strategies and actions that will deliver a shared vision for the future of the area and guide future investment by the public and private sectors.

Key Matters

3. Extensive community consultation has taken place to develop the vision for the UDF. The vision is to create a vibrant and thriving urban village that is a place of inclusion, a place of opportunities and a place for people.
4. Consultation consisted of a series of community workshops, community surveys, and a 'place score' survey in 2018. A trader's workshop and a second "place score" survey in 2019. Over three hundred community members have provided comments and suggestions during the consultation period.
5. The UDF is separated into three precincts that reflect the existing zoning, land use and character of the built environment: Retail Core, Northern and Gordon Avenue. Key recommendations are:
 - 5.1 upgrade the streetscape of Pakington Street incrementally to improve the materials, create more spaces to sit, increase vegetation, public art and upgrade the pocket parks opposite the post office and outside the town hall;
 - 5.2 make the existing bike lanes more visible and introduce more bike infrastructure and introduce more pedestrian crossings in Pakington Street and the side streets; and
 - 5.3 retain the one and two storey heritage character of the retail core and make recommendations regarding future planning controls to deliver medium and high density residential development in the Northern and Gordon Avenue precincts.
6. Consultation will occur for at least 6 weeks. Following consultation the UDF will be further refined and refined to Council for adoption and inclusion in the Greater Geelong Planning Scheme and the capital works will be referred to future budgets.

Cr Murrihy moved, Cr Kontelj seconded -

7. That the report be deferred.

Carried.

6. FINAL SOCIAL HOUSING PLAN 2020 – 2041

Source: Community Life – Healthy Communities Department
Director: Robyn Stevens
Portfolio: Social Inclusion

Purpose

1. To adopt the *Social Housing Plan 2020-2041* following the community engagement process.

Background

2. Social housing is housing that is appropriate for people on low incomes and includes public housing and housing owned and controlled by a registered housing association.
3. In 2018, the City successfully applied for a Victorian Government grant under the Social Housing Investment Planning (SHIP) program to develop a Social Housing Plan. The plan aligns with the City's *Settlement Strategy* and its overarching purpose is to facilitate an increase in the supply of social housing.
4. Without adequate social housing, the numbers of people experiencing homelessness and living on the streets will continue to increase. The *Social Housing Plan (Attachment 2)* identifies the social housing needs and options to expand the supply of social housing in Greater Geelong, in partnership with other responsible levels of government.
5. The draft *Social Housing Plan* was on public exhibition for comment for five weeks, ending 31 December 2019. 92 people answered a survey and 13 people provided a written response to the draft. A summary of all comments and written submissions is provided in **Attachment 4** and a summary of recommendations in the final plan is included in **Attachment 2**.

Key Matters

6. Following engagement, the draft plan has now been finalised and identifies:
 - 6.1 Geelong is a community with a higher than state average of lone and single households. House prices are escalating while private rental, social and public housing options are unable to meet the increasing demand;
 - 6.2 Across the City of Greater Geelong 3,300 households currently live in social housing, 3.6 per cent of all households; and
 - 6.3 The current estimated demand for social housing is 13,500 new dwellings over 21 years including the replacement of 1,500 existing public dwellings that will come to the end of their economic life.
7. The responses to the draft show overwhelming support for the *Social Housing Plan*. The key agencies who provided written submissions include: Victorian Public Tenants Association, Community Housing Industry Association Victoria, Tract Consulting and Housing Choices Australia. Two minor changes have been made to the recommendations under 'Capacity Building Strategies', points 1 and 2, with the wording changed to reflect that the City will investigate establishing an Affordable Housing Trust and its governance. The title of the plan was adjusted to reflect the release of the plan being in 2020.

Cr Mansfield moved. Cr Murnane seconded -

8. That Council:

8.1 Adopt the *Social Housing Plan 2020-2041*, subject to amending timelines to short term for the following actions in the Capacity Building Strategy:

8.1.1 Commence an investigation into the creation of an Affordable Housing trust by the City of Greater Geelong;

8.1.2 Commence an investigation into the appropriate Governance model of an Affordable Housing Trust; and

8.1.3 Report back to Council on the findings of the investigations within 18 months.

Cr Harwood left the meeting room at 9.23pm

Cr Harwood re-entered the meeting room at 9.25pm

Cr Nelson left the meeting room at 9.30pm

Cr Nelson re-entered the meeting room at 9.33pm

Carried.

Attachment 1

Financial Implications

1. There are costs associated with a number of recommended actions in the *Social Housing Plan*. Any funding required will be subject to a future budget bid.
2. Officers have prepared two budget bids for the 2020-2021 budget to assist in the implementation of the Plan, subject to Council approval. These are an Affordable Housing Planner \$110k and a Social Housing Officer \$90k. The positions would be made permanent if successful in the 2020-2021 budget.

Community Engagement

3. Extensive community engagement was undertaken during the development of the *Social Housing Plan*.
4. Workshops were held with:
 - 4.1 social housing tenants;
 - 4.2 community service agencies;
 - 4.3 housing providers;
 - 4.4 industry sector; and
 - 4.5 general community.
5. A 'Let's Talk About Social Housing' public forum was held in June with over 80 people attending.
6. The draft plan was also released for public comment over a five-week period until late December 2019. Of the 92 people who completed the survey, there was overwhelming support for the draft plan. In addition, 13 written submissions were received, providing further input. Responses are summarised at **Attachment 4**.

Social Equity Considerations

7. Safe, secure and affordable housing is a central ingredient to personal wellbeing and community safety. Housing also plays a role in facilitating access to services such as health, education and employment providing the foundation for participation in local, neighbourhood and community life.
8. The *Social Housing Plan* is evidence based, using the most up to date demographic forecast data from .id forecasts. It includes attention to community groups such as the Aboriginal and Torres Strait Islander communities and a presentation was made to Council's Access and Inclusion Advisory Committee. Demographic and geographic information on social equity in the region helped identify priority areas and groups for attention.
9. Planning for all activities will be informed by focussed partnerships and engagement with priority groups and areas aimed at understanding the needs and obstacles they experience in accessing services and facilities.
10. Service infrastructure design, location, communication and support arrangements will address the needs and obstacles faced by priority areas and groups.
11. The plan supports the locations of social housing as part of a residential mix that is close to services.

Policy/Legal/Statutory Implications

12. In addition to its direct provision of public housing, the Victorian Government has recently created planning and funding mechanisms to promote an increased delivery of social housing by the not-for-profit sector through registered housing associations. The Victorian Government wants the assistance of local government in identifying local needs, using the planning system to encourage social housing development and by providing land.
13. The right to housing is to have somewhere adequate to live. Relevant policy and statutory implications include:
 - 13.1 Victorian Housing Act 1983;
 - 13.2 Planning and Environment Act 1987;
 - 13.3 National Housing and Homelessness Agreement (NHAA); and
 - 13.4 Victorian Charter of Human Rights and Responsibilities 2006.

Alignment to Council Plan

14. Under the 'Informed Social Infrastructure and Planning' priority, *Council Plan 2018-2022* states that Council will advocate and plan for a range of social and affordable housing options.
15. Under the 'Planned Sustainable Development' priority, *Council Plan 2018-2022*, states that Council will make sure housing supply, diversity and affordability can meet the needs of our growing community.

Conflict of Interest

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

Risk Assessment

17. Taking into account the extent of housing stress and growth in Greater Geelong, a lack of strategic forward-planning in social housing is a risk to the City.

Environmental Implications

18. There are no immediate environmental implications associated with this report.

SOCIAL HOUSING PLAN 2020 - 2041

Recommended Strategies and Actions

The Social Housing Plan 2020 – 2041 (the Plan) strategies and actions are tabled here including the five key goals and recommendations of specific roles for the City.

1. The Plan is built around five key goals:
 - 1.1 Increase the supply of social housing from the current 3% to 7% of total households by 2031, an estimated increase in supply of 6,000 dwellings and to 10% by 2041 (a further 6,000 dwellings).
 - 1.2 Increase the supply of social housing through: the provision of the City's owned land for social housing developments; and a new requirement for all development of the City's owned land to contribute to an increase supply of social housing. There is significant land supply in Geelong and the municipality is not "locked" by adjacent populated municipalities.
 - 1.3 Maximise State and Commonwealth investment in new social housing across the City.
 - 1.4 Amend the City of Greater Geelong Planning Scheme to require the inclusion of social and affordable housing in new developments based on identified need.
 - 1.5 Complete an '*Urban Refreshment*' of areas of high social housing concentration to enhance the utilisation and quality of social housing and increase the liveability and social wellbeing of these areas.
2. The Plan also recommends specific roles for the City in its implementation:
 - 2.1 Leadership – advocating for an increase in social housing in public policy and in the local community.
 - 2.2 Investment – investing in social housing by contributing City land and cash to leverage significant funding from State and Commonwealth Governments.
 - 2.3 Partnerships – developing partnership agreements with the Commonwealth and Victorian Governments to expand the supply of social housing in Greater Geelong.
 - 2.4 Planning – utilising recent amendments to the *Planning & Environment Act* to negotiate the inclusion of new social housing within all new residential developments where development approvals have added value to land.
 - 2.5 Urban revitalisation – contributing to public urban improvements in Corio, Norlane and Whittington.
 - 2.6 Capacity building – developing the capacity of the City of Greater Geelong to deliver the implementation of the Plan.

Strategy	Actions	Timelines	Resources	Benefits
Leadership Strategies				
1. Establish an Affordable Housing Advisory Committee to Council	Involve key stakeholder groups (including community services, private business, property development industry, and DHHS) in meetings to: consider the City of Greater Geelong reports on issues and activities related to social and affordable housing; and provide feedback on issues and opportunities for an increase in the supply of social and affordable housing in Geelong	Short-term	An internal Social Housing Team including research and policy expertise and public relations expertise	Key stakeholder support for City initiatives and policies
2. Develop a better understanding of social housing needs	Publish data on housing needs in the City of Greater Geelong which can inform the location, volume and type of required new social housing dwellings. Research and document appropriate housing responses to the different groups experiencing housing need	Short-term	An internal Social Housing Team including research and policy expertise and public relations expertise	Evidenced based policies in relation to social housing
3. Raise community awareness of housing need and the benefits of social housing	Promote the social and economic benefits of social housing to the community. Promote good practice examples of social housing including the positive impact on low income households.	Short- term (dependent upon a dedicated resource to be funded by Council)	An internal Social Housing Team including research and policy expertise and public relations expertise	Resident and community support for the City's policies and for individual social housing projects undergoing planning approval
4. Articulate a clear understanding of Council's role in the supply of social housing	Publish data on social housing supply. Monitor Commonwealth and State Government policies which impact on housing supply and promote opportunities that will benefit Geelong. Advocate for increased investment in social housing to Commonwealth and State governments	Short- term	An internal Social Housing Team including research and policy expertise and public relations expertise	Informed negotiations with other levels of government and better resourced social housing programs
5. Support the inclusion of mandatory planning controls	Advocate to the state government for the inclusion of mandatory planning controls in the Victorian planning for the provision of affordable housing	Ongoing	An internal Social Housing Team including research and policy expertise and public relations expertise	Informed negotiations with other levels of government and better resourced social housing programs
Strategy	Actions	Timelines	Resources	Benefits
Investment Strategies				
1. Demonstrate commitment through early investment in showcase projects	Identify one or two suitable City of Greater Geelong sites for the inclusion of social housing, employing best practice in social, economic and environmental sustainability Document and promote those developments within the City and externally to State and Commonwealth Governments	1-2 years	Contribution of City owned land. Housing planner/officer to deliver project	Improved public awareness of both the quality and benefits of social housing

Strategy	Actions	Timelines	Resources	Benefits
2. Invest in a Social Housing Growth Agreement for the City	Contribute the City's owned land which is surplus to requirements for residential developments that include social housing. Annual budget contribution of \$1M to City of Greater Geelong <i>Social Housing Growth Strategy</i>	Medium – Long term (this action needs to be part of an overall approach by the City)	\$1M Subject to a successful Business Case	Leverages significant increase in social housing investment from State and Commonwealth governments

Strategy	Actions	Timelines	Resources	Benefits
Planning Strategies				
1. Amend the Greater Geelong Planning Scheme to require the inclusion of social and affordable housing in new developments based on identified need	The State Government has not set a mandatory or minimum affordable housing requirement. There is a broad state-based policy supporting the provision of affordable housing. There is a broad strategic planning basis to include affordable housing matters in local policy and in site specific planning controls. The City will include the current and future demand and supply of affordable housing within the municipality in the Planning Policy Framework. Future housing development will include a meaningful contribution to meeting the identified needs for social and affordable housing where there is a demonstrated uplift in land value. A site-specific inclusion relevant to the context of the site will be negotiated when: • A rezoning for a residential use is sought; • A residential precinct structure plan is prepared; • A development concession or incentive is provided as part of a development application². Delivery models will include the gifting, discounted sale or leasing of land or dwellings to a Registered Housing Agency (RHA) appropriate to the needs of the RHA and the location. Alternative arrangements such as the sale of dwellings to households under an affordable home purchase arrangement such as a shared equity program will also be considered. A Social and Affordable Housing Assessment should be prepared as part of the relevant planning assessment process.		Within existing resources	An amended Planning Scheme which enables the planning process to negotiate development contributions to the provision of social housing supply in accordance with recent amendments to the Planning and Environment Act

Strategy	Actions	Timelines	Resources	Benefits

² It is noted that the State Government has not set a mandatory or minimum affordable housing requirement, however, there is broad state based policy supporting the provision of affordable housing. There is a broad strategic planning basis to include affordable housing matters in local policy and in site specific planning controls.

2. Negotiate Section 173 Agreements with applicants	Voluntary agreements will set out:	Ongoing	Housing planner in the Planning & Growth team to negotiate agreements	New social housing included in major developments or a contribution procured for investment in new social housing
	- the percentage of total dwellings on site to be contributed to social housing; - the type of social housing dwellings to be provided; - the location of the social housing dwellings to be provided; - the owner and manager of the social housing dwellings to be provided; and - the cost of the dwellings (or land) to be provided for social housing. Prepare guidance materials to assist negotiations including criteria for eligible developments.			
3. Identify principles to guide negotiations with developers on appropriate social and affordable housing outcomes	Principles for negotiation will include: - Commercial: the cost to the developer should not exceed the value uplift in the land value generated by the development approval. - Integration: the scale, design and finish of the social housing should be compatible with the surrounding streetscape and not distinguishable from other dwellings. The social housing dwellings will have access to the same communal facilities and services as the other dwellings. - Progressive: the social housing should be delivered progressively in accordance with an agreed program. - Certainty: the party identified as the owner and manager of the social housing must have the financial capacity to complete the acquisition and the operational capacity to manage the dwellings in accordance with recognised good practice. - Sustainable: the social housing dwellings provided should be consistent with an evidenced based model of good practice that demonstrates social, economic and environmental sustainability.	Short term	Cost included in 2 above	Provides developers with confidence that negotiations will not be unrealistic and uncommercial

Strategy	Actions	Timelines	Resources	Benefits
1. Negotiate a Social Housing Agreement with the Commonwealth Government	Including: - Identification of Commonwealth Government owned sites that can be made available for residential development including social housing - Commitment of National Housing & Homelessness Infrastructure Corporation (NHFIC) finance to major new residential zones with a commitment to social housing inclusion - Commitment of National Housing & Homelessness Agreement (NHHA) funding to the renewal of large public housing estates in Geelong - Commitment of National Rental Affordability Scheme (NRAS) incentives to the development of affordable housing in Geelong	Short term-medium term	This action is dependent upon funding provided by Council based on a successful Business Case	Secures Commonwealth investment in social housing in Geelong leveraging Council Investment
2. Negotiate a Social Housing Growth Agreement with the Victorian Government	Including: - Growth targets for new social housing dwellings through the Geelong Affordable Housing Trust - Allocation of State-owned sites for residential development including social housing - Provision of a recurrent subsidy over 30 years under the Social Housing Growth Fund (or similar) to meet the identified gap between revenues and costs (operating and finance) - Business plan which demonstrates the financial viability of the growth strategy over a 30-year period including the full amortisation of all debt	Short term-medium term	(This action is dependent upon a Business Case and secured funding provided by the City)	Secures State investment in social housing in Geelong leveraging City investment
3. The development of a Neighbourhood Revitalisation Partnership between the City of Greater Geelong and DHHS	Including: - 10-year Neighbourhood Renewal Strategy. - 5-year Neighbourhood Renewal Plan for Corio, Norlane & Whittington. - A commitment to an approach that integrates improvements to the physical environment and builds the social capital of each community; and enhances the desirability to live in each area while ensuring the traditional public housing residents are not displaced but can enjoy improved living conditions. Guiding principles: - Redevelopment of public housing dwellings at the end of their	Short – Medium term	(This action is dependent upon a successful business case and funding explored between the City and the Victorian State Government)	Long term collaborative strategy backed by appropriate resources to complete the process of urban renewal in areas of concentrated social disadvantage

Strategy	Actions	Timelines	Resources	Benefits
	useful life or no longer appropriate to housing needs - Improvement of public housing that is physically sound to meet the needs of existing and future social housing tenants - Place based tenancy and property management of the public housing dwellings - Place based maintenance of the public domain including parks, gardens and community facilities - Coordination of training and employment programs which link local residents to the economy of place-based management - Community development program designed to enhance health and well-being, improve community safety, and increase participation in community and civic activities			

Strategy	Actions	Timelines	Resources	Benefits
Capacity Building Strategies				
1. Investigate the creation of an Affordable Housing Trust by the City of Greater Geelong	Legal establishment of a special purpose social housing investment vehicle which is: - The recipient of any land identified as surplus to the City's requirements and suitable for social housing - The recipient of the annual Social Housing Budget approved by the City - The beneficiary of any Affordable Housing Development Contribution negotiated by Council through a Section 173 Agreement during a Development Approval process - The investment vehicle in which State and Commonwealth investments can be secured	Medium – Long Term	(This action is dependent upon a business case to be developed and approved by the City) Significant resourcing is required	A special purpose investment vehicle providing security for all investments in social housing from the City, State and Commonwealth governments and through the planning system
2. Investigate the appropriate Governance model of an Affordable Housing Trust	Incorporation of a special purpose Trustee Company to manage the Affordable Housing Trust with: - Membership based on key stakeholders in the economy such as the City of Greater Geelong, G21, Committee for Geelong and Give Where You Live - Directors appointed for their skills and experience to develop a social housing property portfolio and manage the assets for the benefit of the community - Employ property professionals with social values and the capacity to implement an approved business plan for the growth of social housing - Secure registration as a Housing Agency under the Victorian Housing Act - Appoint existing Registered Housing Agencies to develop projects and manage properties owned by the Affordable Housing Trust based on their proven capacity to provide excellent service to the designated resident group (role to be dependent on which option is selected for the company)	Medium – Long term	(This action is dependent upon a business case to be developed and significant City resourcing is required)	A competent and capable company at arm's length to the City which can provide focused attention on the development of a social housing investment strategy and oversee its implementation

THE CITY OF
GREATER GEELONG

FINAL REPORT

SOCIAL HOUSING PLAN 2020–41

FEBRUARY 2020

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Terminology

- **The City of Greater Geelong** refers to the local Council, or administrative body, for the local government area of Geelong (sometimes also referred to as ‘Council’)
- The term **Geelong** is used to refer to the geographical areas covered by the City of Greater Geelong
- **Planning Area** – this document uses the Planning Areas developed by K2 Planning in the City of Greater Geelong *Children’s Services Infrastructure Plan 2012* and subsequently used in future City of Greater Geelong Community Infrastructure Plans. The Planning Areas groups suburbs into areas that reflect where people travel to access services

List of Abbreviations

ABS	Australian Bureau of Statistics
AHURI	Australian Housing and Urban Research Institute
CEHL	Common Equity Housing Limited
CGDA	Central Geelong Development Authority
DHHS	Department of Health and Human Services
DOT	Department of Transport
GAHC	Geelong Affordable Housing Company
GAHT	Geelong Affordable Housing Trust
IAP2	International Association of Public Participation
IHDA's	Increased Housing Diversity Areas
LGA	Local Government Area
MPHP	Municipal Public Health and Wellbeing Plan
NATSEM	National Centre for Social and Economic Modelling
NDIA	The National Disability Insurance Agency
NGRHC	North Geelong Rental Housing Co-operative
OoH	Office of Housing
PPHA	Port Phillip Housing Association
PPHT	Port Phillip Housing Trust
PSP	Precinct Structure Plan
RHA	Registered Housing Association
SEIFA	Socio-Economic Index for Areas
SHP	Social Housing Plan
TAC	The Victorian Transport Accident Commission
UDIA	Urban Development Institute of Australia
VACRO	Victorian Association for the Care and Resettlement of Offenders
UDIA	Urban Development Institute of Australia

Please refer to Table 21, p. 83 for a Glossary of Key Terms

Part A: City of Greater Geelong Social Housing Plan

1. Executive Summary

Housing affordability is constantly in the news. After a decade of rising house prices fewer people are purchasing a home and private rental costs are causing financial problems for many households. Front pages of many newspapers carry the stories of those who are suffering the most – the homeless and those in housing poverty.

Funding cuts to blame for homeless increase, Corio MP Richard Marles says

With next week marking Homelessness Week, Corio MP Richard Marles has called on the Government to demonstrate more leadership to take real action on combating homelessness...There are more homeless people in Geelong than ever before amid increasing funding cuts to frontline services, warns Corio MP Richard Marles.

(Geelong Advertiser August 5, 2019)

In theory the solution is simple. International research backed by Australian experience indicates that 'housing first' is the right approach – regardless of the many factors contributing to homelessness providing people with safe, secure and affordable **housing first** enables them to gain the stability necessary to deal with other pressures in their lives.

Social housing is the solution. Social housing is rental housing provided to the lowest income groups in the community, at a rent that is based on their income (generally 30%). Social housing is provided by the State Government (public housing) or by Registered Housing Agencies (RHA's) (community housing). To achieve the affordability outcome the construction or operations of social housing must be subsidised.

Currently there are only 3,300 social housing dwellings in Geelong. However, there are an estimated 7,200 households in Geelong who urgently need social housing with about 6,400 living in the private rental market and paying in excess of 30% of their income on rent (often more than 50%) and a further 900 who are homeless altogether. The total demand for social housing is therefore estimated at 10,500 dwellings or approximately 11% of all households.

With the population of Geelong expected to grow by at least another 50,000 dwellings over the next two decades, a current shortfall of 7,200 social housing dwellings, and 50% of the existing social housing needing to be replaced over that period, it is estimated that a Social Housing Plan designed to overcome homelessness and housing poverty will need to deliver **13,500 new social housing dwellings by 2041**.

This implies the addition of an average 675 social housing dwellings per annum over the next 20 years requiring an estimated investment of \$235M per annum. This level of investment is far beyond the capacity of any local government and will only be addressed if State and Commonwealth Governments are committed to addressing the problem.

The City of Greater Geelong (the City) is the level of government closest to the lived experience of homelessness and housing poverty. The City best understands the impact of the lack of social housing on individuals and families and has to carry the burden of supporting people when housing costs force them into poverty, contribute to physical and mental health problems, and eventually lead to a crisis.

The City therefore needs to take a strategic role in driving a new social housing growth strategy for Geelong. This Plan outlines the elements of such a strategy including the following roles:

1. Take a **LEADERSHIP** role in advocating for an increase in social housing by presenting compelling data and a coherent strategy to both the State and Commonwealth Governments.
2. **INVEST** in social housing by contributing suitable sites surplus to the City requirements and a modest annual budget thereby demonstrating its commitment and credibility.
3. Develop **PARTNERSHIPS** with both the State and Commonwealth Government culminating in funding agreements that will lead to significant growth in social housing over the next 20 years.
4. Amend the **PLANNING** Scheme in the context of recent amendments to the Victorian Planning & Environment Act and the anticipated outcomes of the new Victorian Ministerial Advisory Committee on the role of planning legislation to support social housing to enable Council to negotiate significant developer contributions to social housing.
5. Participate in ongoing **URBAN RENEWAL** plans for Corio, Norlane and Whittington thereby contributing to increased social, environmental and economic sustainability in these three very disadvantaged suburbs.
6. **BUILD CAPACITY** in the local infrastructure necessary to achieve the social housing growth and regeneration objectives by building key operational infrastructure organisations.

In practical terms, the key initiatives within the Social Housing Plan include a commitment by the City of Greater Geelong to:

1. Make available all suitable unutilised City owned land for residential development in a timely manner with a minimum of 30% social housing (42 sites identified).
2. Contribute an annual budget of \$1M to social housing to leverage investment from other levels of government.
3. Adopt a Local Planning Policy for Social Housing and amend the Geelong Planning Scheme to enable the City to negotiate development contribution to social housing in all new developments where the approval of the planning application increases land value.
4. Negotiate a Social Housing Agreement with the Victorian State Government which includes: State commitments to funding ambitious growth targets; releasing suitable surplus land for residential development with a minimum of 30% social housing; and completion of urban renewal plans for Corio, Norlane and Whittington.
5. Negotiate an Agreement with the Commonwealth government that includes a commitment by the Commonwealth to release all suitable surplus land for residential development including: a minimum of 30% social housing; financial support for the social housing growth strategy through the National Housing Finance Investment Corporation (NHFIC); and allocation of a significant

number of National Rental Affordability Scheme (NRAS) incentives to Geelong, if that scheme is reopened.

In order for the Social Housing Plan to be implemented, the City will commit to the establishment of the following two key components of local infrastructure necessary to support social housing growth:

1. **Geelong Affordable Housing Trust** - a special purpose investment vehicle to hold all assets and contributions provided by the City, the State Government, the Commonwealth Government and the private sector (via Section 173 Affordable Housing Agreements). The Trust will provide assurance to all parties that the value of their contributions will be retained as social housing within the municipality in perpetuity.
2. **Geelong Affordable Housing Company (GAHC)** - a special purpose affordable housing development company that is registered as a Housing Association under the Victorian Housing Act and which is appointed by the City as the Trustee of the Trust. It is anticipated that the GAHC will take responsibility for developing and implementing an investment program based on the commitments of the City, the State and Commonwealth Governments and the anticipated contributions to social housing provided through Section 173 Agreements, and subsequently arranging long term management of social housing assets, including the appointment of housing managers with the capacity to provide the best service to the specific residents of each development.

1.1 Vision, Aims, Objectives and Targets

The City of Greater Geelong *Social Housing Plan* seeks to give effect to the aspiration for an inclusive community which cares for the most vulnerable members of that community outlined in the community's vision for the City, *Greater Geelong: A Clever and Creative Future*.

COMMUNITY VISION

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
(Greater Geelong: A Clever and Creative Future)

Community Aspiration: An inclusive, diverse, healthy and socially connected community.
Success will be achieved by: A variety of affordable options for people to rent or buy a home.

PURPOSE OF SOCIAL HOUSING PLAN

The City's Social Housing Plan reflects the Greater Geelong community values of access to affordable housing and support for vulnerable community members. The Plan provides a framework designed to meet the housing needs of the lowest income households in the community.

STRATEGIES

Consider the suitability of council owned land which is identified as surplus, for social housing	Update and complete urban renewal plans for areas of high public housing concentration (Corio, Norlane, and Whittington)	Negotiate the inclusion of social housing in all new private developments where rezoning and planning approvals add value to land	Maximise State and Commonwealth investment in new Social Housing in the municipality

SOCIAL HOUSING PLAN TARGETS

Increase the supply of social housing from the current 3% to **7% by 2031** (an estimated increase in supply of 6,750 dwellings including the replacement of 750 existing public housing dwellings.)

Increase the supply of social housing from the proposed 7% in 2031 to **10% by 2041** (an estimated further increase in supply of 6,750 dwellings including the replacement of 750 existing public housing dwellings.)

ROLES FOR COUNCIL

Leadership	Assume a leadership role in advocating for an increase in social housing in public policy and in the local community
Investment	Evaluate the suitability of surplus Council land for social housing which leverages significant funding from State and Commonwealth Governments
Partnerships	Develop partnership agreements with Commonwealth and State Governments for investment in social housing which expands the supply of social housing in Geelong
Planning	Negotiate the inclusion of social housing in all new private developments where rezoning and planning approvals add value to land
Urban Renewal	Contribute to continued urban renewal plans for Corio, Norlane and Whittington
Capacity Building	Develop the capacity of the City of Greater Geelong to manage the implementation of the Social Housing Plan by establishing essential elements of local infrastructure needed to support an increase in social housing

1.2 A Social Housing Plan Based on Partnerships

State Government has the constitutional responsibility to plan for and provide housing assistance, including social housing. Local Government is not the level of government responsible for the delivery of social housing. However, as the level of government closest to the community, Local Government has the closest understanding of local issues such as homelessness and housing poverty. Local Government also has the closest understanding of the impact of the lack of social housing on individuals and families. In turn, Local Government carries most of the burden of supporting people when housing costs force them into poverty, contribute to physical and mental health problems, and eventually leading to crisis. However, Local Government does *not* have the resources necessary to achieve the targets required to address the current and future need for social housing identified within the City of Greater Geelong.

The implementation of any Plan to deliver on these targets will therefore depend on the negotiation of a partnership arrangement between the City of Greater Geelong and both the State and Commonwealth Governments. These partnerships will respond to the following key issues that will impact directly on the effectiveness of the City of Greater Geelong *Social Housing Plan*:

The scale of investment required in social housing is significant

- An estimated 13,500 new dwellings over 20 years including the replacement of 1,500 existing public housing dwellings that will come to the end of their economic life within that period
- This is an average of approximately 675 dwellings per annum at a total development cost of about \$235M (assuming an average cost of \$350,000)

Mechanisms are available to Local Government to reduce the cost required to invest in social housing

- the value of land contributed by Local, State and Commonwealth Governments, plus contributions negotiated with private developers during planning negotiations, is estimated to be able to lower the overall cost of development of social housing by about 20% on average; and
- the impact of the GST rebate if the social housing is delivered through a Registered Housing Agency will further reduce the cost by about 9%; therefore
- the total annual net cost to develop this quantum of social housing is in the order of \$170M per annum.

The subsidy required to meet the target for social housing is far greater than any return on investment to the City of Greater Geelong

- the subsidy required to meet the cost of servicing this level of investment, (even if all borrowed through an entity such as the National Housing Finance & Investment Corporation at government bond rates plus margin), would be in the vicinity of \$10,000 per dwelling per annum or about \$6.5M per annum for the annual target of 643 dwellings; whereas
- The City would only generate about \$650K in rate revenue from the additional social housing.

The central features of the City of Greater Geelong *Social Housing Plan* therefore are:

- i. The negotiation of a **Social Housing Agreement with the Commonwealth Government** that includes:
 - a. A review of all Commonwealth land holdings within the City of Greater Geelong and a commitment to release all sites no longer required, in an orderly manner, for use as residential development with a minimum of 30% of the lots produced designated for social housing and transferred to a Registered Housing Agency at cost; and
 - b. Debt finance through NHFIC to an approved Registered Housing Agency in the order of \$3.4B distributed over 20 years.
- ii. The negotiation of a **Social Housing Growth Agreement with State Government of Victoria** that includes¹:
 - a. A review of all State land holdings within the City of Greater Geelong and a commitment to release all sites no longer required, in an orderly manner, for use as residential development with a minimum of 30% of the lots produced designated for social housing and transferred to a registered Housing Agency at cost; and
 - b. A commitment to complete urban renewal plans for Corio, Norlane and Whittington including the replacement of 1,500 public housing dwellings over the next 20 years as they reach the end of their economic life; and
 - c. A **Social Housing Growth Fund** operating subsidy estimated in the order of \$3B spread over 50 years
- iii. A **commitment by the City of Greater Geelong** through partnerships with the Commonwealth and Victorian Governments to:
 - a. A review of all City land holdings within the City of Greater Geelong and a commitment to release all sites no longer required, in an orderly manner, for use as residential development with a minimum of 30% of the dwelling produced designated for social housing and transferred to a Registered Housing Agency at cost with an option for Council to continue to hold title to the land; and
 - b. Where there is a demonstrated uplift in the value of private land, through a rezoning or development approval, the City of Greater Geelong will negotiate the inclusion of affordable housing appropriate to the context and scale of the development (a legitimate target based on the identified demand suggests that 10% social housing is not unreasonable); and

¹ The City of Greater Geelong recognises that neither the Commonwealth nor State Governments are likely to enter long-term commitments and hence will seek to negotiate 5 year Agreements, with intention to renew in 5 year intervals.

- c. A commitment to work with the State Government in the implementation of Urban Renewal Plans for Corio, Norlane and Whittington, including the resourcing of a community development strategy in each neighbourhood; and
 - d. A commitment to invest \$1M per annum for 20 years into the Registered Housing Agency commissioned with the task of implementing the Social Housing Growth Strategy.
- iv. Negotiation of a **Partnership Agreement with a Registered Housing Agency** to ensure the establishment of the following key components of local infrastructure necessary to support social housing growth including:
- a. **Geelong Affordable Housing Trust (GAHT)** – a special purpose investment entity that will hold all assets and contributions provided by Council, State and Commonwealth governments, and private sector (via Sec 173 Affordable Housing Agreements) and social housing assets; and
 - b. **Geelong Affordable Housing Company (GAHC)** – a special purpose affordable housing development company that is registered as a Housing Association under the Victorian Housing Act and appointed by Council as Trustee of the above trust (refer to **Executive Summary** for more details).

This ambitious expectation by the City is premised on the **following facts which set Geelong apart**:

1. The municipality is the largest by population in Victoria with significant growth expectations driven by State and Commonwealth settlement and regional development plans – Council has every right to expect the support of both levels of government to address the major social infrastructure requirements of the City.
2. The municipality is unique in Victoria in that it has all of the features of a major metropolis including a central business district undergoing rejuvenation through redevelopment including high rise service oriented office towers alongside apartment buildings; an outer fringe which is undergoing rapid growth through greenfield developments; and established suburban communities being reshaped around local retail centres and transport hubs.
3. The municipality has been at the forefront of the restructuring of Australian industry with the closure of many significant manufacturing industries resulting in considerable unemployment and transitional employment options.
4. There is currently a very low proportion of social housing in the municipality, much of which is nearing the end of its economic life, is underutilised, and is not matched to current demand.
5. That level of investment is way beyond the capacity of the City to meet and can only be addressed through a coordinated strategy which has the commitment of both the State and Commonwealth Governments as well as the City of Greater Geelong.

1.3 Strategies

Strategies required to implement the City of Greater Geelong *Social Housing Plan 2020 – 2041* are set out below under the following roles identified for Council:

1. Leadership
2. Investment
3. Partnerships
4. Planning
5. Capacity Building

Each Strategy includes:

1. **Actions** – activities identified as appropriate for each Strategy
2. **Timelines** – an approximate timeline based on Short Term (1-2 years); Medium Term (3-5 years); Long Term (5-10 years) and Ongoing
3. **Budgets** – an estimate of the budget that Council may be required to commit to each activity
4. **Benefits to C the City** – what each action will contribute to the achievement of the overall Plan and related social and economic benefits to Council

Table 1: City of Greater Geelong - Recommended Strategies and Actions

Strategy	Actions	Timelines	Resources	Benefits
A. Leadership Strategies				
1. Establish an Affordable Housing Advisory Committee to Council	Involve key stakeholder groups (including community services, private business, property development industry, and DHHS) in meetings to: consider City of Greater Geelong reports on issues and activities related to social and affordable housing; and provide feedback on issues and opportunities for an increase in the supply of social and affordable housing in Geelong	Short-term	An internal Social Housing Team including research and policy expertise, urban planning expertise and public relations expertise	Key stakeholder support for Council initiatives and policies
2. Develop a better understanding of social housing needs	Publish data on housing need in the City of Greater Geelong which can inform the location, volume and type of required new social housing dwellings Research and document appropriate housing responses to the different groups experiencing housing need	Short-term		Evidence based policies in relation to social housing
3. Raise community awareness of housing need and the benefits of social housing	Promote the social and economic benefits of social housing to the community Promote good practice examples of social housing including the positive impact on low income households	Short-term (dependent upon a dedicated resource to be funded by Council)		Resident and community support for Council policies and for individual social housing projects undergoing planning approval
4. Articulate a clear understanding of the City's role in the supply of social housing	Publish data on social housing supply Monitor Commonwealth and State Government policies which impact on housing supply and promote opportunities that will benefit Geelong Advocate for increased investment in social housing to Commonwealth and State Governments	Short-term		Informed negotiations with other levels of government and better resourced social housing programs
5. Support the inclusion of mandatory planning controls	Advocate to the State Government for the inclusion of mandatory planning controls in the Victorian planning for the provision of affordable housing	Ongoing		

Strategy	Actions	Timelines	Resources	Benefits
B. Investment Strategies				
1. Demonstrate commitment through early investment in showcase projects	Identify one or two suitable Council sites for the inclusion of social housing, employing best practice in social, economic and environmental sustainability Document and promote those developments within the City and externally to State and Commonwealth Governments	1-2 years	Nil budget allocation but impact on balance sheet	Improved public awareness of both the quality and benefits of social housing
2. Invest in a Social Housing Growth Agreement for the City	Contribute Council owned land which is surplus to Council requirements for residential developments that include social housing Annual budget contribution of \$1M to City of Greater Geelong <i>Social Housing Growth Strategy</i>	Medium – Long term (this action needs to be part of an overall approach by the City)	\$1M Subject to a successful Business Case	Leverages significant increase in social housing investment from State and Commonwealth Governments

Strategy	Actions	Timelines	Resources	Benefits
C. Planning Strategies				
1. Amend the Greater Geelong Planning Scheme to require the inclusion of social and affordable housing in new developments based on identified need	The State Government has not set a mandatory or minimum affordable housing requirement.			
	There is a broad state based policy supporting the provision of affordable housing. There is a broad strategic planning basis to include affordable housing matters in local policy and in site specific planning controls.			
	The City will include the current and future demand and supply of affordable housing within the municipality in the Planning Policy Framework.			
	Future housing development will include a meaningful contribution to meeting the identified needs for social and affordable housing where there is a demonstrated uplift in land value	Short term	Within existing resources	An amended Planning Scheme which enables the planning process to negotiate development contributions to the provision of social housing supply in accordance with recent amendments to the Planning & Environment Act
	A site-specific inclusion relevant to the context of the site will be negotiated when:			
	- A rezoning for a residential use is sought - A residential precinct structure plan is prepared - A development concession or incentive is provided as part of a development application².			
	Delivery models will include the gifting, discounted sale or leasing of land or dwellings to a Registered Housing Agency appropriate to the needs of the RHA and the location.			
	Alternative arrangements such as the sale of dwellings to households under an affordable home purchase arrangement such as a shared equity program will also be considered.			

² It is noted that the State Government has not set a mandatory or minimum affordable housing requirement, however, there is broad state based policy supporting the provision of affordable housing. There is a broad strategic planning basis to include affordable housing matters in local policy and in site specific planning controls.

Strategy	Actions	Timelines	Resources	Benefits
	A Social and Affordable Housing Assessment should be prepared as part of the relevant planning assessment process.			
2. Negotiate Section 173 Agreements with applicants	Voluntary agreements will set out:	Ongoing	Housing planner in the Planning and Growth team to negotiate agreements	New social housing included in all eligible - developments or a contribution procured for investment in new social housing
	- the percentage of total dwellings on site to be contributed to social housing; - the type of social housing dwellings to be provided - the location of the social housing dwellings to be provided - the owner and manager of the social housing dwellings to be provided, and - the cost of the dwellings (or land) to be provided for social housing.		\$130,000 per annum subject to a successful Business Case	
	Prepare guidance materials to assist negotiations including criteria for eligible developments			
3. Identify principles to guide negotiations with developers on appropriate social and affordable housing outcomes	Principles for negotiation will include:			
	- Commercial: the cost to the developer should not exceed the value uplift in the land value generated by the development approval. - Integration: the scale, design and finish of the social housing should be compatible with the surrounding streetscape and not distinguishable from other dwellings. The social housing dwellings will have access to the same communal facilities and services as the other dwellings. - Progressive: the social housing should be delivered progressively in accordance with an agreed program. - Certainty: the party identified as the owner and manager of the social housing must have the financial capacity to complete the acquisition and the operational capacity to manage the dwellings in accordance with recognised good practice. - Sustainable: the social housing dwellings provided should be consistent with an	Short term	Cost included in 2 above	Provides developers with confidence that negotiations will not unrealistic and uncommercial

Strategy	Actions	Timelines	Resources	Benefits
	evidenced based model of good practice that demonstrates social, economic and environmental sustainability.			

Strategy	Actions	Timelines	Resources	Benefits
D. Partnership Strategies				
1. Negotiate a Social Housing Agreement with the Commonwealth Government	Including:			
	- Identification of Commonwealth Government owned sites that can be made available for residential development including social housing - Commitment of National Housing & Homelessness Infrastructure Corporation (NHFIC) finance to major new residential zones with a commitment to social housing inclusion - Commitment of National Housing & Homelessness Agreement (NHHA) funding to the renewal of large public housing estates in Geelong - Commitment of National Rental Affordability Scheme (NRAS) incentives to the development of affordable housing in Geelong	Short term-medium term	This action is dependent upon funding provided by Council based on a successful Business Case	Secures Commonwealth investment in social housing in Geelong leveraging Council Investment
2. Negotiate a Social Housing Growth Agreement with the Victorian Government	Including:			
	- Growth targets for new social housing dwellings through the Geelong Affordable Housing Trust - Allocation of State-owned sites for residential development including social housing - Provision of a recurrent subsidy over 30 years under the Social Housing Growth Fund (or similar) to meet the identified gap between revenues and costs (operating and finance) - Business plan which demonstrates the financial viability of the growth strategy over a 30 year period including the full amortisation of all debt	Short term-medium term	This action is dependent upon funding provided by Council based on a successful Business Case	Secures State investment in social housing in Geelong leveraging Council investment
3. The development of a Neighbourhood Revitalisation Partnership between the City of Greater Geelong and the State Government Department of Health and Human	Including: - 10 year Neighbourhood Renewal Strategy. - 5 year Neighbourhood Renewal Plan for Corio, Norlane & Whittington. - A commitment to an approach that integrates improvements to the physical environment and builds the social capital of each community; and enhances the desirability to live in each area while ensuring the traditional public housing residents are not	Medium term-long term	This action is dependent upon a successful Business Case and funding explored between Council and the Victorian State Government.	Long term collaborative strategy backed by appropriate resources to complete the process of urban renewal in areas of concentrated social disadvantage

Strategy	Actions	Timelines	Resources	Benefits
Services (DHHS)	displaced but can enjoy improved living conditions			

Guiding principles:

- Redevelopment of public housing dwellings at the end of their useful life or no longer appropriate to housing needs
- Improvement of public housing that is physically sound to meet the needs of existing and future social housing tenants
- Place based tenancy and property management of the public housing dwellings
- Place based maintenance of the public domain including parks, gardens and community facilities
- Coordination of training and employment programs which link local residents to the economy of place-based management
- Community development program designed to enhance health and well-being, improve community safety, and increase participation in community and civic activities

Strategy	Actions	Timelines	Resources	Benefits
E. Capacity Building Strategies				
1. Investigate the creation of an Affordable Housing Trust by the City of Greater Geelong	Legal establishment of a special purpose social housing investment vehicle which is: - The recipient of any land identified as surplus to Council requirements and suitable for social housing - The recipient of the annual Social Housing Budget approved by the City - The beneficiary of any Affordable Housing Development Contribution negotiated by Council through a Section 173 Agreement during a Development Approval process - The investment vehicle in which State and Commonwealth investments can be secured	Short term	This action is dependent upon a Business Case to be developed and approved by Council. Some resourcing is required.	A special purpose investment vehicle providing security for all investments in social housing from Council, State and Commonwealth Governments and through the planning system
2. Investigate the appropriate Governance model of an affordable Housing Trust.	Incorporation of a special purpose Trustee Company to manage the Affordable Housing Trust with: - Membership based on key stakeholders in the economy such as the City, G21, Committee for Geelong and Give Where You Live - Directors appointed for their skills and experience to develop a social housing property portfolio and manage the assets for the benefit of the community - Employ property professionals with social values and the capacity to implement an approved business plan for the growth of social housing - Secure registration as a Housing Agency under the Victorian Housing Act - Appoint existing Registered Housing Agencies to develop projects and manage properties owned by the Affordable Housing Trust based on their proven capacity to provide excellent service to the designated resident group (role to be dependent on which option is selected for the company)	Medium – Long term	This action is dependent upon a Business Case to be developed. Significant Council resourcing is required.	A competent company at arm's length to the City which can provide focused attention on the development if a social housing investment strategy and oversee its implementation

1.4 Implementation Plan

In order to implement the City of Greater Geelong *Social Housing Plan* it will be appropriate for the City to commit to the following tasks during 2020-21.

Strategy	Tasks	Outcomes	Resources	Responsibility
Leadership	Identify suitable persons and invite them to form the Affordable Housing Advisory Committee	Establishment of key advisory body for the City	Nil	Governance, Strategy & Performance
	Commission a Social Housing Communications Strategy for consideration and sign off by Advisory Committee	Agreed strategy for promoting the benefits of Social Housing and the City's Social Housing Plan	\$20,000	Governance, Strategy & Performance
Investment	Identify 2 Council owned sites for Social Housing demonstration projects	Council resolution to develop sites as Social Housing	Value of sites	Planning, Design & Development
	Commission feasibility studies on the development of the sites	Documented good practice development model and identification of finance and subsidies required to develop	\$100,000	Customer & Corporate services
Planning	Social and Affordable Housing Assessments	Social and Affordable Housing Assessment is prepared as part of Council initiated rezoning or PSP	Within Project Budget	Planning, Design & Development
	Amendment to Planning Scheme	Planning Scheme articulates the intent of the Social Housing Plan	Existing	Planning, Design & Development
Partnership	Meet with Minister for Housing & Planning to discuss Social Housing Plan and Council's goal for Social Housing Agreement with Victorian government	Ministerial in-principle support for a partnership Agreement on growing social housing (including redevelopment of existing public housing).	Existing	CEO

Strategy	Tasks	Outcomes	Resources	Responsibility
	Meet with the Director of Housing to discuss the scope of a Social Housing Agreement between Council and DOH	In-principle agreement on scope of agreement and process for negotiating details.	Existing	CEO's Office
Capacity Building	Engage lawyers to draft Trust Deed for the formation of Geelong Affordable Housing Trust for Council consideration	Adoption by Council and establishment of the Trust.	\$25,000	Governance, Strategy and Performance
	Engage lawyers to incorporate a company limited by guarantee to act as manager of the Geelong Affordable Housing trust	Approval by Council and incorporation of company	\$25,000	Governance, Strategy and Performance
	Recruit 5-7 Council residents with the skills and experience to provide an effective Board of the Trust Manager	Appointment by Council of Board of Directors of Trustee	Internal	Governance, Strategy and Performance

Part B: Context for a Social Housing Plan

2. What is social and affordable housing?

2.1 How is social and affordable housing defined?

Affordable Housing

The term 'affordable housing' generally refers to housing available to lower income households which is affordable relative to their incomes.

The *Planning and Environment Act 1987* introduced a definition of affordable housing in June 2018: *Affordable Housing is defined as housing, including social housing that is appropriate for the housing needs of very low, low- and moderate-income households.*

These income levels have been defined by the Victorian Government based on the household income distribution derived from the most recent Census of Population and Housing undertaken by the Australian Bureau of Statistics. Very Low income is defined as less than 50 percent of the median household income, Low is 50-80 percent of the median, and Moderate is 80-120 percent of the median household income.

The income ranges are shown in Table 1 for three types of household. The Victorian Government publishes income bands for Greater Melbourne and the Rest of Victoria. Geelong belongs in the 'Rest of Victoria'.

Table 1: Annual income ranges - households eligible for Affordable Housing, Rest of Victoria

Household Type	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single Adult	Up to \$18,380	\$18,381 - \$29,400	\$29,401 - \$44,100
Couple, no dependents	Up to \$27,560	\$27,561 - \$44,100	\$44,101 - \$66,160
Family (one or two parents and dependent children)	Up to \$38,590	\$38,591 - \$61,750	\$61,751 - \$92,610

Source: Victorian Government Gazette, 29 May 2018.

Housing Stress

Households in the very low, low- and moderate-income ranges which are paying more than 30% of their usual gross weekly income on housing costs (i.e. rent or mortgage payments) are said to be experiencing housing stress. This measure is greater than that used by the National Centre for Social and Economic Modelling, which uses only the very low- and low-income bands (i.e. the lowest 40% of incomes (i.e. 80% of the median). A significant proportion of households experiencing housing stress may be eligible for social housing.

Social Housing

Social housing is affordable housing, which is owned by government and community-based organisations, where rents are set at an affordable level (i.e. proportion of income) for eligible households. The majority of social housing is either Public Housing or Community Housing.

Public Housing

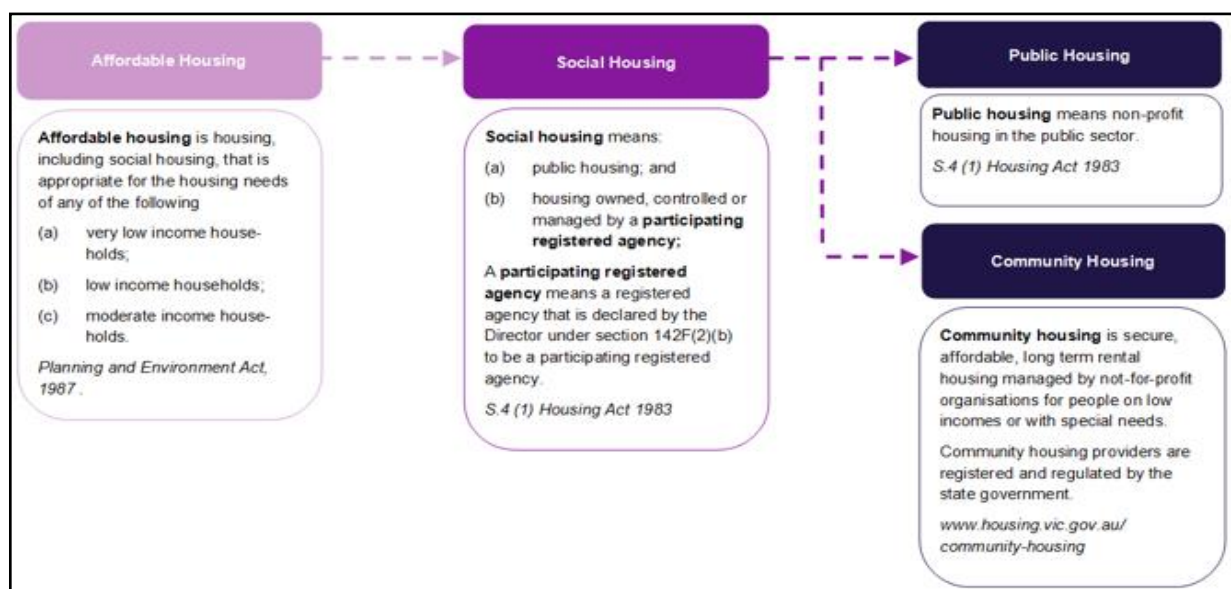
Public housing is housing that is owned and managed by the Government, as per the Housing Act 1983. It refers to rental housing that is provided to very-low and low-income households on an affordable basis (no more than 25 percent of income on rent). Most households in public housing receive Commonwealth income support (e.g. the disability or aged pension). Public Housing is owned and managed by the Victorian Department of Health and Human Services (DHHS). Tenure is not time limited but is subject to tenants meeting rental conditions contained in their tenancy agreement. These agreements are renewed every 3 years.

Community Housing

Community housing is housing that is managed by a Registered Housing Agency. Community housing may be owned by the RHA or leased from DHHS or private landlords. Community housing is targeted to very low-to-moderate income and/or special needs households who meet income and asset tests, in accordance with the Residential Tenancies Act 1997. Rents are commonly capped at between 25 percent and 30 percent of household income with a maximum generally set at 75 percent of market rent. Many providers provide local support services and encourage tenant participation in maintenance and management. Community Housing thus includes:

- Social Housing – long term housing for very low- and low-income households mostly reliant on Commonwealth income support
- Affordable Housing – long term housing for moderate income households mostly reliant on low and casual wages
- Crisis and transitional housing - provide to people experiencing homelessness.

The relationship between affordable, social, public and community housing is shown in Figure 1, below.



Source: Victorian Government DHHS, *Affordable Housing voluntary contributions: Public Housing as an Affordable Housing contribution*, June 2018

Please refer to Table 21, p. 83 for a Glossary of Key Terms

2.2 Why is Social Housing so important?

Social housing is housing for low income households, who are paying a high proportion of their income on rent, and who are struggling to meet the cost of living, due to their family circumstances, and/or as a result of unemployment, disability, poor health or other factors.

Households who rely on government benefits (e.g. pensions, Newstart) as their primary source of income often find it difficult to meet rental payments, even if they receive rent assistance payments as part of their benefits.

Some groups are particularly vulnerable. For example, single parents seeking to provide adequate care for their children may struggle to earn sufficient income, young people on low incomes who leave their parental home; or older pensioners who are renting.

Some people may be unable to pay rents, due to unexpected rent increases, financial difficulties, health issues or unemployment, and as a result find themselves without accommodation. Other people may be forced to leave their home due to conflict and relationship breakdown, including family violence, and find it extremely difficult to access affordable rental properties.

Households which cannot meet rental payments are forced to relocate to less appropriate accommodation, away from family, friends and other support networks. A poor rental history increases the difficulty of finding alternative accommodation in a competitive rental market, and some households experience discrimination in the private rental market.

Some people experience homelessness for a period of time, staying temporarily with friends or relatives, living in substandard accommodation, or living on the streets. With the assistance of homelessness agencies and other support services to find alternative accommodation, the experience of homelessness may be short term. This depends on the availability of suitable accommodation, and for some people, access to support services. Some people who have experienced homelessness may be able to live independently with little additional support. Others may require longer term support.

Whatever the circumstances the provision of social housing in the first instance is considered the most appropriate response to homelessness and the imminent threat of homelessness. The 'Housing First' model is based on the principle that safe and secure housing should be quickly provided prior to, and not conditional upon, addressing other issues. This is now the preferred approach to tackling homelessness in a number of jurisdictions – both nationally and internationally.³

³ Australian Housing and Urban Research Institute (AHURI) 2019 *Social housing as infrastructure: rationale, prioritisation and investment pathway*.

In summary, social housing can provide:

- a. Improved access to secure housing and greater security of tenure
- b. Greater housing stability, providing a secure basis from which to access employment, education, and community services
- c. An enhanced quality of life, including improved health and welfare
- d. A reduction in homelessness
- e. A reduction in demand for services for people experiencing homelessness
- f. Access to support services for social housing tenants, which are designed to help stabilise tenancies.

2.3 What does Social Housing look like?

Social housing may take many forms, in response to the different housing needs of households in the population. Current social housing is indistinguishable from other forms of housing in the community, and is constructed by mainstream builders, to a particular price point.

Social housing may be provided as single dwellings, distributed throughout the community. Social housing may also be provided in multi-dwelling clusters (which could be located in courts), and could be single storey units, or two storey townhouses. Some designs may facilitate interaction between residents, for example for older people or single parent families who can benefit from living in small communities.

Social housing may be included in mixed use apartment developments where there is a mixture of private and social housing, and/or private commercial space on the ground floor, depending on the location and zoning.

A small proportion of social housing may be designed specifically to assist people experiencing housing crises and homelessness, and include crisis and transitional accommodation.

Community consultation and data analysis undertaken for this project identified significant diversity in the types of households at risk, and requiring social housing across Geelong. 'Housing needs' vary in terms of dwelling size, built form, number of bedrooms, location, and disability access.

2.4 What principles should be used in determining appropriate housing for low income households?

Principles to be considered in determining appropriate housing for low income households are shown below. These include parameters in the Victorian Government Ministerial Note (2018).

Table 2: Principles for consideration in developing social housing outcomes

Parameter	Principle	Issues
Location	Housing should be located in reasonable proximity to the range of services the resident requires including retail, education, health, employment and transport.	Most low income households are reliant on public transport and therefore locations close to train stations and bus stops and which are in walking distance to local shops is important.
Design	Housing should be designed to provide adequate space and amenity to minimise anxiety.	Overcrowding is linked to mental health issues and family violence. For single people small homes may be appropriate but if dependent on shared living spaces may be counterproductive to mental health.
Amenity	Housing for low income households should not be too dissimilar in appearance to typical housing in the immediate neighbourhood.	Low income households should not be stigmatised by their housing having a much lower amenity than neighbouring housing as this can lead to social isolation.
Form	Housing should be provided in a form which matches the life stage and amenity required by the household.	High density housing will be suitable for smaller households and those with pre-school age children provided there are recreational areas close by but are unlikely to be appropriate for larger families with school age children.
Integration	Housing should offer the potential to live in a community that is stable, supportive and safe.	Positive relationships with neighbours and sharing common interests with some neighbours can contribute to a sense of belonging and inclusion and enhance community sustainability.
Affordability	Housing should be provided at a cost to the household that does not leave them with insufficient income to meet the other basics of life such as food, clothing, utilities, medical and education costs.	This principle is well defined with the commonly accepted definition being that household costs should not exceed 30% of income for those households in the Very Low, Low and Moderate incomes categories.
Sustainability	Housing should be designed so that the costs associated with living in the dwelling such as utilities and maintenance are minimised.	The cost of construction is often reduced through the use of lower cost materials however these may result in an increase in maintenance costs over time (undermining long term viability for the provider) and/or a reduction in environmental efficiency/ energy (increasing the living costs for the resident).
Support	Housing should be linked to support services which are appropriate to household members and which enable them to maintain a stable tenancy.	Secure and affordable housing will automatically contribute to housing stability however some people such as those with significant physical disabilities and people with acute mental health problems may require ongoing or periodic professional support to assist them maintain their accommodation.

NB: When applying these Principles to certain social groups a range of 'service models' are used, e.g. the Youth Foyer model has a proven track record of not only housing young people at risk of homelessness but linking them with training and employment opportunities.⁴

⁴ More examples of how the application of these principles can lead to certain social housing 'service models' are provided in *Background Paper No. 2 - Affordable Housing Models*

2.5 What is the development model for social housing?

There are four main parameters which need to be decided when developing social housing, as shown in Table 3. Key to any growth in social housing is the ability to access the subsidies necessary to make the housing financially viable and sustainable over the long term.

Table 3: Parameters for consideration in developing social housing outcomes

Parameter	Issue	Options
Finance	What is the most appropriate method of financing the development?	The main options are community contributions, government grants, and/or bank debt. Community contributions generally only cover a small proportion of the cost of development. Private equity is an unlikely source due to low returns and lack of control.
Subsidy	What is the scale and form of the subsidy necessary to ensure the long-term sustainability of the agreed response?	There are only two revenue streams for the operation of a social housing model – rental revenue and operating subsidies. The size of the subsidy is strongly related to the cost of finance. Other costs are generally fixed.
Ownership	What legal entity is the most appropriate to own the social housing?	Ownership will depend on who carries the risk of the project, and in particular who owns the debt and is providing security for the debt.
Management	What organisation is the most appropriate to manage the property and the tenancy?	Management should be undertaken by an organisation that best understands the needs of the client, and can collect rent and maintain the property.

3. Why a Social Housing Plan for Geelong?

3.1 What impact does Local Government have on housing affordability?

Local Government can potentially have a significant impact on housing affordability, especially in Geelong where there is significant land supply, and the municipality is not 'locked' by adjacent populated municipalities.

Local Government can increase demand for housing generally by virtue of its planning and development decisions. Through inputs into regional planning, local government contributes to regional growth and development, and the subsequent demand for housing. This includes infrastructure and transport.

Local Government has a major impact on housing affordability through its regulation of supply of land for development. Under-supply of land tends to increase housing prices, due to unmet demand. Local government also influences value through zoning, regulation of lot sizes, and urban design and urban amenity.

3.2 Why has housing affordability become an issue for Local Government?

Across Victoria, housing affordability is at its lowest level in 20 years. Compared to other Australian States, Victoria has the lowest level of social housing (see 'Supply of Social Housing in Geelong' below). This low level of current social housing stock reflects decades of reduced expenditure on social housing. As a result, much current social housing stock is poorly maintained and any available social housing is usually allocated to those households who have the highest, and most complex, needs. These trends have contributed to negative community attitudes to social housing in many areas of Victoria.

This lack of investment by the State Government in social housing means that Local Government will play an increasingly important role in planning for social housing into the future. As the closest level of government to the people, Local Government is aware of community needs and well connected with local organisations that respond to those needs.

Recent changes made by the State Government to the Victorian Planning and Environment Act 1987 also now allow Local Governments to negotiate with developers about including social housing in new developments. These changes also increase the role, and opportunity, for Local Government to facilitate an increase in the supply of social housing.

3.3 What is the City's commitment to Social and Affordable Housing?

Council has made a number of commitments to providing social and affordable housing in Geelong, which are recorded in various documents. The overarching long-term vision is provided by *A Clever and Creative Community*, which states:

"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."

A Clever and Creative Community identifies the following Community Aspiration:

“an inclusive, diverse, healthy and socially connected community, with success achieved by a variety of affordable options for people to rent or buy a home, and support for the most vulnerable members of the community.”

The City of Greater Geelong *Council Plan 2018 – 2022* states that Council is committed to *“Making sure housing supply, diversity and affordability can meet the needs of our growing community”*. This includes developing *“a housing policy to provide a range of social and affordable housing options”*. A key priority in the Plan is to develop a housing policy to provide a range of social and affordable housing options, with the adoption and commencement of the Social Housing Plan in 2019-2020.

The City of Greater Geelong *Municipal Public Health & Wellbeing Plan 2018-21* acknowledges that life opportunities, good health and wellbeing, are impacted at all stage of life by safe, affordable and accessible housing.

The City of Greater Geelong *Settlement Strategy* (2018) identifies selected strategies for the development of social housing in order to achieve an increase in the level of affordable and social housing in Greater Geelong. Strategies include supporting affordable housing in areas suitable for increased housing diversity and density, especially around Activity Centres and Key Development Areas; investigating voluntary agreements, inclusionary zoning and development of surplus government sites to deliver social housing; and working with State government, community housing and the private sector to deliver more affordable and social housing.

3.4 What is the purpose of the Social Housing Plan?

The purpose of the *Social Housing Plan* is to provide the City with a framework to implement previous commitments and, in particular, to provide a policy that will drive an increase in social and affordable housing options.

The City is committed to ensuring that housing can meet the needs of its constituents. In order to meet the needs of some of the most disadvantaged people in the Geelong community, the City should collaborate with the State and Commonwealth Governments to increase the supply of social housing.

This will mean a more significant role for the City in planning and controlling the development of social housing and ensuring that the type and location of dwellings to be constructed are consistent with the needs of low-income households.

The *Social Housing Plan* will also address the requirement of the Victorian Government to provide an evidence base to enable the negotiation of social housing inclusion with developers.

3.5 What is special about Geelong?

The Geelong region has particular significance within the State of Victoria, due to its size and diversity, and opportunities for growth.

Geelong is the largest municipality in Victoria, encompassing a wide range of suburbs and communities. These include city centre, older urban areas, newly developing broad hectare settlements, coastal towns, post-industrial suburbs, and rural, and semi-rural regions. The distribution of social housing in Geelong is extremely uneven, and some suburbs have a significantly lower socio-economic profile, and experience higher levels of housing stress. There is a need to upgrade social housing which was originally established in the 1950s as accommodation for factory workers.

The Geelong economy has experienced re-structuring, including some major setbacks over the last 20 years, but now has a more complex structure which includes manufacturing, transport, commercial, retail, and services industries. Geelong enjoys a special relationship with the State Government, which has supported a range of initiatives in the past, some of which have been in response to assistance with industrial and economic re-structuring.

Geelong experiences higher levels of uncertainty in relation to housing demand, due to high expected population growth (including through migration). Ongoing migration from Melbourne and Wyndham is likely, facilitated by enhanced transport infrastructure, including rail, road, and a major airport. The region offers a range of attractive lifestyles, with access to employment, recreation, arts and culture, and beaches. People coming to Geelong may live and work in Geelong, retire to coastal communities, or settle in locations where they can commute to Melbourne and other places of employment.

The Geelong Authority

The Geelong Authority was established as a Ministerial Advisory Committee for the Minister for Planning in 2015. The Geelong Authority provides independent advice to the Minister on a range of issues taking into account any social, economic and environmental factors, and the resultant net community benefit to central Geelong, and the broader Geelong region. The Authority oversees the implementation of the *Revitalising Central Geelong Action Plan*, which has been adopted and funded by the State Government.

The Plan aims to encourage more people to live and work in central Geelong, creation of jobs, new development opportunities, and increased demand for retail and other services. The Plan includes several initiatives which potentially relate to social housing including development of housing in the city, support for the delivery of student housing, revitalising the Geelong Station Precinct, and development of community infrastructure to support higher levels of residential development. The Plan included the development of social housing as part of the St Mary's School development.

The development of social housing within central Geelong is clearly within the scope of the Geelong Authority. It will be important for the Authority to oversee housing development projects within Central Geelong, and consider the inclusion of social housing within the context of the Social Housing Plan.

4. How did we develop the City of Greater Geelong Social Housing Plan?

The following tasks were undertaken to develop the *City of Greater Geelong Social Housing Plan 2020 – 2041* – this table also set out where to find more detailed information related to each stage of the project.

Project Stage	Output
Milestone 1 – Inception Meeting and Project Risk Assessment	<i>Project Risk Assessment – Internal Document</i>
Milestone 2 - Policy and Data Analysis	
Policy Analysis: Local State and Federal Policy - guiding principles and opportunities for local government social housing role	<i>Background Report No. 3: Policy Discussion Paper</i>
Data Analysis: City of Greater Geelong Social Housing Supply; Population Groups and Social Housing Need; Social Housing Demand by Area	<i>Background Report No. 4: Social Housing Supply and Demand Assessment</i>
Land Audit: State and Local Government Owned Land	<i>Background Report No. 5: Land Audit (Internal Council document)</i>
Milestone 3 - Community and Stakeholder Engagement	
Development of Project Engagement Plan	<i>Background Report No. 1: Engagement Report</i>
Facilitation of Engagement Events: Stakeholder workshops, community consultations and targeted interviews	
Milestone 4 - City of Greater Geelong Social Housing - Strategic Options Paper	
Draft City of Greater Geelong Social Housing Plan – Strategic Options Paper	<i>Background Report No. 6: Strategic Options Paper</i>
Client Meeting and Councillor workshop to discuss Strategic Options	
Revised City of Greater Geelong Social Housing Plan – Strategic Options Paper	
Milestone 5 - Planning Project Elements	
Overview of: Affordable housing market overview; Social housing business models; Legal mechanisms for achieving social housing at a local government level; Partnership Opportunities	<i>Background Report No. 2: Affordable Housing Models</i>
Overview of recent Planning Scheme Amendment Opportunities; Site Options	<i>Background Report No. 5 Land Audit</i>
Draft Local Affordable Housing Policy	
Milestone 6 – Draft Social Housing Plan	
Draft and Final City of Greater Geelong <i>Social Housing Plan 2020 - 2041</i>	<i>Current document</i>

5. What did the Community tell us?

Consultations with the Geelong community played a very important part in developing the *City of Greater Geelong Social Housing Plan 2020 – 2041*. Full details about all consultations and their results can be found in the *Background Report No. 1 – Engagement Report*. This section provides a summary of the key issues emerging through the consultations that need to be considered in the *Part B: The Social Housing Plan*.

In total, **194 people representing 50 organisations were directly engaged** in the development of the *City of Greater Geelong Social Housing Plan 2020 – 2041*.

Table 4: Community Consultation Events and Attendances

Who (a)	How	How Many
Social and Community Housing Tenants	TWO workshop, kitchen table conversation style	20 attendees in total
Community Service Agencies	TWO stakeholder workshops	27 attendees in total
Housing Providers	TWO stakeholder workshops	
Industry Sector	TWO stakeholder workshops	26 attendees in total
Locations of High Housing Stress	TWO stakeholder workshops	28 attendees
General Community	Community Forum - June 2019	84 attendees
	City of Greater Geelong Access and Inclusion Advisory Committee	9 attendees

NB: Please refer to the 'Attachments' for full Definitions of each group consulted and a list of all organisations engaged.

Key issues emerging through these engagements include:

1. Strengths and challenges of current social housing stock
2. Identified groups who need social housing
3. Identified areas of social housing need
4. Current responses that support the supply of social housing
5. Potential responses to increase the supply of social housing
6. Other supports that make social housing successful

These issues are summarised in the following table.

Table 5: What Did the Community Tell Us?

Key Themes Emerging through Community Consultations	Specific Comments Provided by Community
Current Social Housing Stock in Geelong – What Works Well Now?	
- Design - Permanence - Affordability - Accessibility - Safety and Social Benefits	- <i>It's a beautiful unit - got everything</i> - <i>Housing coops provide real opportunities for residents to build their skills and get involved</i> - <i>Having staff on site helps make the place feel safe and supportive</i> - <i>I am not going to be kicked out. This is the biggest thing</i> - <i>I wouldn't move for anything</i> - <i>Rent is affordable</i> - <i>Like everything, permanent, can be here for ever</i> - <i>I love where it is, quiet, affordable and modern</i> - <i>I like long term affordable housing</i> - <i>Stay where I am forever (Baptcare Norlane)</i> - <i>Bigger place, I can do things I want to do like piano keyboard.</i> - <i>I am lucky to have a cat and I couldn't in my old place</i> - <i>Security of residence</i> - <i>I wouldn't move for anything</i> - <i>I am close to everything and it is a unit on one level and I don't like steps</i> - <i>Close amenities – buses and gardens</i> - <i>I know local shops – I can drive to those</i> - <i>There is a network of people who can support you</i> - <i>We can stay even if one of us passes away – secure to stay</i> <i>(Social and Community Housing Tenants)</i> - <i>Social housing is a very important part of ensuring a mix of housing for those in need</i> - <i>Our houses create new beginnings for people ...they are able to have stability in their lives, can go back to study, can look for employment</i> - <i>Research into the benefits of our housing for our tenants showed improvement in mental health, physical health, academic performance etc</i> - <i>Contributing to breaking the intergenerational cycle of poverty</i> - <i>Social Housing provides the opportunity for people to re-establish themselves</i> - <i>Massive health benefit and social benefits we tend not to count the multiplier effects, the social benefits</i> <i>(Community Forum Participants)</i>

Key Themes Emerging through Community Consultations	Specific Comments Provided by Community
Current Social Housing Stock – Limitations Identified by the Community	
- Need for upgrades - Lack of supporting infrastructure - Inadequate stock maintenance - Poor building condition - Limited ability to move tenants into new properties - Poor community perception based on poor stock condition - Low standards - Declining stock	- Existing public housing standards are far less now than should be expected (City of Greater Geelong Access and Inclusion Advisory Committee) - We need updated personal requirements in our current locations, wider halls, bigger bathrooms and wheelchair access - A lot of residents having trouble with noise at night (Social and Community Housing Tenants) - The community perception about social housing is generated by failure to maintain stock (Industry Sector Consultation) - We don't have the ability to insist on downsizing (Housing Provider) - The State Govt has squandered the opportunity and the Commonwealth's assistance is a drop in the ocean compared to what is need - There is a declining social housing stock base in Victoria (Community Forum Participants)
Who Needs Social Housing in Geelong?	
- This region has the largest level of Aboriginal homelessness in Australia - People coming out of prison - Elder population, including Aboriginal people - Aboriginal women - high level of domestic violence within Aboriginal communities - Housing for men – also part of family violence - People leaving prisons up the road how do we help them return back to society Young people with justice related issues - Women from refugee background, women and children who have experienced immense trauma (Community Forum Participants) - Refugee families prior financial support no longer exists - Women and children escaping family violence - Women at risk, coming to Australia on a 204 visas came with no male family member	- Families need support setting up new houses: furniture, linen etc. lots of people do this to help refugee families in Geelong - Newly arrived families need large houses - High unemployment among Aboriginal households, there is a need for housing that helps them engage with employment agencies, traineeships, employment opportunities, mentoring with someone of culture who they trust - People who need extra space, eg. kids under cover - Young people languishing in mental health facilities and inappropriate places - Young people with a disability – serious lack of safe independent accommodation - Those who find unemployment later in life, on limited resources (Housing Providers) - 18 – 21 year old's living in foster care young people who lose their income support

Key Themes Emerging through Community Consultations	Specific Comments Provided by Community
- Older lone people who might be currently in social housing who really need to downsize but there is nowhere for them to go - Newly arrived families don't like being split up they have already gone through so much - Families underpinned by mental health issues - People coming out of prison and not eligible for supported accommodation – often have no rental history - Young people – rentals not affordable anywhere young people get missed in these discussions also in census night couch surfing (Community Service Agencies)	Aboriginal homelessness rate in Victoria is the highest in Australia and is playing itself out in crime and drug use - Families and lone single people and an aging population who are losing their partners and don't need all the space they are currently living in; People coming out of prison and not eligible for supported accommodation (Housing Providers) - Housing for single people - Single parents with 3 – 4kids (Social and Community Housing Tenants)

How Much Social Housing Do We Need in Geelong and what Type of Housing Is Needed?

- Aboriginal housing and homelessness – our estimates across Victoria are for 5000 – 6000 extra social housing units for 2041 (Housing Providers) - We are going to need 636 homes for young Aboriginal families (3 bedroom homes) in this region by 2041 that is approximately \$7b investment (Community Forum participants) - Currently 1,600 priority applications on Office of Housing (OoH) waiting list in Barwon Region (Community Service Agencies)	- Accommodation for people with a mental illnesses Young people in aged care homes, need to get them out of aged care and free up aged care for older people (City of Greater Geelong Access and Inclusion Advisory Committee) - Housing for people with disabilities leaving their parents' home and wanting to live independently in Geelong (Housing Providers) -

Options Identified by the Community to Increase the Supply of Social Housing Stock in Geelong

- Legislative Change
- Dispersed Social Housing
- Redevelopment of Current Stock
- Leadership role of Local Government
- Partnerships with: State Government (for use of surplus land); Community Support Agencies (for identification of housing needs groups and appropriate social housing responses); Deakin University (for ongoing research into housing needs and potential responses); Registered Housing Associations (for development of social housing stock) etc.
- Increased Social Housing Subsidies
- Support Services
- Community Education

Key Themes Emerging through Community Consultations	Specific Comments Provided by Community
<i>Planning for Future Social Housing in Geelong – What Should be Considered</i>	
Individuals and organisations consulted through the current project identified a number of <i>specific areas</i> that are preferred locations for future housing. Recurrent themes include: - Armstrong Creek - Central City Areas - Pakington Street area - Hamlyn Heights, Herne Hill, St Albans Park, Moolap - Away from areas which currently have high levels of social housing - A need for supporting infrastructure, particularly public transport	A range of <i>initiatives related to increasing the supply of social housing</i> in the Geelong area were also identified. Recurrent themes include: - Short term responses such as a ‘relocatable rooms’ allowing temporary expansion of current dwellings - Financial contributions from dwelling sales to finance future social housing - Micro villages for ageing populations - Apartments for women and children escaping domestic violence - Programs to support people to move into home ownership - Incentives for developers such as reduced car parking etc. - Development of surplus State Government land i.e. Barwon Water - Establishment of Housing Trusts at other Local Government Areas - Liveable Housing Australia model

The knowledge and insight provided through these community consultations about current and future social housing needs across Geelong have directly informed **Part A: Social Housing Plan**.

6. What is the need for Social Housing in Geelong?

6.1 What are the housing conditions in Geelong?

Housing affordability

Housing affordability is determined by the cost of housing - rental (or mortgage) payments, in relation to the level of income. The Victorian Government Department of Health and Human Services provides reports on housing affordability, by local government area.

Affordability of private rental properties

There has been a significant **decline in affordability of private rental dwellings** over the last 10-15 years. The following Figure 4 shows the proportion of dwellings available for rent that would be affordable as defined by DHHS (Rent Report), for one, 2, 3- and 4-bedroom properties in Geelong, since 2000.

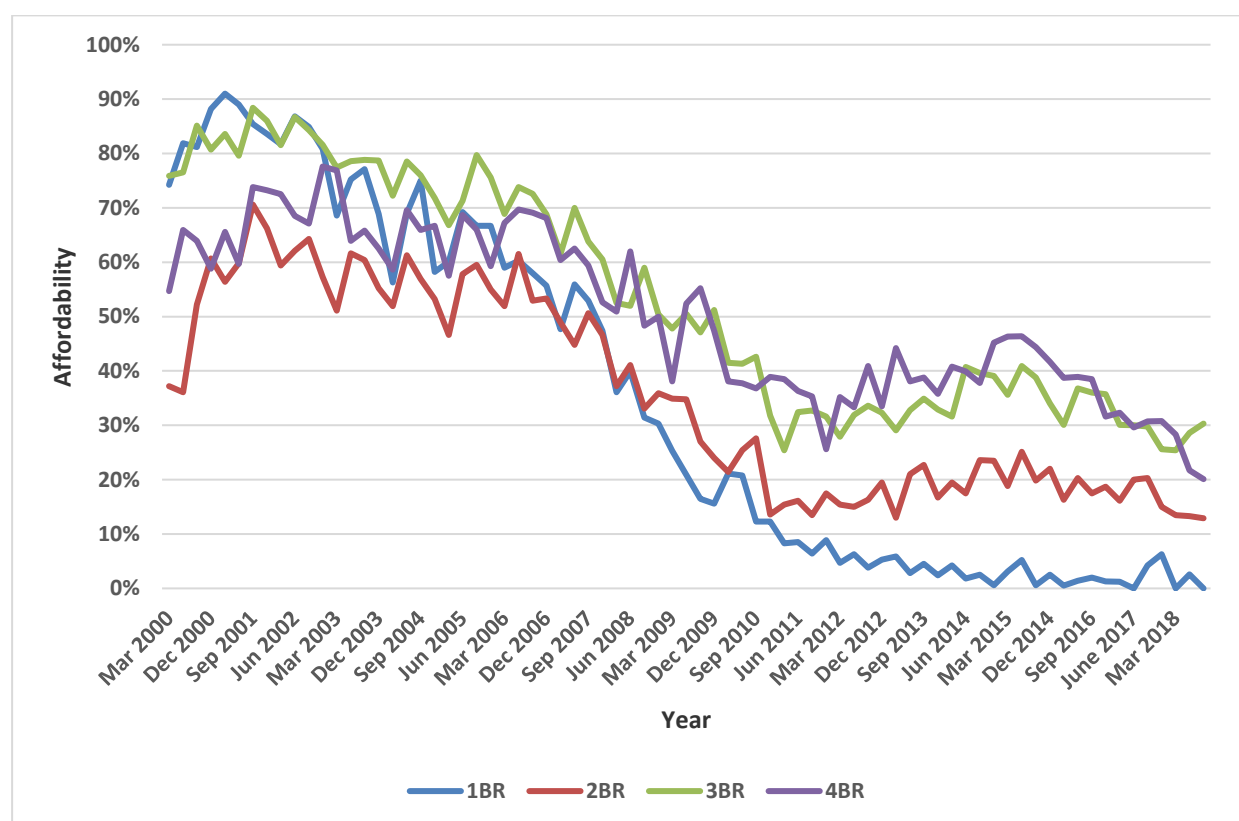


Figure 2: Median Rents – 2011 - 2016

Source: DHHS, Rental Report

The data indicates that despite the substantial growth in housing supply in Geelong in recent years, the **proportion of affordable dwellings has significantly decreased**. Analysis of recent rental costs across the City of Greater Geelong shows:

- Only 15% of recently let 2-bedroom rental properties are affordable
- About 30% of recently let 3-bedroom rental properties are affordable
- The affordability of 4-bedroom rental dwellings has reduced over the last few years to about 20%
- There are currently no affordable 1-bedroom rental properties⁵

Overall the number of **affordable rental properties declined from around 80% in the year 2000 to 20% in 2018**. This is the result of increases in rents, without commensurate increases in incomes, in low income households.

The reduction in affordability of rental properties has been most dramatic for one- and two-bedroom dwellings. Much of the increase in Geelong's housing stock over the past decade has been 3- and 4-bedroom dwellings, with significantly less investment in 1- and 2-bedroom dwellings. For example, newly developing areas such as Armstrong Creek have a relatively high proportion of 3- and 4-bedroom dwellings (99% of dwellings).

Geelong now has a relatively high proportion of separate dwellings (84%) compared to Melbourne (66%), and 70% of the dwellings in Geelong are 3 or more bedrooms, compared to 63% for Melbourne. This indicates an immediate need for a significant increase in affordable one and two-bedroom dwellings (e.g. suitable for lone person households, and single parent families).

Further evidence in the reduction in affordability is provided by comparing median (average) rents with median incomes.

Median rents

In the 5 years from 2011 to 2016 **median rents in Geelong increased on average by 22%**. This was a greater increase than rental costs in Melbourne in the same time (15%) (Figure 3).

Some areas experienced significant increases in rents (e.g. new growth areas), while in other areas rental increases were more modest.

⁵ This assessment of affordable supply of rental properties is based on the number of suitably-sized properties that are within 30 per cent of gross income for low-income households.

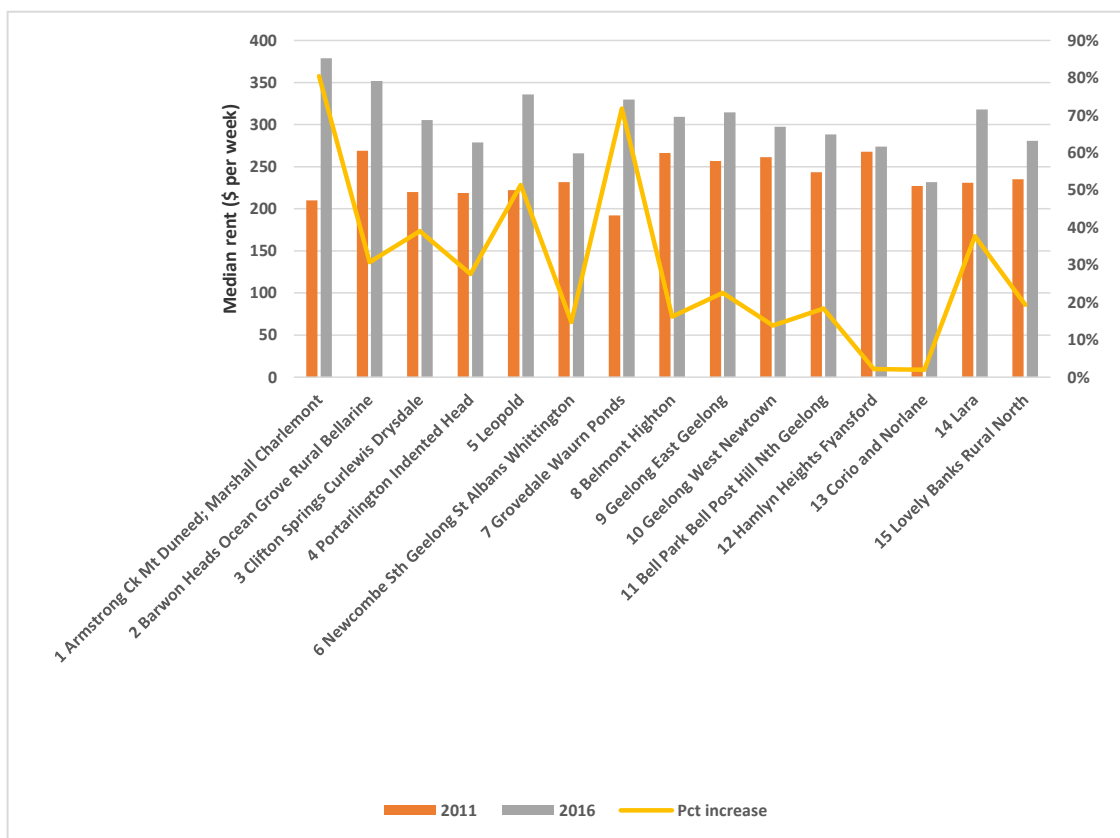


Figure 3: Median Rents – 2011 - 2016

Source: ABS, 2016

Significant increases in median rents were evident in Area 1, Area 5, Area 7, and Area 14. In some suburbs, rental increases were higher than those indicated in Figure 17, for example median rents in Waurn Ponds increased from \$220 to \$395 per week over the 5 year period.

The following Figure shows the longer term increases in median rents for Geelong, for different sized dwellings.

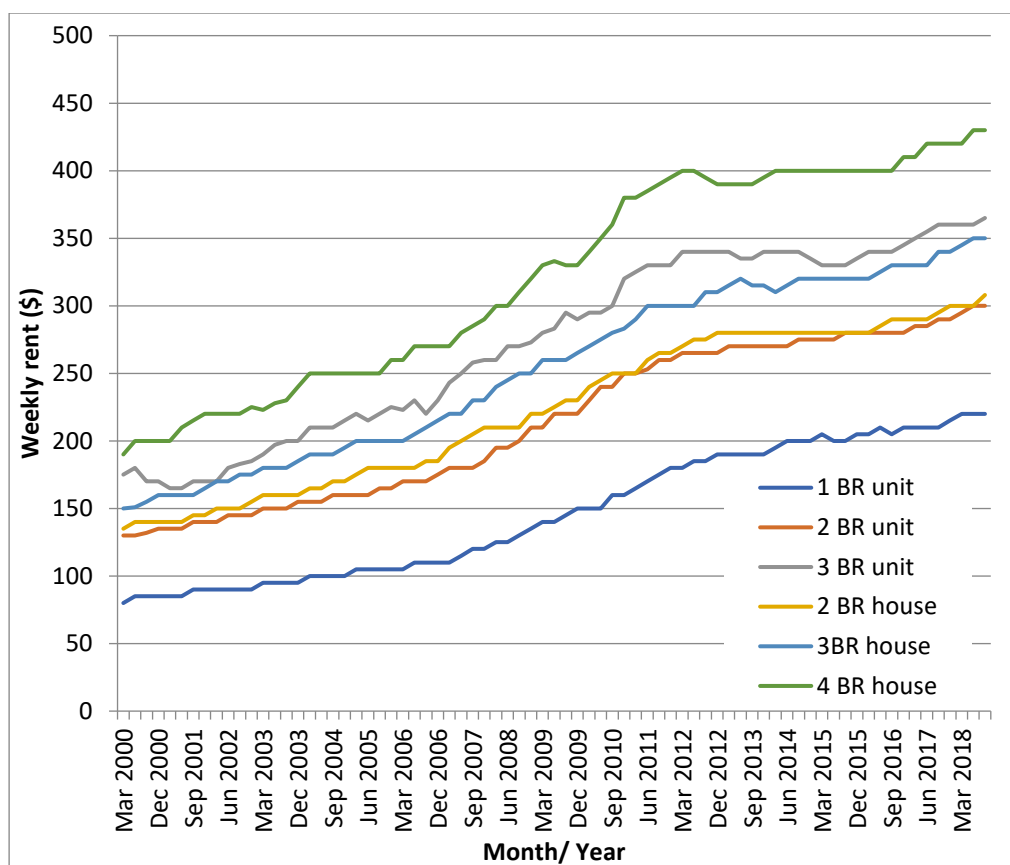


Figure 4: Median Rental Payments 2000 - 2018

Median incomes

In 2016 low income households represented 21% of all Geelong households, compared to Melbourne where low income households were 17% of total households.

Over the 5-year period 2011 to 2016, median incomes increased from \$1,048 to \$1,242 per week (i.e. by 18.5%). A significant number of low-income households in Geelong are in receipt of government income support, as shown below.

Table 6: Income support recipients – 2018

Recipients of:	No. (2018)
Commonwealth Rent Assistance	15,166
Youth Allowance	4,000
Parenting Payment Single	2,600
Family Tax Benefit B	11,284
Age Pension	29,000
Disability Pension	9,000
Newstart	8,000

Source: www.socialstatistics.com

Cost of houses, apartments and vacant blocks

The reduction in private rental affordability has been underpinned by **significant increases in median prices for houses, apartments, and vacant house blocks** over the last 15 years.

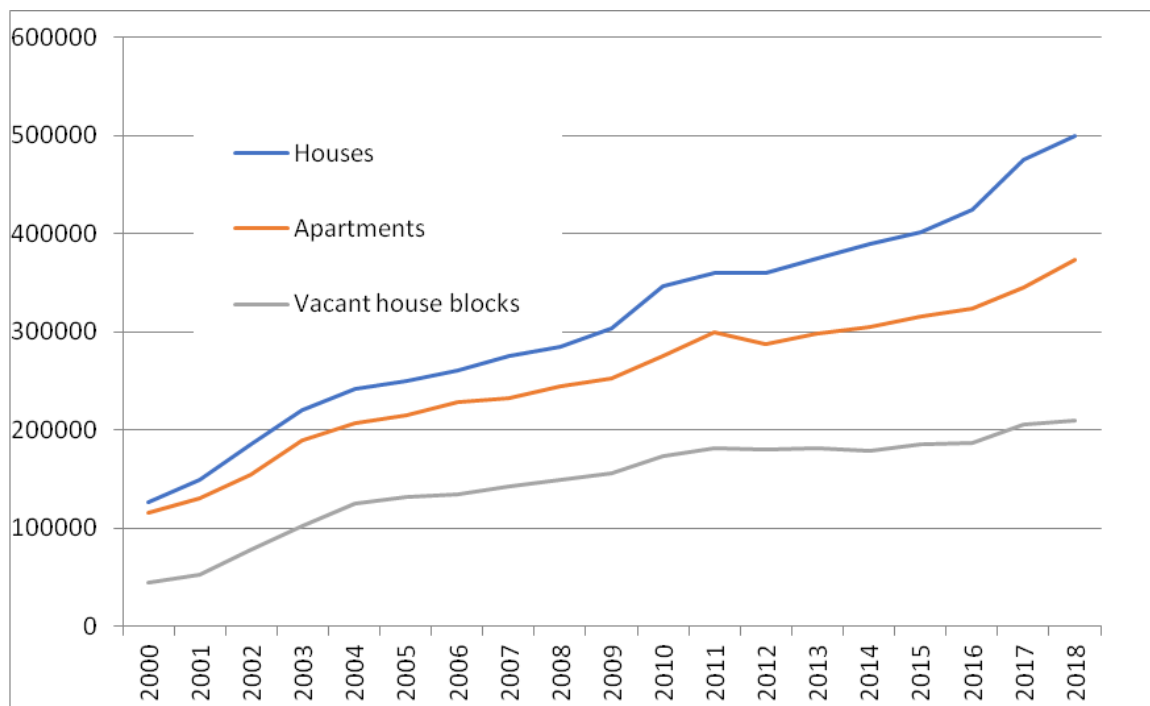


Figure 6: Median Dwelling Purchase Price – 2000 - 2018

Source: Valuer General

6.2 How prevalent is housing stress in Geelong?

Estimated number of households experiencing stress

Housing stress is used as an approximate measure for the number of households that would benefit from living in social housing. Housing stress is defined as occurring where very low, low- and moderate-income households are experiencing housing stress as a result of paying a significant proportion of income in rent or mortgage payments, nominally more than 30%.

Housing stress is thus a function of the level of income, and the cost of housing. The cost of housing is measured as rental or mortgage payments. Income bands are set by the Victorian Government for Greater Melbourne and Regional Victoria. Geelong is classified as belonging to Regional Victoria. Using income bands for Regional Victoria has the effect of underestimating the number of low-income households.

Table 7: Geelong households in housing stress - 2016

Level of Income	Mortgage Stress	Rental Stress	Total Housing Stress
Very low	783	2,138	2,921
Low	955	2,851	3,806
Moderate	1,332	1,822	3,154
Total	3,070	6,811	9,881

Source: ABS, 2016

There are approximately **9,900 households (11% of all households) living in housing stress** in Geelong. There are approximately 6,800 households experiencing rental stress, which is approximately one quarter (26%) of all households renting privately in Geelong.

Households living in housing stress are located in **3 main Areas**:

- Area 13: Corio, Norlane (19% of Area households)
- Area 6: Newcomb, South Geelong, St Albans, and Whittington (16%) and
- Area 8: Belmont and Highton (11%)

The rental and mortgage components of housing stress are below for each of the 15 Areas.

Housing stress associated with rental is more significant than housing stress associated with mortgage repayments in all Areas except Area 1 which includes Armstrong Creek, and Area 15 Lovely Banks and Rural North.

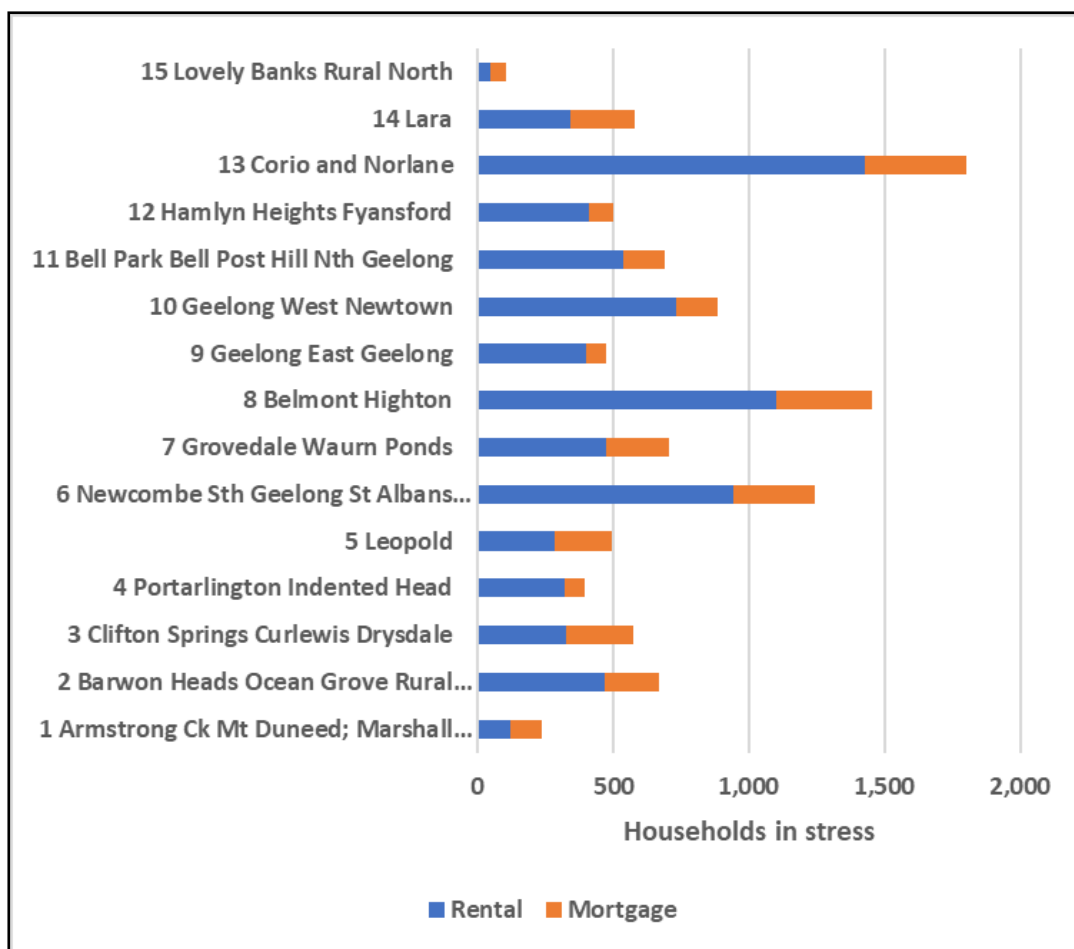


Figure 7: Households in Rental and Mortgage Stress – 2016

Source: ABS, 2016

Rental stress

Households experiencing rental stress are generally considered to be more at risk of homelessness than households experiencing mortgage stress, for the following reasons:

- Households that rent privately are at risk of eviction for non-payment of rent, as well as other issues, and are at risk of rent increases at the discretion of the landlord, as well as adverse actions by landlords.
- Households with a mortgage have greater tenure security, are subject to interest rate movements, and may be able to realise capital from the equity in their property if ever forced to sell. Once in the rental market, they may no longer experience housing stress.

For these reasons, rental stress is used in the calculation of demand for social housing. Social housing is provided to people who are renting, on low incomes, and who are paying a relatively high proportion of their income as rent. Many such households are in receipt of government income support.

Recent trends in housing rental stress

The proportion of households living in rental stress in Geelong has increased overall by 3%, from 30% in 2011 to 33% in 2016. Some areas such as Corio and Norlane have experienced a greater increase (7%), and some have experienced a small reduction. These changes need to be considered in the context of a **20% increase in the number of households renting privately 2011 - 2016**.

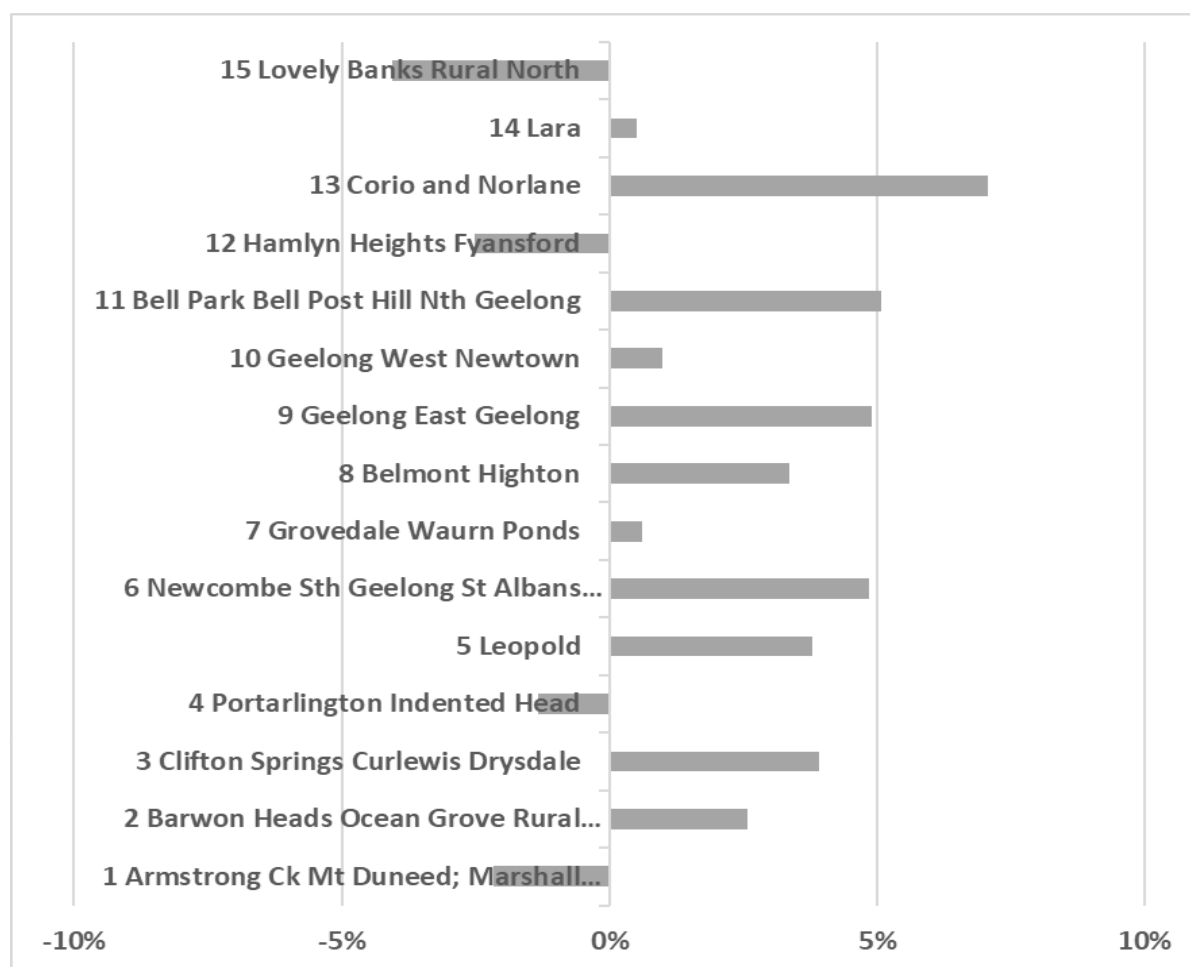


Figure 8: Households Experiencing Rental Stress – Percentage change 2011 - 2016

Source: ABS, 2011 and 2016

How many people are homeless in Geelong?

The total number of homeless people in Geelong was approximately 700 on census night, with a further 431 marginally housed. Table 6 shows the various categories of homelessness. Major reasons for homelessness include housing crisis, financial difficulties, relationship breakdown, and escaping family violence.⁶

Table 8: Homeless Persons by Type of Homelessness – 2016

Homeless circumstances on census night	Number
Living in improvised dwellings, tents, or sleeping out	67
Living in supported accommodation for the homeless	252
Staying temporarily with other households	121
Living in boarding houses	113
Living in other temporary lodgings	0
Living in 'severely' crowded dwellings	157
Total	712
Marginally housed on census night	
Living in other crowded dwellings	315
Living in other improvised dwellings	6
Marginally housed in caravan parks	110

Source: ABS Census 2016

The above estimates of people experiencing homelessness are **conservative**, and underestimate the true number of people experiencing homelessness on census night. In particular, the data underestimates the number of women and children escaping family violence who are seeking assistance with housing.

The ABS notes that some women and children escaping family violence may be identified as 'visitors' to another home on Census night. They may not wish to disclose their circumstances out of fear, or stigma, or they may have an expectation that they can return to their home in the future.⁷

Other homelessness data supports the view that the above estimate is conservative. For example, there were approximately 5,000 homeless clients in the Barwon Region in 2017/18.⁸

For the purposes of estimating demand for social housing, we include 1,000 households⁹.

⁷ See ABS 2049.0 - Census of Population and Housing: Estimating Homelessness, 2016, Item 36.

⁸ AIHW, 2017/18

⁹ The majority of homeless people are either single adults, or single adult with children. Thus, the number of people approximates the number of households.

6.3 What are related indicators of demand for social housing?

A range of other social indicators evident in the 2016 census highlight the vulnerability of many residents across the City of Greater Geelong to increasing housing costs including:

- 6% of the population needs assistance due to age or a disability compared to 4.9% for Greater Melbourne
- 11.1% are one parent families compared to 10.1% in Greater Melbourne
- 26.3% are lone person households compared to 23.2 % in Greater Melbourne
- 1% of the population are Aboriginal or Torres Strait Islanders (2,407 people) compared to 0.5% in Greater Melbourne
- 6.4% are unemployed compared to 6.8% in Greater Melbourne
- 21.1% of households live on low incomes compared to 16.7% in Greater Melbourne
- 15.8% of households have no internet connection compared to 11.3% in Greater Melbourne
- 16.9% of people from overseas arrived in the area since 2011
- Between 164 - 110 Asylum Seekers arrived per month between 2014 – 2019 ('Irregular Maritime Arrivals')
- On average there have been 1,338 police call outs for 'family Incidents' (related to domestic violence) per year 2013 - 2018
- Geelong is a relatively disadvantaged area with a SEIFA¹⁰ Index of 994. 16 small areas are relatively disadvantaged with significant levels of disadvantage evident in Corio (830), Whittington (821), and Norlane/North Shore (731)

6.4 How many households live in social housing in Geelong?

There are **3,300 households recorded as living in social housing in Geelong** (ABS, 2016). This comprises about two thirds public housing and one third community housing.

The number of households renting social housing has stayed relatively constant since 2001, while population has grown by 24%, and the number of households has grown by about 10% (Figure 9).

This reflects **increasing demand for social housing** without a commensurate increase in social housing stock. As a result, the proportion of households renting social housing has dropped from 4.2% (2011) to 3.6% (2016).

¹⁰ Socio-Economic Index for Areas (SEIFA) measures the relative level of socio-economic disadvantage based on a range of Census characteristics. A higher score on the index means a lower level of disadvantage. A lower score on the index means a higher level of disadvantage.1001.9 Australia 2016

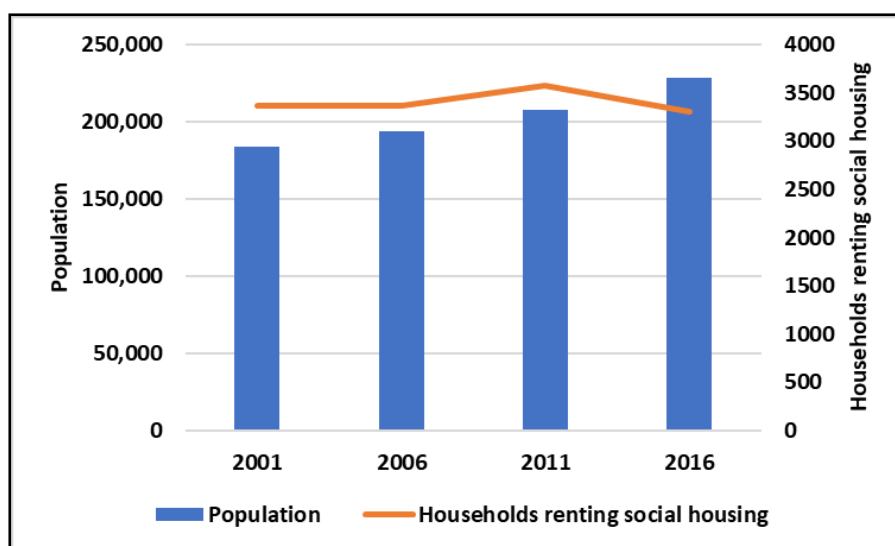


Figure 9: Number of Households Renting Social Housing - 2001 - 2016

Source: ABS, 2016

In the period 2011 – 2016 there were increases in all housing tenures, except for social housing (Figure 13). Importantly, the number of households renting privately increased by 3,500 households (nearly 20%) from 2011 to 2016.

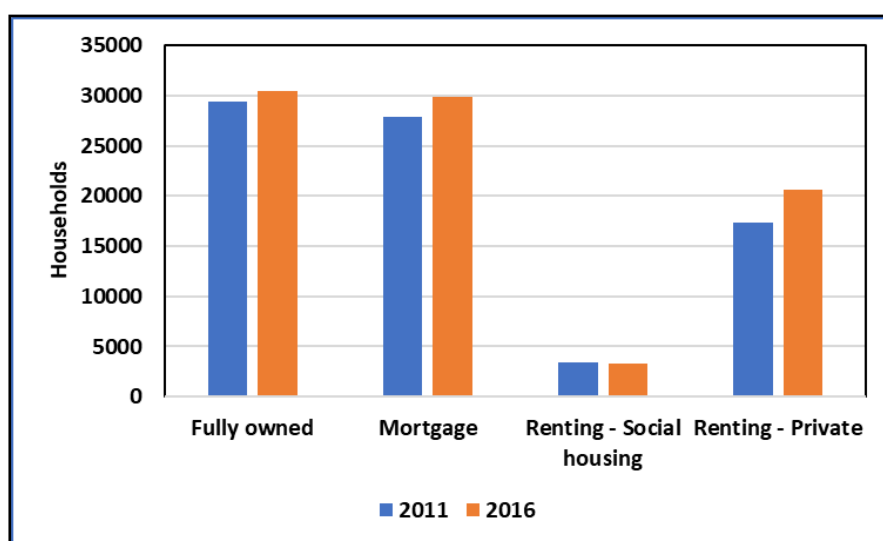


Figure 10: Housing Tenure - 2011 – 2016

Source: ABS 2016

Where do social housing tenants live in Geelong?

The distribution of social housing across Geelong is very uneven. This is a remnant of the post war development of housing, for employees in Geelong's industries, and in particular the investment in public housing by the State Government, to create new suburbs at East Geelong, Norlane and Corio.

Five Areas account for nearly 84% of social housing tenants in Geelong. By contrast there is relatively little social housing on the Bellarine Peninsula, and in the growth area of Armstrong Creek.

Table 9: Areas with relatively high proportion of social housing

Area	Suburbs	Proportion of all social housing tenants	Social housing as a proportion of all housing
13	Corio, Norlane	40%	14%
6	Newcomb, South Geelong, St Albans, and Whittington	20%	8%
7	Grovedale, Waurin Ponds	8%	4%
8	Belmont, Highton	9%	2%
10	Geelong West, Newtown	7%	3%
Other		16%	
Total		100%	

Source: ABS, 2016

This high concentration of social housing in particular areas has contributed to higher levels of disadvantage in Corio, Norlane and the Whittington area.

What is the expressed unmet demand (social housing waiting lists)?

The number of households on the social housing waiting list provides complementary information about the demand for social housing. Households on the waiting list are likely to be experiencing housing stress, or homelessness.

Table 10: Number of Households on Social Housing Waiting List - 2018

Area (office)	Priority Access	Register of Interest	Total
Barwon (Geelong)	1,610	1,089	2,699

Source: DHHS, Dec 2018

Table 11: Number of Households on the Office of Housing Transition List December - 2018

Area (office)	Priority Access	Register of Interest	Total
Barwon (Geelong)	206	189	395

Source: DHHS, Dec 2018

As indicated the number of households on the waiting list is the 'expressed demand', and does not represent the actual demand for social housing. There are many households in rental stress who do not register, because they are aware of the significant waiting times, or because they wish to avoid the perceived stigma of becoming a public housing tenant.

6.5 What is the estimated total demand for social housing in Geelong?

The estimated demand for social housing is based on the following approach. Demand is based on the sum of three components.

- The number of households currently living in social housing, based on ABS Census 2016 (the total number of households is 3,300 based on the ABS Census, 2016, as indicated above)
- The number of households who are **experiencing 'housing stress' in the private rental market** (who are *not* living in social housing), based on the ABS Census 2016. Housing stress is defined as occurring when households on low incomes paying more than 30% of their income on rent
- The number of people who are homeless in Geelong, based on ABS Census, 2016 (see 6.2, above)

Table 12: Estimated Demand for Social Housing - 2016

Group	No. households	Adjustment factor	Adjusted no. of households
Households renting social housing	3,300	100%	3,300
Very low-income rental households	2,138	90%	1,924
Low income rental households	2,851	85%	2,423
Moderate income rental households	1,822	85%	1,549
Homeless households	1,000	100%	1,000
Total			10,196

Source: ABS, forecastid, K2 Planning, based on SGS methodology for the City of Kingston (2019)

The total apparent need for social housing is thus 10,200 households, or approximately 11% of households. This represents a reasonable and conservative point of departure for the purpose of developing the *City of Greater Geelong Social Housing Plan 2020 - 2041*.

The estimate of demand for social housing may be considered conservative because:

- the estimate uses housing stress data based on Regional Victorian income bands
- the estimate excludes households experiencing mortgage stress
- the number of homeless people (Census data) is an underestimate

6.6 Which population groups need social housing?

A high proportion (41%) of households experiencing rental stress are lone person households, and one parent families (30%). Thus 71% of households experiencing rental stress are led by a single person (presumably reliant upon a single income).

Table 13: Type of households experiencing rental stress - 2016

Household type	No.	%
Lone person	2,793	41%
Single parent family	2,023	30%
Couple with children	794	12%
Couple without children	707	10%
Group household	371	5%
Other household	123	2%
Total	6,811	100%

Source: ABS 2016

There are several groups which may experience housing stress due to life stage, age, health, disability, cultural background, immigrant status and family situation.

Table 14: Groups experiencing rental stress - 2016

Group within the population	Key housing issues
Lone person households (11% of households in Geelong)	Lone person households are the largest group of households experiencing rental stress (41%), and represent 28% of all households experiencing mortgage stress. This is a reflection both of relatively low incomes compared to other households, and the very difficult rental market
Single parent households (11% of households in Geelong)	About 20% of single parent families experience housing stress, due factors such as single incomes, part time work, and child care costs. Larger households (e.g. 3 or more children) generally experience higher levels of stress.
Women and children escaping family violence	Women and children who are forced to leave home may lack income, a rental history, and have limited financial resources due to the abuse and control exercised by the perpetrator
Young people (aged 17-24)	Approximately 900 young person households are experiencing housing stress (or 25% of young person households). Some young people live unstable lives and are disengaged from education and employment. Young people with mental health issues, disabilities, and young people leaving care are particularly at risk.
Older people (aged 65 and over)	There are about 1,000 households (4.5% of older person households) which experience stress. This is mainly because of the relatively higher levels of home ownership among older people.
People who have a disability (people who need assistance)	There are approximately 14,000 people with a disability in the City (6% of the population), who require assistance with daily living activities. There are nearly 9,000 people in the City in receipt of the Disability Support Pension.
Aboriginal and Torres Strait Islander (ATSI) households	There are approximately 2,400 people of ATSI background living in the City, which is the largest regional population of Aboriginal people in Victoria. Aboriginal people experience higher rates of unemployment, family violence and homelessness.
Refugees	Refugees are a relatively minor group in Geelong (2% of Victoria), but with particularly high levels of need due to lack of resources, language difficulties, past trauma, and limited access to services.
People leaving prison	There may be some people leaving prisons who seek accommodation in Geelong. They may have relatively low incomes, lack rental history, and experience discrimination in housing and labour markets.

Source: ABS, 2016; Community consultations; Greater Dandenong Social Statistics

6.7 Where is social housing needed?

While the indicated demand for social housing is 11% overall, there is considerable variation between Areas, as shown in Figure 11 below. This shows the need for social housing in a particular Area, based on the current level of social housing, housing rental stress and homelessness.

Figure 11 shows that Area 13: Corio and Norlane have a significant estimated demand for social housing (26% of total demand), followed by Area 6: Newcomb (18% of demand).

Responding to this need should be in the context of planning a more even distribution of social housing across the Geelong region.

A planned approach may include the redevelopment of existing social housing in 'high need' areas, as well as providing opportunities for some households living in social housing, or experiencing housing rental stress, to re-locate to other adjacent areas.

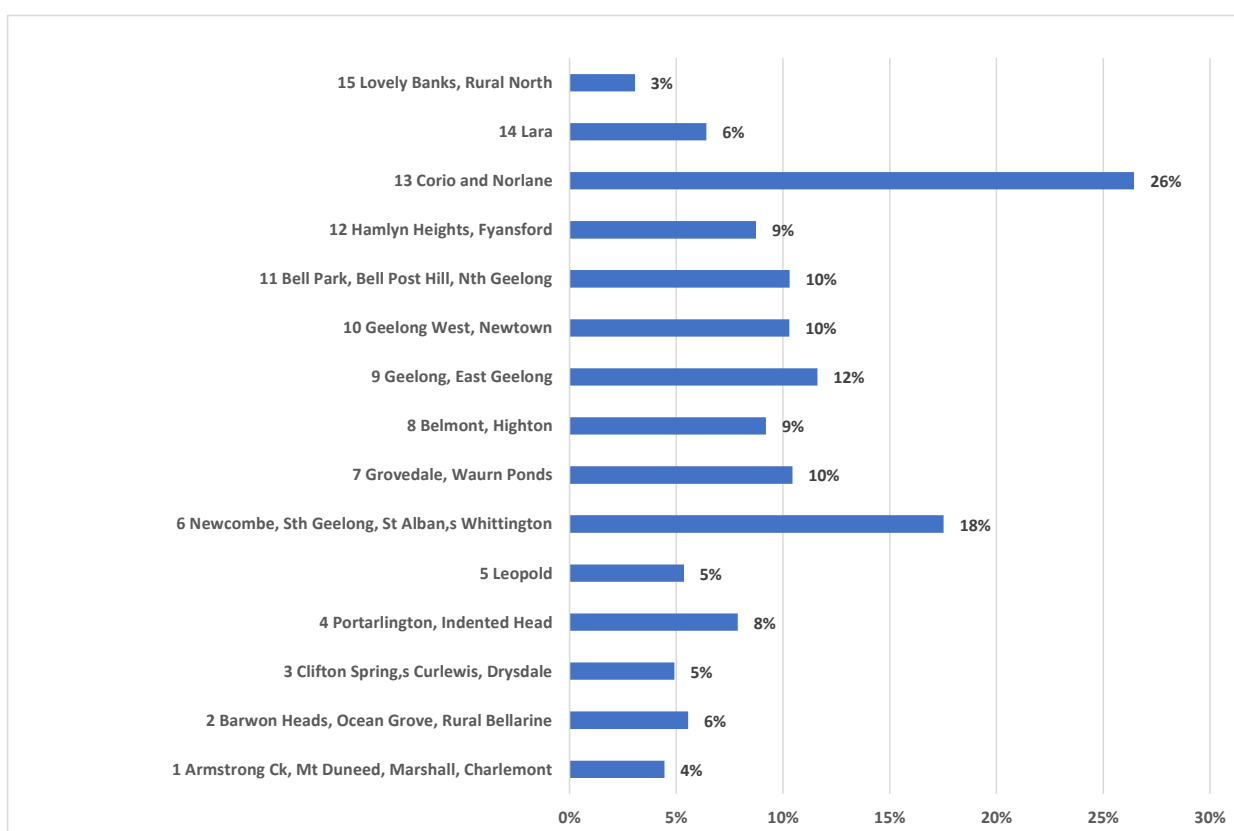


Figure 11: Demand for social housing, by Area (based on 2016 data)

Source: ABS, 2016

6.8 What is the projected demand for social housing in the future?

The demand for social housing is projected to increase in line with population increases over the next 25 years. The projected demand for social housing is estimated by:

- applying the rate of population increase to 2016 estimated demand
- assuming that the proportion of households in housing stress stays the same at 11%

Population forecasts for Geelong were developed by ID Consulting in July 2019 and take into account new growth areas, as identified in the City of Greater Geelong *Settlement Strategy*.

Table 15: Projected population, households and dwellings - 2016 to 2041

	2016	2021	2026	2031	2036	2041
Population	239,531	268,984	298,716	330,428	361,014	393,216
Dwellings	106,568	119,659	133,643	148,103	161,978	176,622
Households	95,840	107,371	119,467	132,332	144,822	158,111
<i>Demand for social housing (households)</i>	10,196	11,423	12,710	14,078	15,407	16,821

Source: forecastid.com, based on information provided by the City of Greater Geelong

Figure 13 on the following page illustrates the projected population growth by Area, over the next 25 years.

Major growth areas in the City of Greater Geelong over the next 25 years include:

- Armstrong Creek, Marshall and Charlemont (Area 1)
- Lovely Banks, Rural North (Area 15)
- Bell Park, Bell Post Hill, North Geelong (Area 11)
- Hamlyn Heights, Fyansford (Area 12)

The established areas around Geelong are expected to grow by 15-20% through infill, and the development of housing around activity centres.

Towns on the Bellarine Peninsula are expected to grow at moderate rates (30-40%) over the next 25 years, mainly through broad hectare development (constrained within town boundaries), and also through higher density developments in existing activity centres.¹¹

¹¹ Refer to City of Greater Geelong *Settlement Strategy* for more details.

In summary:

This section has shown that the estimated total demand for social housing in Geelong is far greater than the current number of households living in social housing. There is also clear evidence that the need for social housing is greatest amongst certain households including: single parent households; lone person households, and other groups such as newly arrived and refugees families. There is also evidence that the certain areas have higher demand for social housing, particularly, Corio and Norlane (26% of total demand) and Newcomb (18% of demand).

The following section explores the current supply of social housing in Geelong including the location and ownership of social housing and potential areas which might respond to future social housing needs.

7. Supply of Social Housing in Geelong

7.1 How much public housing is in Geelong?

The current supply of social housing on Geelong is approximately 4,300 dwellings, comprising 3,628 public housing dwellings owned by DHHS, and approximately 665 properties owned by community housing providers.¹² This stock level is somewhat higher than the 3,300 households identified as renting social housing in the most recent census (ABS 2016).

7.2 What type of housing stock is social housing?

The type of public housing dwellings currently available in Geelong is shown in Table 16. Nearly half the dwellings are standalone houses (49%). Medium density attached dwellings currently account for 38% of public housing. There is a very limited supply of 'movable units' or 'multiple unit' dwellings.

Table 16: Public Housing in the Barwon Region, and Geelong LGA, 2017/18

Area	Houses	Medium density attached	Medium density detached	Low rise flat	Movable unit	Multiple unit facility	Other	Total
Barwon	2,033	1,533	231	97	65	14	51	4,024
Geelong	No	1,794	1,384	231	97	59	14	3,628
	%	49%	38%	6%	3%	2%	0%	100%

Source: DHHS Housing Assistance Additional Service Delivery Data, 2017/18

The majority of social housing dwellings are currently 2- or 3-bedroom dwellings, as shown in Figure 14.

001

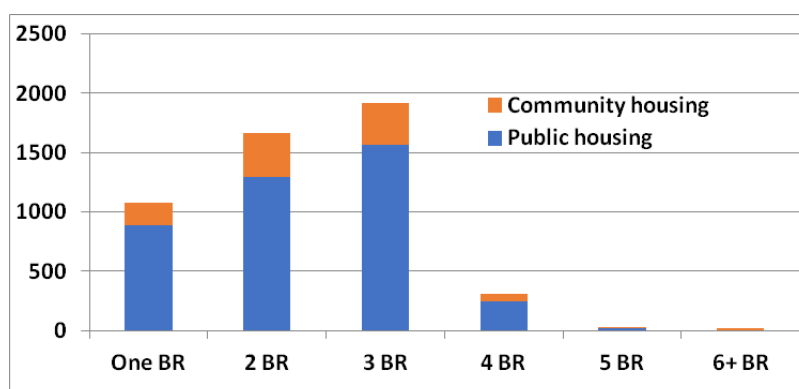


Figure 13: Supply of social housing in Geelong, number of bedrooms, 2017/18

Source: Department of Treasury and Finance 2018, DHHS Housing Assistance Additional Service Delivery Data, 2017/18

¹² Ibid.

7.3 Where is social housing located?

Social housing is **unevenly distributed** across the municipality.

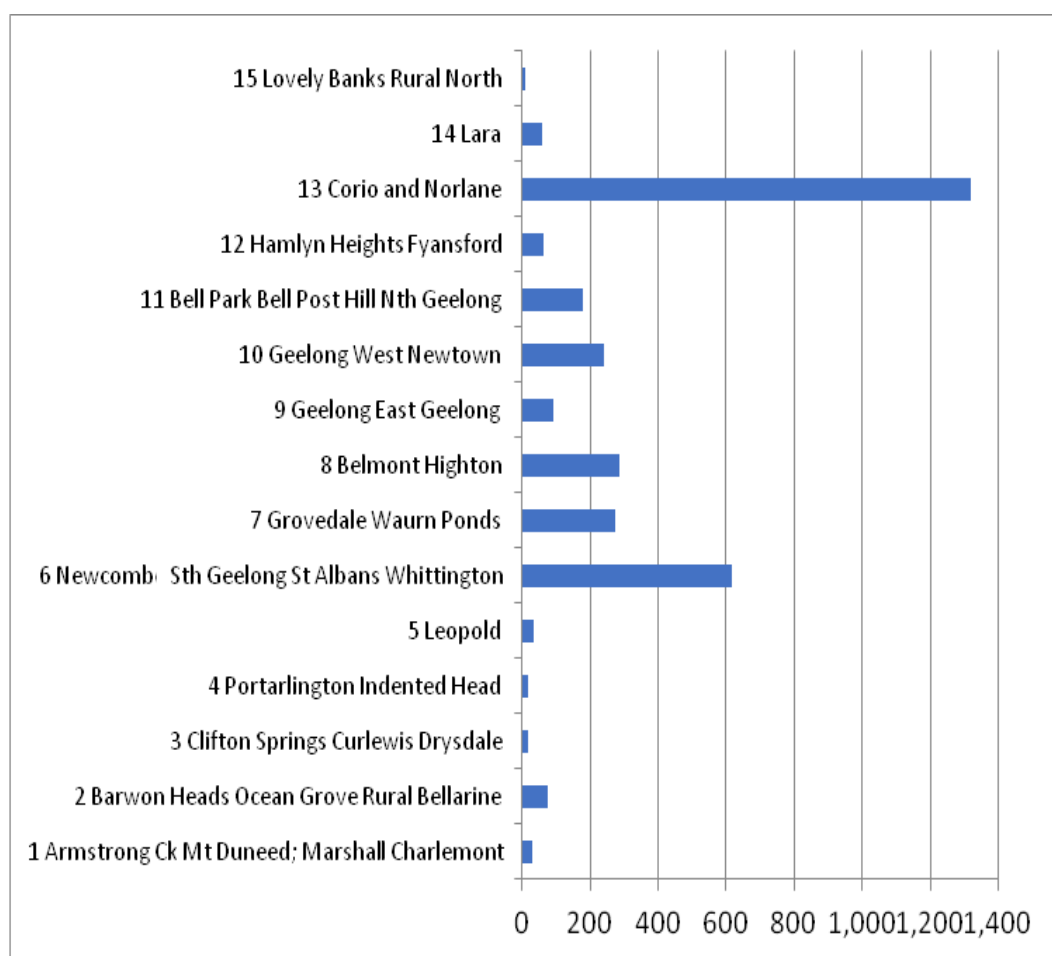


Figure 14: Distribution of social housing, Geelong, 2016

Source: ABS. 2016

In summary:

- There is a significant concentration of social housing in two areas Corio and Norlane; and Newcomb, South Geelong, St Albans Park and Whittington.
- There are relatively few social housing properties in Area 1 (which includes the Armstrong Creek growth area)
- There are relatively few properties in Areas 12 (Hamlyn Heights), 14 (Lara), and 15 (Lovely Banks)
- There are relatively few properties (6%) on the Bellarine Peninsula (Areas 2, 3, 4, and 5).

7.4 Who manages the social housing in Geelong?

The Department of Health and Human Services manages approximately **3,322 public housing properties**. Registered Housing Agencies currently manage **971 properties** (including 306 DHHS owned), which altogether accommodate 1,148 households.¹³ These are shown below.

Table 17: Registered Housing Agencies Currently Operating in Geelong

Housing Associations	No. Properties	Housing Providers	No. Properties
Aboriginal Housing Victoria	85	Baptcare	52
Common Equity Housing Limited	297	BAYSA	49
Housing Choices Australia	42	Salvation Army Victoria	102
Loddon Mallee Housing Limited	153	Northern Geelong Rental Housing Coop	58
Unison Housing Limited	20	Active Community Housing Ltd	3
Wintringham Housing Limited	70	Community Housing (Vic) Ltd	31
		Melbourne Affordable Housing	20
		Uniting Housing Australia Limited	3
		VincentCare Community Housing	3
		YWCA Housing	6

Source: Department of Treasury and Finance, 2018

The majority of community housing is provided as single dwellings for families, however some Agencies provide social housing for particular target groups:

- **Common Equity Housing Limited** is the largest agency operating in Geelong with 297 properties (30% of community housing properties). These are all long term, and are provided in most Areas. Common Equity Housing Limited is the predominant provider on the Bellarine Peninsula
- The other major agency is **Loddon Mallee Housing Services** with 153 properties (15.4%). All properties are long term, and most are in Areas 6 and 9
- The **Salvation Army** has 102 social housing properties and provides transitional housing (66 properties), crisis accommodation (20 properties), a rooming house, and 15 long term stand-alone properties
- **Aboriginal Housing Victoria** provides 85 long term properties, with about half of these in Corio Norlane
- **Wintringham** has 70 properties in three Areas – Area 7 (46 properties), 8 (10 properties), and 9 (14 properties). Wintringham focuses on aged care for people at risk of homelessness
- **Baptcare** has developed 52 affordable properties in Corio Norlane, adjacent to a 90 bed concessional residential aged care facility

¹³ Source: Department of Treasury and Finance; Refer to Section2 'Definitions' for a definition of Community Housing properties

- **BAYSA Limited** provides 49 transitional properties for young people, across several Areas, with the majority in Corio and Norlane
- **Housing Choices** has 42 properties accommodating 52 tenancies in Whittington, Corio Norlane, Newtown and Marshall
- Four agencies have very few properties - **Active Community Housing, Uniting Housing Australia, VincentCare Community Housing, and YWCA Housing**
- The majority of community housing properties (86%) are for **long term accommodation**
- There are **155 transitional housing properties**, provided by The Salvation Army (66 properties) and BAYSA (49 properties)
- All **crisis accommodation** is provided by the Salvation Army and the Salvation Army provides one rooming house (14 beds)¹⁴.

In summary:

Key issues related to the current supply of social housing in Geelong include:

1. Social housing is unevenly distributed across the municipality
2. Approximately 25% of current social housing stock is not being utilised
3. Most social housing properties are standalone dwellings and there is very limited supply of 'movable units' or 'multiple unit' dwellings
4. Registered Housing Agencies currently manage 994 community housing properties in Geelong, which accommodate 1,148 households¹⁵

¹⁴ Further information about the operations of the Department of Health and Human Services and the Registered Housing Agencies is provided in Section 9.

¹⁵ Refer to Section 8.2 for a definition of Registered Housing Associations

8. Who are the organisations delivering social housing in Geelong?

This Section explores the current organisations that own and manage social housing in Geelong. The Section helps to answer the question ‘what opportunities do these organisations offer to the City of Greater Geelong to help increase the supply of social housing in Geelong’?

As shown in Section 6, ‘Supply of Social Housing in Geelong’, the Department of Health and Human Services (DHHS) is the largest provider of social housing in Geelong. In addition, there are several Registered Housing Agencies which own and manage community housing. The future development of social housing will require that the City work closely with both DHHS and Registered Housing Agencies.

Both Commonwealth and State Governments have designating Registered Housing Agencies as the preferred providers of social housing and therefore the recipients of supply side subsidies. Importantly, in Victoria, Housing Associations are the registered agencies that will have access to the greatest share of supply subsidies and will be able to implement growth strategies rather than individual projects.

8.1 What are the opportunities for the State Government to work with Council?

The role of DHHS specifically, and the State Government in social housing policy generally, is crucial to the future supply of social housing in Geelong.

The State Government *Homes for Victorians* program sets the highest priority for public housing as the redevelopment of aging public housing estates and the renewal of public housing communities which are affected by high concentrations of disadvantage and related social problems.

The *Public Housing Renewal Program* aims to redevelop approximately 2,500 public housing dwellings across Victoria with a minimum of 10% increase in the total number of social housing dwellings.¹⁶ Geelong does not appear to be under consideration for the Public Housing Renewal Program despite the fact that more than 50% of Geelong’s public housing is concentrated in three suburbs (Corio, Norlane and Whittington) and more than 50% of these dwellings are either beyond or close to the end of their economic life.

While previous neighbourhood renewal programs have brought improvements to Corio, Norlane and Whittington, market forces have been insufficient to complete the process of renewal.¹⁷ The State Government has unfinished business in these areas.

In 2016 a proposal was presented to DHHS by a Registered Housing Association (RHA) to continue the process of community renewal in Norlane based around the following four key strategies:

¹⁶ <https://www.dhhs.vic.gov.au/public-housing-renewal-program>

¹⁷ The recommendations of the *Corio Norlane Structure Plan* and the *Whittington Land Use Concept Strategy*, still remain to be fully implemented.

- Providing assistance to those in greatest need from the Norlane community (particularly the elderly)
- Delivering a tenant focused place-based management service to help ensure best housing outcomes for each household
- Improving both neighbourhood amenity and the quality of public housing by building new social and private housing on public housing sites and implementing an improvement program for existing public housing
- Financial investment targeted to the above three strategies to achieve the overall goal of strengthening the community and ensuring long term sustainability.

This approach was based on internationally recognised good practice, and presented a commercially viable option for DHHS. DHHS was required to:

- Transfer vacant lots (where public housing had been demolished) to the RHA for redevelopment as private and new social housing with a number of the social housing dwellings returned to DHHS in payment for the land; and
- Enter a 10 year management agreement on all of the other public housing in Norlane (approximately 400 dwellings) under which the RHA would assume responsibility for all costs and commit to an improvements program to be implemented over 3 years.

Homes for Victorians might provide an opportunity to renew this initiative, potentially based on a three-way partnership involving DHHS, Council and a Registered Housing Association, facilitated by the new emphasis on encouraging participation by local government, and developing strategic partnerships to grow the supply of social housing.

Without the City's leadership, it is unlikely the renewal of Geelong suburbs, with high concentrations of social housing, will occur.

8.2 What are the opportunities for Council to work with Registered Housing Agencies?

What are Registered Housing Agencies?

Registered Housing Agencies are not-for-profit organisations that provide and/or manage affordable rental housing for low income households. They are registered under the Housing Act 1983 as either Housing Associations or Housing Providers and are regulated by the Victorian Registrar of Housing Agencies.

Registered Housing Agencies seek to balance affordability for tenants and financial viability for the agency in a fair and transparent way. The rent paid by tenants enables Registered Housing Agencies to largely pay for the costs of maintaining and managing the agency's rental housing.

Registered Housing Associations

Registered Housing Associations are larger, more complex businesses with the skills, expertise and resources to manage, maintain and grow a viable social housing portfolio. They develop new housing through construction, purchase or acquisition, using a mix of government funds and private sector investment.

RHA's also manage housing properties owned by them or leased from other parties, such as the Director of Housing. Victorian Policy is that 75 percent of their social housing tenants must come from the Priority list of the Victorian Housing Register. There are currently 10 Registered Housing Associations (RHA's) in Victoria which own and manage affordable rental housing for lower income households. Six RHAs currently operate in the City of Greater Geelong (refer to Section 6.4 for more details).

Business Model of Housing Associations

The business model of Housing Associations is different to most charitable organisations, and is based on three principles:

- Each and every project must be financially viable. The cost of development or acquisition must be fully funded by a combination of equity, capital grants and debt.
- Each and every project must be financially sustainable. The costs of managing a dwelling over its lifetime (including lifecycle maintenance) and the costs of finance (if debt is part of the capital funding) must be fully funded by operating revenue. This implies that any shortfall between rental revenue and total operating costs must be met by an operating subsidy.
- A Housing Association must build sufficient risk margins into its project feasibilities and annual budgets, to cover all risks and maintain sufficient liquidity to take up development opportunities as they arise.

Housing Associations therefore have some similarities to private developers, except that they reinvest all surplus funds in future social housing and retain their properties in the social housing sector in perpetuity.

Registered Housing Providers

Registered Housing Providers primarily manage rental housing portfolios for other parties, such as the Director of Housing (DoH). Some housing providers own properties, however their growth is small scale compared with housing associations. Housing providers often specialise in particular client groups which may include disability housing, aged tenants and youth housing.¹⁸ There are currently 29 Registered Housing Providers operating in Victoria.

What is required of Registered Housing Associations in Geelong?

Increasing the number of social housing properties in the City of Greater Geelong necessarily requires that a Registered Housing Association develops and/or acquires properties for use by social housing tenants. Registered Housing Associations will need to:

- Obtain land at less than market price, with subsequent development by the RHA, and/or
- Purchase completed dwellings at less than market price, for example from a developer.

RHAs may purchase properties from a developer as part of negotiated arrangements for including social housing, involving Council. To ensure that the planned number of dwellings are used for social housing, and to provide developers with greater certainty, a Registered Housing Association will need to agree price, terms and conditions, for example as part of a Section 173 Agreement. This may be challenging for some housing agencies in the absence of an ongoing reliable funding program.

For Council to effectively negotiate with developers, it will require an appropriate working relationship with one or more Registered Housing Associations, which understand local needs and context. The challenge for the City of Greater Geelong will be to exercise greater control over the planned development of social housing, in a way which ensures that developments are implemented as planned. This will require the City of Greater Geelong obtaining commitments from developers and RHAs which are secured by appropriate contractual and organisational arrangements.

What are the potential benefits of attracting a Registered Housing Association to Geelong?

One option is to establish a new Housing Association which is mainly Geelong focused, and which has its head office in Geelong. There are a number of potential benefits of a Geelong based Housing Association, including:

- A more planned approach to social housing including funding programs (which include multiple sites)
- Greater understanding of local need for social housing, in terms of location, dwelling size etc.
- Greater certainty that funding for social housing would be kept in the Geelong Region

¹⁸ Victorian Housing Registrar, <http://www.housingregistrar.vic.gov.au/Who-we-regulate/Housing-providers> (accessed 10 Dec 2018)

- A greater focus on the Geelong region leading to the identification of more sites suitable for social housing
- A visible presence and influence, engendering greater community support
- An enhanced working relationship with local property developers, and local government
- An enhanced working relationship with DHHS
- Enhanced collaboration with a range of support services for tenants

The involvement of a Geelong based RHA is more likely to result in a more even distribution of social housing across the whole region, rather than in the outer suburbs of the City of Greater Geelong where land is cheapest.

8.3 What are the opportunities for Council to work with private developers?

Private developers potentially have a significant role to play in the future supply of social and affordable housing in Geelong over the next 25 years. As noted above, recent amendments to the Planning and Environment Act 1987 authorise Local Government to negotiate with developers for the supply of social and affordable housing.

The development industry will deliver the 70,000 new dwellings projected for Geelong over the next 25 years, and that negotiations with developers will represent a major opportunity for provision of social housing. This will necessarily require the involvement and commitment of a Registered Housing Agency to acquire dwellings from the developer.

Negotiations between developers and the City are voluntary. It is important that the City understands and acknowledges the business model of developers and the potential impact of negotiations on expected commercial returns and business risks.

Several developers have indicated that they are willing to provide good quality social housing, provided it does not erode profitability to the extent that developments are rendered non-viable. Developers require as much certainty as possible, clarity about what is negotiable, assurances that all developers will be treated equally (level playing field), and that the City will seek to expedite the planning process.

Within this context the City may develop principles for the provision of social housing by developers, for example:

1. **Commercial viability** - the cost to the developer should not exceed the value uplift in the land value generated by the development approval. That is the aim is to capture a proportion of the value uplift as a contribution to the cost of providing new social housing and not render the project non-viable.
2. **Design and location** - the scale, design and finish of the social housing should be compatible with the surrounding streetscape and not detract from the general amenity of the neighbourhood. The location of social housing will take into consideration the needs of social housing tenants in terms of social infrastructure, transport, retail, education and employment opportunities. Social housing dwellings provided should be consistent with an evidence-based model of good practice that demonstrates social, economic and environmental sustainability.

3. **Timing of delivery** - social housing should be delivered progressively in accordance with an agreed program in multi stage developments. Social housing should be available when there is adequate social infrastructure available for social housing tenants.
4. **Certainty of transfer**- the party identified as the owner and manager of the social housing (e.g. Registered Housing Agency) will guarantee the acquisition of the housing, and the operational capacity to manage the dwellings in accordance with recognised good practice.
5. **Guidelines and information** – The City will provide guidelines and information for developers to assist in negotiations in the context of the voluntary nature of the planning controls.

8.4 Implications for the City of Greater Geelong Social Housing Plan

The City of Greater Geelong has acknowledged the need to increase the supply of social housing in the region for several years, and has attempted to establish social housing within newly developing areas, as well as within existing urban areas, including through neighbourhood renewal. These attempts have met with limited success.

The City now has the opportunity through changes to the Planning and Environment Act to exercise more influence in decisions relating to the development of social and affordable housing.

Importantly, the expected growth in housing overall in the City of Greater Geelong 2018 – 2041 provides significant opportunity for negotiations with developers to increase the supply of land for social housing that can then be managed by a registered Housing Agency.

In summary:

In order to facilitate an increase in the supply of social housing in Geelong the City of Greater Geelong will need to:

1. **Establish a collaborative partnership with DHHS**, with an Agreement which leads to a more planned approach to addressing existing stock, as well as possible future developments
2. **Ensures that a Registered Housing Association commits to growing social housing in Geelong**, and maintains a substantial presence in Geelong. If an existing RHA cannot make a significant commitment, then a new Housing Association will need to be established
3. **Exercise greater control over Agreements between RHAs and developers**
4. The enhanced involvement of local government may be expected to **provide a more planned, orderly and coordinated approach to the development of social housing** in the future within a particular region

A planned approach could see a more even distribution of social housing across the whole region, rather than in the outer suburbs of the City of Greater Geelong where land is cheapest. A Geelong based Housing Association would provide a suitable vehicle for contributions of land and cash from Council, increasing borrowing capacity, enhancing confidence in long term planning.

9. Where will future social housing supply come from?

This section considers possible locations and land availability that could support an increase in the supply of social housing in Geelong particularly:

1. City of Greater Geelong (the City) owned land
2. State Government owned land
3. Private land
4. Key challenges to future social housing supply

9.1 What is the potential of Council owned land?

The City of Greater Geelong owns a number of properties across the municipality. From time to time the City identifies land that is surplus to requirements for municipal purposes all over the municipality. This includes small single dwelling lots to large redevelopment sites.

A preliminary assessment has identified:

- 49 Council owned sites that could potentially be used to supply some form of social housing.
- These sites comprise 172,429.73 m² of land.
- The most readily available sites are located in areas of existing high levels of social housing.
- A significant number of readily available sites are also located in Belmont/Highton/Wandana Heights and Geelong West/Newtown/Manifold Heights.

Assuming that housing development on these sites was to occur at 400m² per dwelling it could be argued that this available City owned land could potentially contribute an estimated 400 social housing dwellings¹⁹.

9.2 What is the potential of other government owned land?

The State Government also owns a number of properties within the Geelong area. For the purpose of this project a Land Audit was also conducted of State Government owned land that is located within Residential Zones across Geelong. The Land Audit identified a total of 28 State Government owned properties.

Assuming that housing development on these sites was to occur at 400m² per dwelling it could be argued that this available State Government owned land could potentially contribute an estimated 900 social housing dwellings.

This is a high level assumption and the final number of possible social housing units will depend upon actual lot and dwelling sizes.

¹⁹ This dwelling estimate is based on high level assumptions including all of the land being used for social housing, lot sizes, and dwelling sizes.

9.3 What is the potential of private land?

The City of Greater Geelong *Settlement Strategy* (2018) provides a high-level strategy for managing Geelong's future residential growth. The major land supply stocks available across Geelong identified in the Settlement Strategy are shown below.

Table 18: Major land supply stocks as of January 2017

Region	Broad hectare	Major infill	Major redevelopment	Unzoned	Total
Bellarine	8,972	39	0	3,481	12,492
Urban Geelong	3,886	785	5,543	411	10,625
Lara	5,297			715	6,012
Armstrong Creek	18,211			1,450	19,661
Western Growth Area				18,000	18,000
Northern Growth Area				16,000	16,000
Total	36,366	824	5,543	40,057	82,790

Source: City of Greater Geelong *Settlement Strategy*

The majority of land supply for future housing in Geelong will come from broad hectare development of greenfield sites.

In these circumstances the City of Greater Geelong has limited capacity to influence the development of social and affordable housing through framework plans, precinct structure plans and negotiations with developers. These plans and negotiations can include a focus on the future provision of social and affordable housing.

The *Settlement Strategy* identifies the following broad hectare developments in specific Areas:

- Completion of development of areas of remnant broad-hectare land within the Geelong Ring Road, including Highton and Fyansford
- Progressive development of zoned broad-hectare land in Lara
- Continuing development of the zoned Armstrong Creek growth area, as per the framework plan
- The longer-term development of the Northern Geelong (Lovely Banks) Growth Area
- The longer-term development of the Western Geelong (Batesford) Growth Area
- Continuing development of identified broad-hectare land on the Bellarine Peninsula, within Ocean Grove, Portarlington, St Leonards, Drysdale/Clifton Springs and Leopold.

Additional supply will come from areas which are already established - referred to as urban consolidation. Urban consolidation is essentially infill development and redevelopment in established suburbs. Such developments generally result in higher density dwellings in appropriate locations, close to activity centres (e.g. town centres, railway stations and shopping centres).

The *Settlement Strategy* includes an urban consolidation strategy comprising three main types:

- Key Development Areas (Central Geelong, Waurin Ponds, and West Fyans)
- Increased Housing Diversity Areas (located close to activity centres and selected railway stations)
- Incremental Change Areas – modest infill as opportunities arise.

The State Government amendment to the Planning and Environment Act in June 2018 encourages Local Governments, through their planning role, to negotiate with developers to include social housing (and affordable housing) in all new developments. The Amendment now allows Section 173 agreements to be used to secure voluntary commitments to affordable housing as part of a development.

In order to meet the existing estimated shortfall of 6,196 social housing dwellings, and the projected increases in demand for social housing, an average of **approximately 18% of all new housing supply would be required as social housing. This is an average of 706 dwellings per year.**

Table 19: Estimated social housing supply gap and supply requirements 2016 - 2041

Year	Estimated social housing need	Social housing supply gap (includes 2% attrition)	Supply required per annum to address (from 2020)	Estimated total % of new dwellings required to be social housing
Base year 2016	10,196	6,196	706	11%
2021	11,423	7,823	706	18%
2026	12,710	9,510	706	18%
2031	14,078	11,278	706	18%
2036	15,407	13,007	706	18%
2041	16,821	14,821	706	18%

9.4 What are the key challenges related to current and future social housing?

There are several key issues associated with the current supply of social housing in Geelong that present specific challenges for the future provision of social housing, these are summarised below:

Key Challenge	Implications for the City of Greater Geelong Social Housing Plan
Location of social housing stock	The current concentration of social housing (particularly in two areas) creates large areas of disadvantage, with uneven access to services and opportunities for residents. The challenge, over time, is to achieve a more even distribution of social housing across the City of Greater Geelong. The concentration is not limited to particular former public housing estates, rather, it is spread across whole suburbs which then experience disadvantage.
Utilisation of social housing properties	There is significant underutilisation of social housing in Geelong. This includes: - underutilising the land on which social housing is constructed - old social housing stock is built on blocks which could potentially accommodate 2 or 3 dwellings - underutilising the number of bedrooms in each social housing dwelling (e.g. where one person lives alone in a 3-bedroom house) - vacant stock, indicated by the difference in the stock numbers provided by DHHS, and the number of households renting social housing, recorded in the ABS Census The challenge is to redevelop existing social housing to better utilise the available land, and to better match tenants with housing types.
Neighbourhood Revitalisation	In addition to redeveloping social housing, and changing the distribution, it is important to address the needs of particular neighbourhoods with high concentrations of social housing, in order to improve the quality of life. The challenge is to implement an effective neighbourhood renewal strategy, which not only includes redevelopment of social housing, but also the development of community facilities and amenities. Some broad hectare developments (such as Lovely Banks) are located adjacent to areas with high current levels of social housing. This may provide opportunities for re-locating social housing from older areas to newer areas over time.
Refurbishment, and renewal	Existing stock will always require maintenance, however the age of some social housing stock is such that it will be more economic to demolish and rebuild. It is likely that half the existing public housing stock will need to be replaced within the 25 year planning framework.
Size of dwellings (bedrooms)	Current stock is weighted to larger dwellings, in the context of the high demand for one- and two-bedroom dwellings for lone person and single parent households.

Key Challenge	Implications for the City of Greater Geelong Social Housing Plan
	In the future, it will be necessary to provide more one- and 2-bedroom dwellings and less 3- and 4-bedroom dwellings. One- and 2-bedroom dwellings are likely to be part of medium density developments. The Settlement Plan includes a focus on increasing housing density, and diversity, which is consistent with a higher proportion of one- and two-bedroom dwellings, suitable for single parents and lone person households.
Clear strategy for developers	Geelong has plenty of land which has been identified as suitable for settlement over the next 25 years, providing significant opportunities for local government to negotiate with developers, for the inclusion of social housing. However, Council needs a clear strategy covering rezoning, Precinct Structure Plans and the terms on which Section 173 Agreements can be negotiated.
Infrastructure for social housing	Where social housing is planned Council needs to take into consideration the infrastructure required by social housing tenants, especially in newly developed areas. For example, the development of medium density social housing within 500 metres of an Activity Centre or Railway Station may facilitate access to required services.

In summary

This section has identified that **approximately 18% of all new housing supply** would be required as social housing, on average **675 dwellings per year**, to fully meet the projected demand for social housing in Geelong.

Potential sites that provide opportunities for increasing the supply of social housing in Geelong include:

1. land currently owned by the City of Greater Geelong which has the potential to provide 400 social housing dwellings
2. land currently owned by the State Government which has the potential to provide 900 social housing dwellings
3. up to 70,000 new dwellings will be built on privately owned land across the City of Greater Geelong providing wide scope for negotiating with private developers about the inclusion of social housing within this new housing supply

Key challenges facing the future provision of social housing in Geelong include:

1. the need to ensure a more even distribution of social housing
2. a need to provide more one- and 2-bedroom dwellings and fewer 3- and 4-bedroom dwellings
3. ensuring suitable infrastructure is provided to support social housing tenants
4. redevelopment of existing social housing to better utilise available land, and to better match tenants with housing types
5. development of a clear strategy covering rezoning, Precinct Structure Plans and the terms on which Section 173 Agreements can be negotiated

10. Where will the finance for Social Housing come from?

10.1 What is the scale of investment in social housing required?

The data presented above has estimated that 13,500 new social housing dwellings will be required in Geelong to respond to the estimated need for social housing by 2041. This figure includes the replacement of 1,500 existing public housing dwellings that will come to the end of their economic life within that period.

This demand for social housing equates to an average of approximately 675 dwellings per annum at a total development cost of about \$275M (assuming an average development cost of \$350,000 per dwellings)

Responding to this demand is far beyond the capacity of any Local Government to finance. Council must therefore look to the other tiers of government to participate in a partnership that can address the desperate need for more social housing.

The City of Greater Geelong *Social Housing Plan 2020 – 2041* is developed within a broader Commonwealth, State and Regional policy context (see table 20 for Summary).²⁰ Key policies that guide the planning and provision of social housing are summarised below. This Section considers key policies and programs that have the potential to provide funding to enable the City of Greater Geelong *Social Housing Plan* to achieve its objectives.

10.2 What can the Commonwealth Government contribute?

While the Commonwealth Government exercises the greatest influence on the housing market through its influence on monetary policy, fiscal policy, immigration policy and industry policy, it does not have constitutional responsibility for Housing Assistance.

However, as a legacy of the desperate need for a national approach to overcome housing shortages at the end of the Second World War, the Commonwealth struck a deal with the States under a Commonwealth State Housing Agreement to fund home ownership and public housing (which at that time was an open rental housing tenure). That agreement evolved over time and is the forerunner to the current National Housing & Homelessness Agreement.

²⁰ Full details of this policy context can be found in the City of Greater Geelong Social Housing Plan - Background Report No. 3: Policy Discussion Paper.

Table 20: Policy Context

Commonwealth Government of Australia	State Government of Victoria	Regional Level Initiatives	City of Greater Geelong
i. <i>National Housing and Homelessness Agreement (NHHA)</i> ii. <i>National Housing Finance & Infrastructure Corporation (NHVIC)</i> iii. <i>National Housing Infrastructure Facility (NHIF)</i> iv. <i>Affordable Housing Bond Aggregator (AHBA)</i> v. <i>National Rental Affordability Scheme (NRAS)</i> vi. <i>Commonwealth Rent Assistance (CRA)</i> vii. <i>National Regulatory System for Community Housing</i>	i. <i>Housing Act 1983</i> ii. <i>Homes for Victorians</i> iii. <i>Plan Melbourne 2017-2050</i> iv. <i>Victorian Infrastructure Plan</i> v. <i>Planning and Environment Act 1987</i> vi. <i>State Planning Policy Framework (SPPF)</i> vii. <i>Ending Family Violence: Victoria's Plan for Change</i>	i. <i>Geelong Region Plan</i> ii. <i>G21 Regional Growth Plan (2013)</i> iii. <i>Strategic Housing Incentives Action Plan</i> iv. <i>Addressing Disadvantage through Affordable Social Housing</i>	i. <i>A Clever and Creative Future – The Community's Vision</i> ii. <i>Council Plan 2018 – 2022 Putting Our Community First</i> iii. <i>Municipal Public Health and Wellbeing Plan 2018 – 2022</i> iv. <i>Settlement Strategy</i> v. <i>Housing Diversity Strategy</i> vi. <i>Access and Inclusion Plan 2018 – 2022</i> vii. <i>Preventing and Addressing Violence Against Women and Children: Strategic Plan 2016 – 2020</i>

National Housing & Homelessness Agreement

Under this Agreement the Commonwealth provides funds to the State for social housing and homelessness programs. While recent Agreements have provided some boost for homelessness funding there has been no increase in social housing funding for 20 years. This means that, in real terms, the current value of the Commonwealth investment in social housing is less than a third of what it was at the turn of the century. The key implications of this agreement are:

- The Commonwealth does not fund the expansion of the social housing sector with current funding (approximately \$1B per annum) being considered an operating subsidy to State Housing authorities for public housing in lieu of the fact that public housing tenants are not eligible for Commonwealth Rent Assistance and therefore public housing rents are insufficient to meet all operating costs
- The Agreement sets a target for of 35% of all social housing in each jurisdiction to be community housing and the only way for State Housing Authorities to reach this target is through the transfer of public housing to community housing - Victoria has still not reached this target and hence there is ongoing expectations that public housing transfers will continue in Victoria

Commonwealth Rent Assistance (CRA) - The biggest Commonwealth expenditure on housing is through the social security budget – Commonwealth Rent Assistance – at about \$4.8M per annum and growing. As noted above CRA is not available to public housing tenants however community housing tenants are eligible for this financial support.

National Rental Affordability Scheme (NRAS) - The National Rental Affordability Scheme was introduced as a 10 year operating subsidy to approved landlords for every dwelling that they provided to eligible tenants at 80% of market rent or less. Approximately 35,000 incentives were allocated before the scheme was discontinued under the Coalition government. However, the bureaucratic structure continues to exist as the incentives allocated still have between 2 and 6 years to run.

The Commonwealth Government, having expressed no interest in renewing the scheme, may find it an attractive mechanism if the decline in residential construction continues and they want to provide a supply stimulus. A key feature of NRAS is that community housing providers are eligible to receive the subsidy for their social housing properties whereas State Housing Authorities cannot access it for new public housing.

National Housing Finance Investment Corporation (NHFIC) - The most recent intervention of the Commonwealth government has been the establishment of the National Housing Finance Investment Corporation. This entity has the capacity to raise bond finance at Commonwealth rates and on lend to support affordable housing via two funds.

National Housing Infrastructure Facility (NHIF) - Under NHIF low cost loans can be made available to local government authorities to borrow funds for vital land infrastructure provided the reduced cost of finance leads directly to the inclusion of affordable housing (including social housing) in the residential development serviced by that infrastructure.

Affordable Housing Bond Aggregator (AHBA) - Under AHBA low cost loans can be made available directly to Registered Housing Associations to invest in affordable housing (including social housing). In the first 12 months of operation NHFIC has negotiated loans to RHA's in excess of \$350M at approximately 1.75%.

10.3 What can the State Government contribute?

The State Government has the constitutional responsibility to plan for and provide housing assistance, including social housing. The Victorian government has assigned this responsibility to the Department of Health & Human Services with the statutory responsibility for social housing being allocated to the Director of Housing. In 2018 the government released a major housing policy platform *Home for Victorians* which outlined a range of strategies to increase housing supply, improve housing affordability and particularly increase the supply of social housing.

Key State Government Policy and Legislation that impacts on the provision of social housing and the related implications for the City of Greater Geelong *Social Housing Plan* are summarised below:

Relevant Policy/Legislation	Key Issue for Increasing the Supply of Social Housing	Implications for City of Greater Geelong Social Housing Plan
Planning & Environment Act 1987 - Amendments 2008	Amendments to the Planning & Environment Act which have been outlined above have opened the door for planning authorities to negotiate the inclusion social housing in new private developments	While such negotiations remain voluntary it has been estimated that this might result in up to 10% of dwellings in a new development being provided for social housing at approximately 25-30% discount to market value.
Inclusionary Housing	The State Government has committed to the identification of underutilised and surplus government owned land which can then be fast tracked through the governmental processes for release into the market with a requirement that they include a component of social and affordable housing – usually about 30%.	The development of a site in East Geelong by Barwon Water provides an example of how this policy may be enacted - this will require the strong support of Council through the planning process and access to social housing investment finance
Public Housing Renewal Program	The Strategy commits \$341M to renew and expand public housing with a target of approximately 3,500 new dwellings to replace about 2,500 existing dwellings. This program is primarily focused on ageing public housing estates which have not previously been the subject of Neighbourhood Renewal Schemes such as Corio, Norlane and Whittington.	In order to have Geelong's suburbs with high concentrations of public housing included in this program (and for the funds necessary to complete the urban renewal that been subject to a number of stop-start initiatives) it will be necessary for Council to advocate strongly and offer support in both planning and resourcing renewal strategies
Public Housing Stock Transfer	The Strategy also commits to the transfer of 4,000 public housing dwellings to Registered Housing Associations under management transfers.	There may be substantial financial and social benefits if public housing in Corio, Norlane and Whittington were included in this transfer, particularly if this transfer was incorporated into a 'public housing renewal' program. However, for this to be negotiated with DHHS it will take concerted effort by the City to communicate the benefits to both the DOH and to the tenants involved.
Social Housing Growth Fund (SHGF)	One of the central planks of <i>Homes for Victorians</i> is the SHGF – a \$1B fund established to provide an ongoing revenue stream to fund new social housing through Registered Housing Agencies. While it has been presented as a flexible funding program it is primarily intended that the fund will make long term (up to 30 years) operating subsidies available to Registered Housing Associations to support debt servicing.	If social housing projects in Geelong are to access this subsidy stream then it will be necessary for a Registered Housing Association to present a program of developments demonstrating value to government (i.e. community land or planning contributions) and this will require the leadership and commitment of the City.
Low Cost Loans	In order to get the greatest value from the SHGF the Victorian government has also committed to making available \$1.1B in low cost loans (similar to NHFIC) to Registered Housing Associations. Half of this will come as direct Treasury Loans while the other half	As above - if social housing projects in Geelong are to access this low-cost finance then it will be necessary for a Registered Housing Association to present a program of developments demonstrating value to government (i.e.

Relevant Policy/Legislation	Key Issue for Increasing the Supply of Social Housing	Implications for City of Greater Geelong <i>Social Housing Plan</i>
	will be via private finance with a state guarantee.	community land or planning contributions) and appropriate security arrangements and this will require the leadership and commitment of Council.
Community Housing Regulatory System	While pre-dating Homes for Victorian the Victorian government now has a robust regulatory regime for community housing providers. As discussed above the Housing Registrar (established under the Victorian Housing Act) registers and then regulates community housing providers assessing them against 7 performance criteria. In order to access any form of housing assistance from the Victorian government (and increasingly the Commonwealth government) an organisation must be registered. If that agency is to access programmatic funding (i.e. for a program of social housing projects over an extended [period] then that organisation will have to be registered as a Housing association not a Housing Provider.	This implies that the success of any Social Housing Plan that aims to achieve substantial increase in the supply of social housing it will be imperative for a Housing Association to make Geelong a priority, work collaboratively with the City , have an established local presence and become an active participant in the local property market.
Victorian Housing Register	Victoria's social housing system is geared towards supporting those who are most disadvantaged and unable to maintain suitable and stable housing within the private market. This has led to the establishment of a Victorian Housing Register which serves as a common waiting list for social housing from which all public housing and community housing allocations are made. The list has two categories – high priority and wait turn. High priority applicants are generally the clients of the DHHS and have other presenting issues such as family violence, mental health issues, disability. Both public housing and community housing providers are required to take 75% of their tenants from the priority category.	For the City, this means that any Registered Housing Association that it engages with in terms of delivering on the objectives of a <i>Social Housing Plan</i> must be a highly competent manager of housing for tenants with a range of special needs.

10.4 What can a Local Government contribute?

Across Victoria, other Local Government Areas (LGAs) are at various stages in the development of affordable and social housing policies and actions. All LGAs express concern about the reduction in housing affordability, and the lack of accommodation options. Some LGAs, particularly the inner metropolitan Melbourne LGAs, have been seeking to address the provision of affordable and social housing in their municipality for many years.

In the inner city this has been exacerbated by gentrification, and a lack of investment in social housing generally. The focus of these LGAs is on infill development, and the use of LGA land (and air space).

Outer LGAs in growth areas such as Cardinia Shire Council and Whittlesea City Council are planning for considerable population growth over the next 20 years, associated with new broad hectare development. As a result, there are different emphases revealed in planning documents.

Outer LGAs may have greater opportunities to include consideration of social and affordable housing when re-zoning occurs. In addition, homelessness and risk of homelessness is more likely to be 'hidden', and experienced as rental and mortgage stress, possibly compounded by lack of transport and social infrastructure. As a result Outer LGAs are particularly concerned with planning the provision of adequate infrastructure, as well as housing diversity, and the creation of new communities which are healthy, inclusive, and which have access to employment.

Generally, however, all LGA plans indicate the following potential roles for LGAs in the provision of affordable and social housing:

1. Advocacy and leadership
2. Investment
3. Land use planning
4. Social planning and action
5. Community development²¹

In terms of investment in social housing the principle mechanisms are:

1. Small Council owned land (including air rights above car parks and community facilities) transferred to a Registered Housing Agency for development as social housing
2. Larger Council owned sites put to the market for development with a required outcome for a certain yield of social housing – this will generally require a proponent to be a joint venture between a private developer and a Registered Housing agency
3. Site specific planning controls to guide negotiations for voluntary contributions from private developers to social housing either by way of land assignment to a registered Housing agency or cash contributions to a social housing fund

²¹ Further details about other Local Government initiatives related to Social housing refer to the City of Greater Geelong Social Housing Plan - *Background Report No. 3: Policy Discussion Paper*.

4. In a limited number of cases LGAs may make an annual budget commitment to a locally based social housing fund to enable a Registered Housing Agency to leverage State Government contributions to locally based social housing projects

10.5 Benefits of working with a Registered Housing Association – lessons from other LGA's

In order to access the State and Commonwealth finance and subsidies required to implement a *Social Housing Growth Strategy* that aims to achieve the levels of social housing needed in Geelong, it is clear that Council will have to engage with the Registered Housing Agency sector.

In Victoria **Registered Housing Associations have significant financial advantages:**

1. As Tax Concession Charities with public benevolent Institution status they have access to tax deductible donations (including philanthropic funds).
2. Their charitable status also provides a range of other tax exemptions including Income Tax, Stamp Duty, Land Tax, Payroll Tax, and Fringe Benefits Tax.
3. Subject to charging rents that are less than 75% of market rent they qualify as a GST free supply are eligible for a GST Rebate on all inputs – this reduces the cost of development by about 9.1%.
4. They are eligible for project grant funding from programs such as the Victorian Property Fund and any other State government capital funding programs.
5. They are eligible for public housing stock transfer which can generate additional revenue which can underpin reinvestment in the public housing stock as well community development activities which address community capacity.
6. They are eligible for program recurrent funding for the development of a social housing program (i.e. SHGF).
7. They are eligible for low cost loans such as those offered by NHFIC at the Commonwealth level or the Victorian Treasury at the State level.

In addition, **Registered Housing Associations may have significant social advantages** including:

1. A commitment to a community development approach which engages with local communities and seeks to empower them through local decision making and participation processes designed to build local capacity.
2. A commitment to place based service delivery which includes a local office and seeks to implement local procurement policies.
3. A 'client focused' approach which aims to address the needs of their tenants by linking with other agencies to ensure tenants receive all of the services they are entitled to and which they may need to ensure a safe and sustainable tenancy.
4. A particular expertise in designing housing and managing tenancies for individuals and families with complex needs.

Options for developing a relationship with an RHA are demonstrated by the approaches of two Victorian municipalities who have recently decided to create an Affordable Housing Trust as part of their affordable housing strategy and appoint a Registered Housing Agency as the manager of that trust.

These case studies provide an insight into the relationship between local government and affordable housing.

1. **The City of Hobsons Bay** has recently established the Hobsons Bay Affordable Housing Trust to receive all Council investment in social and affordable housing including the benefits of planning contributions and has subsequently sought expressions of interest from Registered Housing Associations to act as manager of the Trust
2. **The City of Moreland** has established a Moreland Affordable Housing Trust which will also receive all Council investment in social and affordable housing including the benefits of planning contributions but has also taken the step of establishing a new Moreland Affordable Housing Company to act as Trustee and to obtain Registered Housing Association status so that it can obtain access to State and Commonwealth Housing Assistance to drive the implementation of Council's social housing objectives

Before assessing the merits of the two approaches it is instructive to consider two previous Victorian initiatives.

City of Melbourne

In 2005 the City of Melbourne established the Inner-City Social Housing Trust and Inner-City Social Housing Fund, invested \$1M into the Fund, identified some inner-city sites for development as social housing and established a Trustee Company to manage the two vehicles. The company soon merged with Ecumenical Housing to form Melbourne Affordable Housing which subsequently merged with Supported Housing Ltd to form Housing Choices Australia – a company with a national agenda to grow social housing particularly in capital cities.

Housing Choices has gone on to become one of the largest and most successful RHA's nationally however its footprint in the City of Melbourne is limited and the partnership with the City of Melbourne did not grow beyond the first projects within the Inner-City Social Housing Trust.

Council's 2018 Annual Report does not mention the Trust, nor is it mentioned on the City of Melbourne web site. Interestingly in its current Housing strategy the following commitment is made:

As part of the comprehensive redevelopment by the City of Melbourne of land it owns, we will consider including up to 15 per cent of dwellings constructed being made available as affordable housing to a registered Affordable Housing Provider.

It is reasonable to conclude that the national focus of Housing Choices Australia, the manager of the Inner-City Social Housing Trust, has not led to a concentrated focus on the social housing needs of the residents of the City of Melbourne as was originally intended when the Trust was first established. The City now adopts a tendering approach on a site by site basis.

City of Port Phillip

The City of Port Phillip is perhaps the best-known municipality for supporting social housing in Australia. The first phase of Council's Housing Program covered two decades beginning in 1984 and resulted in Council developing 14 Council owned sites yielding 311 units through a series of joint ventures with the Director of Housing. While Council owned these dwellings it appointed a Council created entity, Port Phillip Housing Association, (PPHA) to manage them. During this phase Council contributed the 14 sites with a land value of \$13.4M and leveraged \$19.4M in State and Commonwealth funding – Council's contribution being 41%.

In 2004 Council undertook a review of the sustainability of the Housing Program in the context of increased demand for affordable housing from Port Phillip constituents and changes in government housing policy (particularly at the State level) which increased the opportunity for not for profit charitable organisations to access housing subsidies subject to obtaining registration under new regulatory controls in the Housing Act.

Following the Review, Council adopted a plan to ensure the long term sustainability of the Program; maximise the growth of affordable housing through accessing the tax benefits of charitable status, raising debt finance and securing Victorian government funding and reposition the Program to emphasise the primary responsibility of the Victorian government for the supply of affordable housing and reduce the exposure of Council to the risks inherent in the program.

This involved Council transferring the role of social housing developer to PPHA, creating a Port Phillip Housing Trust (PPHT) and transferring the 311 dwellings into the Trust, and appointing PPHA as the Trustee. Council then entered a 5-year agreement with PPHT to transfer additional sites and contribute \$500,000 per annum in cash to grow the PPHT portfolio. Council also supported PPHA's application for registration as a Housing Association under the new legislation and the submission for funding under the "Affordable Housing Growth Strategy" of the State government.

During the second phase (2005-2015) Council contributed one additional site valued at \$2.3M and a total of \$4M in cash to the PPHT which generated 3 additional projects yielding 72 dwellings in PPHT – approximately \$16M in State funding was leveraged.

However, the creation of PPHA as an independent entity and its registration as a Housing Association enabled the company to secure private finance and attract additional funding for investment in social and affordable housing within the City of Port Phillip. A further 4 projects yielding 193 dwellings were completed in the municipality during this phase with PPHA contributing \$16.7M of debt and equity and securing \$48.6M in State funding.

Thus, PPHA was able to deliver 7 projects during that period yielding 265 additional social housing dwellings with Council only contributing directly to 72. Council's contribution of \$6.3M during this phase represented only 7.2% of the total of \$87.6M invested. Clearly the creation of the PPHT and the establishment of PPHA as an independent RHA paid handsome dividends for the City.

Brisbane Housing Company

One other example from another state is also instructive. In 2002 the City of Brisbane and the Queensland State government collaborated on the establishment of the Brisbane Housing Company as a special purpose affordable housing development and management company. The company was initially capitalised by both parties (total of approximately \$30M) and then operated on an independent basis accessing Council sites and government subsidies to build a portfolio which today is in excess of 1,700 dwellings with an asset value exceeding \$400M. It is a Tier 1 Registered Housing Agency under the national regulatory System for Community Housing.

Given the geographical size of the municipality the parties did not see it as necessary to create a Trust to hold the assets but limited the scope of activity to the City via clauses within the constitution of the company.

In summary:

1. Registered Housing Associations have significant financial benefits and may have substantial social benefits for implementing a Social Housing Growth Strategy
2. Registered Housing Associations also have preferential access to State and Commonwealth housing assistance programs without which the implementation of a significant social housing growth strategy would be impossible
3. A number of Victorian municipalities are currently adopting aggressive social housing growth strategies and are including the establishment of an Affordable Housing Trust as an investment and security vehicle for Council and other investments under the management of an appointed Registered Housing Association
4. History suggests that the most effective relationships between a Local Government authority and a Registered Housing Association is one where the Council takes the initiative to establish a Housing Association which is then appointed manager of the Council created 'Housing Trust' and retains continuing 'ownership' of the company.

The City of Greater Geelong *Social Housing Plan 2020 – 2041* builds upon the key issues emerging through Part B: Context for a Social Housing Plan.

11. Attachments

Table 21: Key Terms

Key Term	Definition Applied to Current Project
Affordable housing	A dwelling available through a housing assistance program that provides for a specified level of below market rent price (e.g. public housing, community housing, National Rental Affordability Scheme, shared equity scheme for home ownership).
Community housing	Community housing is secure, affordable, long term rental housing managed by not-for-profit organisations for people on low incomes or with special needs.
Community housing provider	A not-for-profit organisation that delivers and/or manages community housing.
Commonwealth Rent Assistance (CRA)	A non-taxable Commonwealth Government supplementary payment added on to the benefit or family payment of people who rent in the private rental market above applicable rent thresholds.
Crisis accommodation	Crisis and emergency accommodation includes a range of specialist services for people who are homeless, at risk of homelessness, escaping family violence, or in other emergencies. These services are available 24-hours a day, however they are temporary and designed to immediately assist people in crisis to stabilise and move on to something more permanent.
Department of Health and Human Services	The Department of Health and Human Services (DHHS) is an agency of the Victorian State Government. DHHS delivers policies, programs and services for children and families, women, gender and equality, sport and recreation health and wellbeing, ambulance services, public health, ageing, disability, mental health, alcohol and other drugs and housing and homelessness.
Director of Housing (DoH)	The Director of Housing is the body corporate established under section 9(2) of the Housing Act 1983. The Director of Housing, sits within DHHS and is the landlord of Victoria's public housing. The Director has powers to purchase, develop, lease and sell property.
Homelessness	The Australian Bureau of Statistics definition states that when a person does not have suitable accommodation alternatives they are considered homeless if their current living arrangement: is in a dwelling that is inadequate has no tenure, or if their initial tenure is short and not extendable does not allow them to have control of, and access to space for social relations.
Household	One or more persons, at least one of whom is at least 15 years of age, usually resident in the same private dwelling. The people in a household may or may not be related. They must live wholly within one dwelling.
Housing need	A household is in housing need if its housing falls below at least one of the adequacy, affordability or suitability, standards and it would have to spend 30 per cent or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable. Adequate is reported by residents as not requiring any major repairs. Affordable housing costs less than 30 per cent of total before-tax household income. Suitable housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.
Low-income household	A household with income in the bottom 20 per cent of all household income distribution
Moderate income household	A household with income in the second income quintile (21–40%) of all household income distribution
National Affordable Housing Agreement (NAHA)	From 1 January 2009, government response to homelessness is administered under the NAHA and the National Partnership Agreement on Homelessness (NPAH).

Key Term	Definition Applied to Current Project
National Partnership Agreement on Homelessness (NPAH)	The National Partnership Agreement on Homelessness (NPAH) commenced in January 2009. Under the current agreement the Australian and state and territory governments have committed to provide \$1.1 billion in funding. It contributes to the National Affordable Housing Agreement outcome, to help people who are homeless or at risk of homelessness achieve sustainable housing and social inclusion.
National Rental Affordability Scheme (NRAS)	A Commonwealth Government scheme that commenced on 1 July 2008, providing annual incentives (tax credits—if paying tax, grants—if not paying tax) to investors for 10 years to create 50 000 new affordable rental properties rented to low-income and moderate-income households at 20 per cent below local area market rents. The scheme was stopped for new property incentives in 2014, and as a result 37142 dwellings will be built
Not-for-profit sector	Community organisations providing a broad range of social services, including in relation to homelessness, housing, education, health, conservation and recreation.
Public housing	A form of long-term rental housing managed by the State Government and targeted at people on low incomes or with special needs
Quintile	A proportion of a set of data that has been ranked and divided into five groups, each of which contains an equal number of data items. For example, Housing Affordability Stress is assessed for households in the bottom two quintiles (i.e. the bottom 40%) of the income distribution. Q1 households are those earning in the bottom quintile (0–20%) of Australia's income distribution. Q2 households are those earning in the second quintile (21–40%) of Australia's income distribution.
Renewal	The process whereby existing, ageing public housing estates or buildings are redeveloped to improve both housing outcomes for public housing tenants and the neighbourhood's amenity
Social housing	An umbrella term that refers to public housing, delivered by the State Government, and community housing, delivered by community housing providers.
Shared equity	An umbrella term that refers to a range of initiatives which 'enable the division of the value of a dwelling between more than one legal entity' (Whitehead and Yates 2007 p16)
Social inclusion	In the Australian policy context, social inclusion is conceptualised as the opportunity to participate in society through employment and access to services, connect with family, friends and the local community, deal with personal crises and be heard.
Social mix	Defined as a 'combination of diverse shares of social groups in a neighbourhood'. A social group has one or more factors in common, such as having similar economic resources (i.e. having low- or high-income), the same ethnic background or nativity (i.e. born in the same country), the same household structure (e.g. families with children or households of young singles) or the same tenure (i.e. being tenants or home owners/buyers).
Supply side assistance	Forms of housing assistance given to providers, not consumers, of housing to help increase the quantity or quality of housing (e.g. National Rental Affordability Scheme).
Supported Housing	Supported Housing is a type of Community Housing targeted to households in high need, including people who are often homeless or at-risk. It is coupled with other support services, and owned and managed by the government and/or a non-government housing provider.

Key Term	Definition Applied to Current Project
Tenancy support services	Services provided to assist those at risk of homelessness with existing tenancies in the public and private rental sectors. These are early intervention services that aim to stop homelessness from occurring.
Tenure	The nature of a person's or household's legal right to occupy a dwelling. These legal rights range across rights of use, control and disposal. Tenure types include home owners (outright owners, <u>purchaser owners</u> , <u>shared equity</u>), renters (private, public, community, social), rent free.
Transitional Housing	Transitional Housing is a supported short-term accommodation program. It acts as a stepping stone to more permanent housing in public housing, community housing or the private rental market. People moving into transitional housing have often been victims of a change in circumstance. For example, a lost job has meant the rent can't be paid, a marriage break-up leaves one partner with no money or support, or a person may lose the support of – or can no longer live with – other family members. A key element of transitional housing is that it's a temporary option, and tenants must be actively working with their support provider to apply for long-term housing.
Victorian Housing Register	The Victorian Housing Register manages applications for long-term social housing in Victoria. The waitlist now combines public and community housing applications for housing so that people only need to apply once and can be considered for both types of housing. Priority Access is given to those people who are homeless and receiving support, are escaping or have escaped family violence, living with a disability or have significant support needs and with special housing needs.

Source: Adapted from <https://www.ahuri.edu.au/policy/glossary>

Table 22: Who Did We Consult? Stakeholder Definitions

Who	Stakeholder Definition
Social and Community Housing Tenants	Current and future social housing tenants including people currently living in social housing in the Geelong region and people currently on the Office of Housing (OoH) waiting list; Stakeholder include those organisations who can provide contact details for this group
Community Service Agencies	Community service providers' who provide a range of support services to people at risk and/or in need, in order to maintain their accommodation i.e. support services including specialist homeless services through to in-home carers, disability, aged and/or family support services
Housing Providers	Including (i) housing providers who are Registered Housing Association's (RHA's ²²) or Department of Health and Human Services (DHHS) (ii) those organisations with an interest in the development of affordable housing as a part of a strategy to support economic growth or enhance community sustainability and wellbeing, including relevant State Government departments and City of Greater Geelong influencers.
Industry Sector	Including developer and builder organisation who invest in housing and may experience affordable housing as a 'risk' or 'opportunity' including (i) large scale developers/builders holding rights over large land parcels seeking or obtaining master plan approval (ii) smaller developer / builders who may purchase lots within larger developments or be interested in the renewal opportunities in Norlane and Whittington areas (iii) real estate agents
Locations of High Housing Stress ²³	Key stakeholders interested in the development and delivery of affordable housing options in the areas of City of Greater Geelong that are experiencing particularly high levels of housing stress, particularly the smaller settlements on the northern Bellarine . Due to their small size and relative isolation, these areas may not be identified through the social housing demand analysis.
General Community	Current and future residents, workers and visitors in the City of Greater Geelong who have an interest in managing the impact of future growth including opportunities and challenges for sustainable local areas City of Greater Geelong Access and Inclusion Advisory Committee

²² Refer to the following link for a list of Registered Housing Associations: <http://www.housingregistrar.vic.gov.au/Who-we-regulate>

²³ For the current project 'Housing Stress' refers to very low, and low-income households that are paying more than 30% of household income on rent.

Table 23: Stakeholder Organisations Engaged in Project

Housing Sector	Organisations Engaged
State Government	Department of Health and Human Services (DHHS) Office of Housing (OoH) Barwon Water Barwon Health Department of Justice
Housing Providers	Baptcare Barwon Homelessness Network Central City CERC Common Equity Housing Limited Haven Home Safe Homes-for-Homes Housing Choices Australia Kids Under Cover Lazarus House Geelong North Geelong Rental Housing Co-operative (NGRHC) Samaritan House Geelong Sirovilla Wathaurong Aboriginal Co-operative Wintringham Women's Property Initiative Yangzhou Tonglee Container
Health and Community Services	Barwon Child Youth and Family Barwon Health Bellarine Community Health Bethany Community Support Diversitat Gateway Support Services H.C.A. MacKillop Family Services Red Cross Salvation Army Victorian Association for the Care and Resettlement of Offenders (VACRO) Wathaurong Aboriginal Co-operative
Development Industry	Hamlan Homes Ramsay Property Group APD Projects MESH Planning UDIA Geelong members Nestd Deakin University Home Research Hub Tract Consultants Lovely Banks Development Western Growth Area development Maddocks Lawyers Dalton Consulting Engineers Ratio Consulting WT Partnership Mesh Planning
General Community	Portarlington Community Association City of Greater Geelong Access and Inclusion Advisory Committee Community Members at Community Forum (84)

Table 24: Policy Context - Key Issues

Key Themes	Commonwealth Government of Australia	State Government of Victoria	Regional Level Initiatives	City of Greater Geelong
Obligations	1. The Commonwealth Government controls the vast majority of levers that impact on the demand and supply of housing, and hence the affordability of housing in the general market 2. However, as the level of government which has greatest sway over housing markets the Commonwealth Government has the least direct influence on housing programs	1. State Government has the constitutional responsibility to plan for and provide housing assistance, including social housing 2. The provision of social housing is considered a core service delivery area for the State Government under the National Housing and Homelessness Agreement NHHA 3. Victoria's social housing system is geared towards supporting those who are most disadvantaged and unable to maintain suitable and stable housing within the private market	<i>G21 Addressing Disadvantage through Affordable Social Housing</i> made a number of important recommendations related to social housing, including: 1. That the role of Local Government is more accurately acknowledged in future planning, and agreements in the provision of social housing 2. That all levels of government recognise the importance of access to support services as well as housing in order to maintain tenancies 3. That the Victorian State Government be encouraged to develop further projects such as New Norlane	Key 'Directions' in the City's <i>Settlement Strategy</i> include: 1. Support affordable housing in areas suitable for urban consolidation 2. Investigate model voluntary agreements, inclusionary zoning and development of surplus government sites to deliver social housing 3. Work with the State Government, community housing and the private sector to deliver more affordable and social housing options The <i>Housing Diversity Strategy</i> 2007 aims to: 1. Provide for the development of a range of housing types and densities in the City of Greater Geelong, to meet the City's existing and future housing needs
Funding	Commonwealth Government programs which can directly impact the increased supply of social and affordable housing at the local level include: 1. National Housing and Homelessness Agreement (NHHA) 2017-18 2. National Housing Finance & Infrastructure Corporation (NHFC) 3. Affordable Housing Bond Aggregator (AHBA)	1. Homes for Victorians - \$2.1 billion of the \$2.7 billion committed to financial instruments to grow community housing in partnership with other stakeholders through the Social Housing Growth Fund, monies are provided as operating subsidy for up to 30 years to support the servicing of private debt raised by Registered Housing Agencies	<i>G21 Addressing Disadvantage through Affordable Social Housing</i> recommended: Identifying, developing and funding a reliable 'pipeline of co-investment funding' to enable new social housing projects be considered an urgent priority	The City of Greater Geelong will need to be proactive in negotiating partnerships with both the Commonwealth and State Governments that commit to a long-term strategic growth and revitalisation of social housing. These partnerships should address State and Commonwealth land holdings, funding programs and subsidy programs.

Key Themes	Commonwealth Government of Australia	State Government of Victoria	Regional Level Initiatives	City of Greater Geelong
	4. National Rental Affordability Scheme (NRAS) 5. Commonwealth Rent Assistance (CRA)	2. Loan Guarantees Victorian Government has committed to providing up to \$550M in loan guarantees to debt provided by the banking sector to Registered Housing Associations 3. Homes for Victorians commits \$341M to renew and expand public housing with a target of approximately 3,500 new dwellings to replace about 2,500 existing dwellings.		
Partnerships	A National Regulatory System for Community Housing recognises the following two types of Registered Housing Agencies in Victoria: 1. Housing Associations larger, more complex businesses that manage, maintain and grow a viable social housing portfolio 2. Housing Providers primarily manage rental housing portfolios for other parties, such as the Director of Housing (DoH); often specialise in particular client groups which may include disability housing, aged, youth; growth is small scale compared with housing associations	The following State Government Strategies and Plans respond to the requirements of the National Housing and Homelessness Agreement - Homes for Victorians - Plan Melbourne 2017-2050 - Victorian Infrastructure Plan - Ending Family Violence: Victoria's Plan for Change	- One of the aims of the G21 Affordable Housing Taskforce was to: investigate the establishment of a Housing Association - The 2007 G21 initiative to appoint a preferred provider for the G21 Region did <i>not</i> result in any increase in investment in social housing	The City's approach must be built around partnership with both the Commonwealth and State Government and collaboration with the private and not-for-profit sectors to get the best outcome for those most disadvantaged and at risk in the Geelong housing market
Planning	State and Local Government responsibility	1. Homes for Victorians commits to amend planning approvals process to allow local government authorities to negotiate affordable housing outcomes as part of a rezoning of land or permit applications for major developments	1. <i>G21 Regional Growth Plan Background Report</i> (2012) affirms the City of Greater Geelong <i>Housing Diversity Strategy</i> goal to include higher density development in: i. Key Development Areas (Central	Future precinct structure plans (PSPs) particularly in the Northern and Western Growth Areas provide an opportunity for consideration of the potential contribution of these development to the identified need for social housing

Key Themes	Commonwealth Government of Australia	State Government of Victoria	Regional Level Initiatives	City of Greater Geelong
		2. Homes for Victorians commits to the identification of underutilised and surplus government owned land which can then be fast tracked through the governmental processes for the disposal of land and release them into the market with a requirement that they include a component of social and affordable housing	Geelong, West Fyans – Fyans Street Precinct, and a Waurin Pond site) ii. Increased Housing Diversity Areas including within about 400 m of railway stations and activity/ neighbourhood centres iii. Incremental Change Areas (where the majority of new development will be consistent with traditional suburban character	
Implications for Geelong Social Housing Plan	The Commonwealth Government has a preference to use Registered Housing Agencies (RHA's) as the channel for any public investment. Currently in COGG there are 13 Registered Housing Agencies providing some social housing – but none of these RHA's have their head office in Geelong The State Government Homes for Victorians commitment to renew and expand public housing Included an initial pilot of 52 vacant public housing lots packaged up for redevelopment by the private or community housing sector (including sties in northern Geelong). These will now be developed by a private development company after a Registered Housing Agency assessed the risk as too great.	1. Voluntary Affordable Housing Agreements negotiated as part of a rezoning process and PSP approval could trigger a significant supply of new social housing provided investment models are available to deliver on the opportunities negotiated 2. Planning scheme amendments are of particular relevance in Geelong given the forecast growth for the municipality, particularly applicable through areas such: the Northern Geelong PSP, Infrastructure Contributions Plan or Development Contributions Plan; and the Western Geelong PSP and ICP or DCP, both of which are scheduled to be completed by December 2022	1. The work of G21 has highlighted a significant issue for the implementation of any Social Housing Plan at a Local Government level: the necessity of a funding model that provides certainty to a pipeline of social housing projects and enables Local Government to negotiate social housing outcomes through the planning approvals process with confidence 2. G21 aims to support local government to facilitate the development of social housing on underutilised land	The City will need to focus on the positive steps that can be taken to increase housing supply in established areas of Geelong. This includes appropriate zonings, clear design guidelines linked to an accelerated planning approval process for complying developments and investment in 'place making' in the locations where Council is especially keen to encourage infill and higher density development Even with efficient financing provided by the National Housing Finance and Investment Corporation (NHFC), there remains a considerable funding gap.

THE CITY OF
GREATER GEELONG

FINAL SOCIAL HOUSING PLAN 2020 - 2041

COMMUNITY COMMENTS,
RESPONSES AND SUBMISSIONS
FROM DRAFT REPORT

Context

The Draft Social Housing Plan 2018 - 2041 (the Plan) was noted at the Council Meeting on 12 November 2019 and released for community comment. Council notes and thanks those individuals and organisations who provided feedback to the draft Social Housing Plan.

The plan was available for community comment on the “Have Your Say” web page from 13 November to 31 December 2019 and as a result:

- There were 2776 page views, the document was downloaded 222 times and 13 online submissions were received;
- Of the 92 people who responded, 21 of these attended the Community consultation program.
- Of the 92 people who responded, 52 were a home owner or buying, 19 lived in a rental property, and 3 people are currently residing in social housing.
- Of the 92 people who responded, 19 people represented organisations and 77 individual's provided comments.
- There has been a total reach of 22,921 and 956 engagements via social media.

Feedback from Online survey in relation to the recommendations	Response:
<u>Leadership – advocating for an increase in social housing</u>	
Of the 92 people who responded, 88 agreed that the City should support the Leadership strategies and 2 people said no.	
Housing related comments:	
• It is essential that COGG continues to advocate for an increase in social housing across our City.	Noted – the plan does agree that continued Advocacy is an important leadership role.
• Focus on existing Council business and keep out of Social Housing. That is for the State Government	Noted
• In Sydney in the 80s, some Councils let the tenants in a public housing property purchase the property at a reduced rate it allowed for a greater turnover and the people who got to buy the property had assess for their children so they didn't end up in public housing as most of those properties a million dollar homes now.	Noted – a similar State initiative was in place for Victoria over a number of decades. This approach continues to be a State responsibility.
• However, we need significant investment in mental health residential facilities and drug rehab centres which need to take care of a large % of the issue	Noted – the plan does focus on Social Housing, which is complementary to broader support initiatives that supports people and their access to mental health services.
• COGG is well placed to provide leadership and to leverage existing leadership role with G21.	Noted
• There aren't enough social houses. The wait time for on the Register of Interest is 20 years. Social Housing is the way to go forward and we need to keep up. I work in housing.	Noted – the plan outlines the trajectory for more social housing and this requires concerted efforts by all levels of Government.
• I think this is a great initiative and a practicable way to help those who are struggling to pay for housing.	Noted
• Any leadership in this area is welcome. Further investment in Agencies such as Salvo Connect would also be welcome. I know the answer is more funding, if Salvo Connect are going to be the only entry point, they need the appropriate resources.	Noted – the delivery of the Plan will require a range of partner agencies to work together.
• Long and overdue	Noted
• There is no mention of co-ops being represented. There needs to be awareness of the work co-ops do and housing opportunities should not	Noted

Feedback from Online survey in relation to the recommendations

Response:

just be offered to housing Associations. Developing a better understanding of social housing needs should start now.

- Leadership strategies 1 and 5 are high priority.
- Council has the clear role at a local level to ensure the best possible outcomes for its community in relation to social housing.
- The establishment of an affordable housing advisory committee demonstrates leadership from COGG. It is very positive to see that this a short-term goal. CoGG is in a strong position to lead the implementation of the plan through advocacy to State Government. Advocacy in particular for mandatory inclusionary zoning as the planning legislation is currently voluntary. South Australia legislated for mandatory inclusionary zoning some years ago which has resulted in over 1,700 social housing properties on the ground. State Government legislation should be changed from voluntary to mandatory to ensure there is equitable access to housing that is affordable. COGG can show leadership through consultation with the specialist homelessness and family violence sector to gain a greater understanding of the challenges the sector is facing in relation to accessing housing that is safe, secure and has tenure. The youth and adult entry points in Geelong have around four hundred people waiting for support. CoGG can show leadership through enacting the plan so there can be an emphasis on assisting people with a housing first response. The provision of additional housing at 675 dwellings per year is very encouraging. Enabling people to sustain relationships and community connections rather than moving out of area due to housing stress. CoGG establishing a housing team will build capacity and expertise to drive the delivery of social housing. The Victorian Homelessness network ran a community awareness campaign for the World homelessness on the 10th October this year. The network created five tiles used in a social media campaign to debunk myths in relation to homelessness. This work will continue in 2020 through a working group. Research demonstrates that people recognise homelessness is increasing and are sympathetic. CoGG demonstrating leadership in raising awareness will have a significant on the negative portrayal of social housing and tenants of social housing. Particularly, in light of local media in recent times portraying negative stereotypes and harmful depictions of people residing in social housing. Evidence based data will inform policy and community awareness. Advocacy in relation to State and Commonwealth responsibility to provide social housing is critical. It is important that all levels of government see social housing as critical infrastructure alongside roads, renewable energy and public transport upgrades.

Noted

Noted

Noted – the plan identifies the development of a Geelong Housing Advisory Committee. The relationship between the need for suitable housing and homelessness is well-referenced throughout the document. The City works closely with family violence and housing service agencies and will continue to do so. The City supports the inclusion of mandatory planning requirements in the Victorian Planning system.

- I believe and support the Geelong council advocating for an increase in social policy
- Strongly agree. Leadership at all levels. Doing "what has previously been done" will not keep up with demand.
- Haven Home Safe - Victorias first registered housing association operating an office out of Geelong, supports and congratulates the city of greater geelong for the ambitious social housing plan. It clearly identifies the housing need required as well as what is currently available. The plan clearly articulates the number of social housing dwellings required and what partnerships are required to secure government funding.
- In the absence of Federal government leadership and support for social housing provision it is vital that the State and local government step up

Noted

Noted

Noted

Feedback from Online survey in relation to the recommendations

Response:

- Barwon Child Youth & Family's (BCYF) vision is for 'a community where people are safe, connected and empowered to live well' and we therefore agree strongly with Council's Housing First approach, as outlined in Social Housing Plan 2018-41. It is BCYF's experience, as an independent, not-for-profit community service organisation that provides a range of support services inclusive of Family Services, Early Years Services, Youth Services, Mental Health & Drug and Alcohol services, that, safe housing is a prerequisite for all other indicators of wellbeing, and, that housing which is affordable enables community members to redirect income to health, education, business and other personal and/or social capital-building opportunities. It is also BCYF's experience as a Youth Homelessness Provider, complete with our subsidiary company BAYSA (a registered housing provider), that demand for public and/or social housing significantly outstrips supply with BCYF supporting 200 homeless young people on our wait list on any given night. This supply and demand imbalance is occurring within a State-wide social housing policy context, and therefore we strongly support the City's motivation to show local leadership in order that the City's vulnerable community are not left unsupported in larger scale state-wide or federal structural reforms. Further to this, BCYF would advocate for the special needs of young people as a unique cohort of vulnerably housed people in our community. BCYF draws the City's attention to the additional structural barriers faced by this group, noting that whilst young people make up 30% of the total national homelessness population, they constitute around 2% of social housing tenancies. And, that as per the Cost of Youth Homelessness Report (2016), it is estimated that for every young person diverted from homelessness, there would be a net saving to the community of \$15,000 per annum from the additional health and justice costs alone associated with homelessness. BCYF agrees with the City, that as the layer of government closest to community, its active leadership role with regards to social housing is essential, and BCYF supports a collective partnering approach to this complex social issue. BCYF also agrees that, Council as a governing body, is well placed to coordinate funded providers, is well placed to publish local data, and is well placed to leverage intra-governmental strategies.

Noted – the State Government remains the responsible authority for the provision of Housing.

Noted- the Plan identifies the importance of collaborations and partnerships with both Government and the non-Government sector.

Investment - investing in social housing by contributing City land and cash to leverage significant funding from State and Commonwealth Governments.

Of the 92 people who responded, 86 people agreed with the proposed investment strategies and 3 people didn't agree.

Comments:

- Social Housing is the way to go forward in Geelong.
- Utilising surplus COGG owned land for social housing is a good idea.

Noted

Noted

Feedback from Online survey in relation to the recommendations	Response:
Adopt what they do in the UK allow the tenant to purchase the property at a reduced rate.	Noted – Similar programs have existed in Victoria. This proposal would need to be considered in consultation with the State Government. The Plan does not preclude this possibility as an option.
Also for private contributions, private land donations, private money to boost support for those to get into housing with low interest repayments, rent to buy options.	Noted - the Victorian Planning system includes a voluntary system at the moment and the City is advocating to the State Government for mandatory requirements. For new residential Precinct Structure Plans a social and affordable housing assessment will form part of the planning process.
I recommend that all housing developments (in new suburbs) be required to construct at least 10% in suitable and a number of smaller dwellings for homeless persons. Use some of the “small house” plans as possible for single homeless people. All houses built for homeless should contain a suitable space for growing food (vegetables).	Noted
Anything for more social housing. If this is what it takes so be it.	Noted – the State Government is currently reviewing the opportunity to provide more robust planning controls. This decision is one that the State Government needs to consider.
Social Housing is a very broad term and smaller organisations could be omitted from opportunities.	Noted -the Plan does articulate a long-term investment strategy and is wholly reliant on a long-term investment strategy by the State and Federal Governments and Council's role is as an enabler to facilitate the growth of more social housing.
Both are of critical importance – and target timelines must be met to get the programme underway.	Noted
Given the urgent need to provide more social housing in Geelong Council needs to have an investment strategy to grow and stimulate activity in this area. However, we need to be mindful that State and Federal Governments have primary roles in the provision of Social Housing and Council financial investment needs to be limited to those strategies as outlined in the Plan.	Noted
Council has land available that would be much better used providing social housing.	Noted
The Plan outlines that there will be two sites developed within the first two years of the plan being approved. CoGG investing in these developments will demonstrate the capacity for delivering on social housing. It will also provide a template to further promote further developments to State and Commonwealth Governments. The site developments will begin the process for harnessing community engagement and put much needed properties on the ground for people facing hardship and disadvantage. The commitment of one million dollars per annum to the social housing	Noted –as part of the development of the Plan, the City conducted a land audit which would need to be further scrutinised as potential assets for future housing developments. The City has not agreed to an investment of \$1million dollars, rather, the Plan recommends an investment of land and financial commitment. The level of financial commitment

Feedback from Online survey in relation to the recommendations

Response:

growth fund for the next twenty years is very encouraging. The policy directions of the Department of Health and Human Services funding for housing and homelessness emphasises a place based response to service provision that supports people with service offering that are localised. The policy direction is on having a place-based response. The investment in social housing on land that I close to schools, transport, medical services and places of work will assist people to engage with community and facilitate positive health outcomes.

is yet to be agreed to by the City and the proposal will require further work.

- Geelong needs to make contribution to ensure a joint contribution

Noted

- Structures that can be "relocated" after certain time frames could help Vertical extensions to existing retail premises in inner city a possibility also. Encourage owners of retail/commercial tenancies to "go up" for residential benefits

Noted – the City's Planning Scheme guides the residential mix in our City.

- Housing requires subsidy, local governments have levers to assist in this space. As the government closest to the community it is indeed important that local governments are active participants in the generation of social and affordable housing. In 2018, the vic government amended the planning and environment act and created a role for local councils to facilitate the provision of affordable housing. Councils are expected to be able to demonstrate the level of need for affordable housing in their municipality and provide guidance to landowners on the type of housing they are seeking. As a result a large number of councils are developing strategies and given the development pipeline currently in and around the geelong area, the fact geelong council has considered this a priority is important. If councils have surplus land then it should be used in the best interests of the people within the municipality and given the significant growth we will be experiencing now and into the future, affordable housing needs to form part of this discussion.

Noted

- This seems a viable and sensible way to fund social housing. It is critical that it is done as the need is great along with the gap in ideas and solutions other than this one

Noted

- BCYF agrees that social housing models rely on the structural input of capital, and BCYF also understands that at a State-wide level, demand for finite capital is high. We therefore agree with the City, that it has a role in investing its own capital into social housing initiatives as a co-contribution with the two other levels of government. This co-contribution approach is consistent with developments elsewhere in the state. Further to this, BCYF can foresee that by the City taking a lead role with regards to land contribution, the City significantly enhances its capacity to coordinate the full range of City plans, inclusive of social infrastructure, economic development and transport. As well as this, the investment by the City into social housing is consistent with the broader aims of COGG- a vision for a Clever and Creative Future. With a range of affordable housing options already articulated as foundational to this aim, BCYF recognises the investment by the City into social housing models as deliberately achieving future social and economic returns.

Noted

Partnerships - developing partnership agreements with the Commonwealth and Victorian Governments to expand the supply of social housing in Greater Geelong.

Of the 92 people who responded, 86 people agreed with partnerships and only 2 people didn't support the recommended strategy.

Comments:

• I think COGG should not only develop partnerships with the state and federal governments but also not for profit suppliers such as Baptcare.	Noted – the implementation of the Plan should and will also include agencies from the not-for-profit sector.
• It is not a Council gig so why get involved now? Waste of my rates and your time.	Noted
• Come up with a plan that can prove to State and Federal governments that Geelong can make public housing work for everyone by creating higher turnover of properties by allowing the tenant to purchase the property once a property is leased it becomes a mute asset.	Noted – Council will actively contribute to State and Federal policy discussions.
• 100% I do. The people organisations support in the Geelong community strongly agree that something needs to change immediately.	Noted
• Partnerships are critical to the success of the CoGG Social Housing Plan. CoGG has demonstrated significant capacity to develop beneficial partnerships.	Noted – partnerships are critical and are required.
• I support construction of some housing units using attached housing of 2 storey with public garden space to maximise the use of land.	Noted
• It's a funny way to move responsibility from the state and federal government. As long as the funding can be assessed it doesn't matter who does the work.	Noted – the plan does not advocate for changing the current responsibilities. The Victorian State Government continues to have constitutional responsibility for Social Housing.
• Currently NHFIC is not geared to finance tier 3 providers. Legal fees are capped at a minimum of \$35000 and this prohibits providers other than tier 1 to commit to social housing developments. The benefits of a co-op do not stack up in larger providers and NHFIC is currently cost prohibitive.	Noted
• All three partnerships listed are needed and essential. The 5-year renewal plans for Corio, Norlane and Whittington are the right properties.	Noted
• Tackling the shortage of social and affordable housing in Victoria is a key concern with over 22,000 people homeless each night in Victoria. With an estimated 7,200 households in Geelong who urgently need social housing and a further 6,400 people living in the private rental market and paying in excess of 30% of their income on rent, the problem is too big for any one government or organisation to solve alone. A whole-of-community approach is required to solve this shortage. Increasing social and affordable housing in Victoria will require a mix of leadership, strategy, partnerships and most importantly a new source of sustainable funding. Homes for Homes is that new source of funding, with the potential to inject billions into social and affordable housing projects across Victoria if widely adopted through planning. Homes for Homes has the capacity to fund an increase in social and affordable housing without diversifying government spending on essential homelessness support services, as it is a new, sustainable source of funding that can deliver on the housing first model, acknowledged widely as best practice for solving homelessness and improving the lives of those most in need. Funds are	Noted- the Homes for Homes model may form part of the suite of tools that development proponents use to fulfil their social and affordable housing contributions. The Plan identifies the need to develop a strong relationship and partnership with the State Government and Registered Housing providers in order to fulfil this shortfall.

Feedback from Online survey in relation to the recommendations**Response:**

raised via individuals and property developers agreeing to register properties with Homes for Homes, enabling a tax-deductible donation of 0.1% of the sale price to be donated to Homes for Homes. Participation is recognised through a caveat registered on the property title, which acts as a reminder of the individuals or developers promise to donate at the time of sale. The donation flows seamlessly during the settlement, disbursement process. Donations are pooled, funding is granted to housing providers to increase the supply of social and affordable housing. Social and affordable housing supply in Victoria has already increased due to Homes for Homes. In 2018, Homes for Homes funded four Victorian projects to the tune of \$300,000, housing 13 people. In early 2020, a further \$140,000 will be distributed to community housing providers who will create further housing supply in Victoria. In most cases, Homes for Homes provided funding of <1% of the total cost which enabled the viability of the project. The biggest issue facing social and community housing sector is the lack of available funding to meet demand. Often individuals are unsure how they can make a difference to what seems to be an insurmountable problem. Homes for Homes provides a simple and meaningful way to contribute. The City of Greater Geelong can assist in fast-tracking the supply of social and affordable housing by including Homes for Homes as a partner in the Social Housing Plan.

- Partnership agreements are key to the success of the plan and will ensure ongoing commitment from all levels of government.
- Different layer of government should work together to solve this serious issue.
- Along with partnerships with local providers – i.e. Sirovilla- Social Housing for retirement living.
- Ministerial in principle support for a partnership agreement on growing social housing that includes the redevelopment of existing public housing stock provides a platform for renewal and to develop the stock that is currently not in use. Embedded planning policy is essential to the growth of social and affordable housing. The amendments to the Planning and Environment Act allow CoGG to work proactively and the commitment to becoming an RHA offers a variety of partnership possibilities to enact the building of social housing. The Commonwealth introduced the NHFIC last year to allow RHA'S to refinance at low interest rates. There is an opportunity for CoGG to advocate to remove debt as has taken place in Tasmania last year. The Tasmanian Government is now able to use NHHA Commonwealth spend going towards servicing the loan to the Commonwealth Government debt. There is a need for a variety of accommodation options to assist people. Research from the Australian Institute of Health and Welfare for the Barwon region reflects that the most common reason given by people seeking support from

Noted – the Plan outlines the importance of partnerships with all tiers of Government working together on this complex issue.

Noted – the implementation of the Plan should and will also include agencies from the not-for-profit sector.

Noted

Noted – the Plan does outline the many reasons for homelessness and shortage of suitable housing. It also notes the Federal Government's commitment to housing. We strongly agree for Ministerial support for renewing and Federal investment in housing, a multi- tiered response. A community awareness event held in Johnstone Park last year is a good example of engagement and collaboration with agencies from the homelessness sector.

Feedback from Online survey in relation to the recommendations

Response:

homelessness agency is people seeking assistance due to family violence. That national figure reflects the same statistic. The figure is at 40% of all people seeking assistance due to family violence. The Barwon Homelessness Network held a community awareness event in Johnstone Park for Homeless ness week in August this year. A spokesperson from the Sexual Assault and Family Violence Centre said that 50% of women that have left their home due to family violence return to the perpetrator as they are unable to access safe, secure and affordable housing.

Noted

- I support a partnership approach.

Noted – the Plan identifies ways in which the City can help facilitate an increased supply of social and affordable housing.

- The system is at breaking point and need significant investment to support the number of people requiring housing

Noted – the Plan does recommend as a long term goal to develop a Trust and a separate Company that helps manage the Trust. However, it is also noted that this idea needs further scoping, investigation and considerable understanding before launching into a Trust.

- No one body alone can solve the housing issue. All levels of governments need to be actively involved and aware of how partnerships and working together in solidarity can only benefit those that require this level of subsidized housing. It is due to this that we don't support the councils desire to establish a new housing association but work with the existing community housing providers who have expertise to develop and manage social housing in the region. Loddon Mallee Housing Services trading as Haven Home Safe have been operating out of our Pakington street office since we were registered as the first housing association within victoria and have over 150 properties within the municipality and a tenancy management team and is also home to both the COO and a Board Director having relocated from Bendigo some years ago. There are other ways to create a pipeline of social housing developments and housing associations do it well. Haven home safe are also NHFIC participants having secured a \$65m facility thus understand the requirements of the corporation. The registered sector has over 10 years of experience and value creation that the council can leverage off through strong partnerships. We believe establishing another housing association is not the way forward and questions whether consultation has occurred with the housing registrar as to their appetite for a new association and also to understand what is required and expected under that level of control. Under the vic reg system registered housing agencies are required to be independent from any non registered bodies such as council or other establishing body, therefore the aims of what you are wanting to achieve may be somewhat thwarted should you choose this path. Similarly a housing trust might be one way to hold assets, we believe there are other methods to consider and there are varying scenarios that could be looked into such as section 173 agreements, an MOU with a cho for developments and if Director of housing is going to contribute funding then there is the interest on title that ensures assets can't be sold off without the express permission of the director.

Noted

- Hopefully the other levels of government will cooperate. I am optimistic about the state but not Federal. What is Plan B if the Feds do not enter the deal?

Noted – the City is very committed and is a signatory to the GROW compact.

- Yes. The City's proposals to negotiate long form agreements to secure a pipeline of attention and funding for the local region is commendable, and consistent with reform principals of matching the scope of the solution to the scope of the problem that being to deliver 675 social housing dwellings each year for the forthcoming twenty years. BCYF would propose that the City consider articulating its partnership approach with corporate and

Feedback from Online survey in relation to the recommendations

Response:

private entities in the Building Industry where social procurement of employment opportunities can be attained for the same vulnerable communities as the City's social housing plan is seeking to support as per commitments in the GROW compact.

Planning – utilising recent amendments to the *Planning & Environment Act* to negotiate the inclusion of new social housing within all new residential developments where development approvals have added value to land.

Of the 92 people who responded, 83 people supported the partnerships strategy and only 5 people didn't support the recommended strategies.

Comments:

- It is important to spread the provision of social housing across the municipality and not concentrate on one or two areas.

Noted – the plan does provide clear directions around not clustering social housing in one area, however, to ensure that it is spread across the municipality as much as possible.

- Not council business never was and is not.
- It stops ghetto's forming
- I would encourage CoGG to continue to lobby for increased support from planning mechanism including supporting current ministerial advisory committees already afoot.

Noted

Noted

Noted – The City has already provided a submission to the current Ministerial Advisory Committee chaired by the Planning Minister. The City supports mandatory planning controls and awaits the outcome of the Ministerial Advisory Committee.

- This has been pretty hit and miss in places like Armstrong Creek already. What happens when you put a bunch of social disadvantage in an area with no service.

Noted

- I feel the inclusion of social housing within new residential developments is essential and should be mandated into all new development approvals as a % of the proposed housing to be built.

Noted – the State Government is currently reviewing adequate control measures and the City supports mandatory planning controls and awaits the outcome of the Ministerial Advisory Committee.

Feedback from Online survey in relation to the recommendations

- Gifting, discounted sale or leasing of land would assist RHP's. Note not RHA's as immediately the words housing associations or agencies seem to be in the forefront. Share equity is a great idea.
- Absolutely support all three.
- Homes for Homes is engaging local governments across Victoria to explore inclusion of its mechanism in the planning process. Moreland City Council are the first Council in Australia who have formally endorsed Homes for Homes at their recent meeting (11 December 2019). Council will grow awareness of Homes for Homes and through its planning embed Homes for Homes in their Design Excellence Scorecard. The aim of the scorecard is to encourage significantly improved development outcomes in the City of Moreland. The City of Moreland Design Excellence Scorecard will include a 0.1% contribution of the sale price of each dwelling to Homes for Homes (or other equivalent not-for-profit company that funds affordable housing projects) as a Community benefit contribution for multi-unit developments. If the City of Greater Geelong through the Planning and Environment Act 1987, encouraged support of Homes for Homes in a similar manner, the capacity of Homes for Homes to close the affordable housing gap grows enormously. Governments can incentivise developers who agree to register their housing stock with Homes for Homes, and we welcome the City of Greater Geelong to play a part in amplifying a funding stream designed to deliver an increase in social and affordable housing, including Homes for Homes into planning creates a unique opportunity for a new funding stream to be realised in the social and affordable housing sector. This can be achieved at no cost to Government. Registering properties with Homes for Homes is done at no cost to individuals or developers. Developers would register with Homes for Homes, giving future homeowners opportunity to make a small donation (0.1%) when the property sells in the future. Once a home or development is registered it continues participating in Homes for Homes, encouraging all future home owners to also considering donating when they sell in the future. The idea of using property sales to generate a new funding stream was based on a similar, successful initiative seen operating in the US, whereby a single property developer from California, Lennar, encouraged owners of 25,000 properties to make a small contribution at their time of sale. Twenty years later, this initiative has raised over \$9million for local homelessness initiatives. Homes for Homes is an innovative model that the capacity to raise significant dollars, increasing the supply of social and affordable housing. With local governments lending support to embed Homes for Homes into planning protocols, Homes for Homes will gain rapid traction, becoming part of everyday property transactions and truly be a whole of community solution to increasing the supply of housing for those most in need.
- Planning is a key mechanism/tool for Council to achieve its Social Housing Plan.
- It is important to integrate some low-cost social housing within more advantaged areas and not create ghettos of accommodation only disadvantaged people can afford. Hopefully, that way people who have been homeless can begin to find support within the wider community.

Response:

Noted – we recognise that there are Registered Housing Providers and Registered Housing Associations.

Noted

Noted - the Homes for Homes model may form part of the suite of tools that development proponents use to fulfil their social and affordable housing contributions. The Plan identifies the need to develop a strong relationship and partnership with the State Government and Registered Housing Associations and Providers.

Noted – the Plan does articulate the need to spread social and affordable housing across the municipality rather than concentrate social housing in one or two areas.

Noted – as a Council we see part of our role and enabling supportive living environments and that a mix of options is needed.

Feedback from Online survey in relation to the recommendations	Response:
• My experience of planning in Geelong is that it is driven by developers for the profit of developers rather than the needs of the community. The planning strategy is driven by the needs of the community. • COGG could consider removing voluntary social and affordable housing in planning applications showing leadership that reflects the “Creative and Connected Plan” by removing voluntary and replacing it with mandatory. CoGG amending the planning scheme consider rezoning and thirty percent dedicated to social housing is a progressive and necessary element that reflects future population growth and goes some way to meet the necessary element that reflects future population growth and goes some way to meet the current need for housing for those experiencing housing stress and homelessness. At the same time there is a mention of concessions for developer in the planning application. That the developments only take place where there is an uplift in value. The Social Housing Plan importantly states that a social and affordable housing assessment should be prepared as part of the planning process. This inclusion requires developers to be proactive through the planning process in listing where social and affordable housing will be integrated into the planning process and not an adjunct. The inclusion of planning amendments to reflect social and affordable housing that is commercial, integrated, progressive, certainty and sustainability is to be commended. Especially, due to recurrent decrease of underspending by State and Commonwealth Governments.	Noted Noted – The City supports mandatory planning controls and awaits the outcome of the Ministerial Advisory Committee. The City encourages proponents to utilise the tools provided by the State Government to ensure that appropriate social housing assessment is undertaken as part of a future applications.
• Generally, support however there needs to be a willingness of both Council and Developer work in good faith to negotiate good outcomes for both.	Noted
• Definitely support the inclusion of social housing in all new residential developments.	Noted
• Multi level/medium density living close to train lines critical. Rezone some light industrial areas to residential. Imperative that social housing close to public transport	Noted
• Absolutely, there has been significant lost opportunity within development across the municipality that hasn't called for affordable housing. The sector is currently working with the municipal association of victoria on a project to identify what works for local government and what works for the community housing organisations when negotiating social housing contributions. The aim is to overcome the constraints on key players in the provision of affordable housing. There are other councils that use the current elements in the act to ensure that affordable housing provision is a part of all developments	Noted
• There is always a value uplift when land is rezoned and much speculation around this. So capturing this and getting developers to build and contribute social housing via inclusionary zoning is vital and will not scare them away if applied across the region	Noted
• The inclusion of planning amendments that allow for social housing stock to be meaningfully integrated into new residential developments is commendable in that it (a) expands opportunities for social housing growth,	Noted – the City supports mandatory planning controls and awaits the outcome of the Ministerial Advisory Committee.

and (b) ensures that social housing is dispersed throughout the region, effectively mitigating against a risk of high densities of disadvantage. It would not be in the best interest of the community to densely pack social housing into urban areas where land value is cheaper but where high unemployment persists.

Urban Revitalisation - contributing to public urban improvements in Corio, Norlane and Whittington.

Of the 92 people who responded, 84 people supported the Urban revitalisation strategy and only 2 people didn't support the recommended strategies.

Comments:

• It's absolutely imperative that CoGG contributes to public urban improvements in our most disadvantaged suburbs.	Noted – the plan discusses the need for urban revitalisation in concert with the State Government.
• Not a core Council activity. Why bother with this?	Noted
• Norlane, Corio and Whittington have enough problems with some people living in the areas of increasing public housing in the area it will only contribute to the problem those suburbs need time to clean things up before adding to the problem.	Noted – the plan doesn't advocate for increase social housing in these areas and this responsibility rests with the State Government. As a Council we see part of our role and enabling supportive living environments and that a mix of options is needed.
• No, will lower the value of other home owner's properties. Everyone knows where these subsidised so called properties are and will steer clear.	Noted
• Disappointing design of Whittington, supposed community buildings do not lend themselves and are not designed to create an inclusion, gathering place, awkward to access, awkward to get via car.	Noted
• Ensure there are facilities in the local area, e.g. Dr, community centre for discussion and talks etc	Noted – the plan does recommend that appropriate services are needed and created in and around areas of social housing.
• Strongly support although needs to be done with rather than do to these communities. I understand Bapcare has taken big steps in this area.	Noted
• Again, any investment in this area is welcoming.	Noted
• Definitely these areas need support in Geelong.	Noted
• Rightsizing principles should be adopted in the revitalisation and redevelopment of public housing. If this was the case a lot of properties would be available for families. Currently there are No rightsizing principals/guidelines in place.	Noted – public housing remains the responsibility of the State Government and the Plan identifies the importance for the City to take a leadership role and to advocate strongly.
• Absolutely top priority.	Noted
• Norlane, Corio and Whittington are areas with the largest number of housing stock. Council needs to ensure a long-term role in not only the renewal/expansion of the stock but also in the renewal/revitalisation of the broader urban environment including social infrastructure and employment opportunities.	Noted
• The draft plan outlined that there are around twenty-five percent of the public housing stock that is not being utilised and described as having reached the end of its economic life. There are around 3,300 households	Noted – the Plan identifies the need for the City to work closely with the State Government as the State Government is the responsible

Feedback from Online survey in relation to the recommendations**Response:**

currently in social housing in Greater Geelong. The number of social housing properties has remained around the same for over the last decade. This is at a time where there is unprecedented demand for social housing. The DHHS rental report for the September quarter shows that there are 3,465 households currently on the social housing waiting list in the Barwon region. The Barwon region has 2,004 households on the priority access waiting list. Priority Access applications are submitted by households who have had support from a homelessness or family violence agency. Therefore, the current number of households on the social housing waiting list exceeds the current stock available. There are consequently significant wait time for those eligible to access social housing. The Productivity Commission released figures in the middle of year stating that Victoria spent less than every other State and Territory. Victoria spent only 50% of the total amount spent by New South Wales on social housing. The draft social housing report outlines that fifty percent of social housing in Greater Geelong is in Norlane, Corio and Whittington. Urban renewal plans do not seem to have been allocated for the Norlane, Corio and Whittington areas. The current models for replacing three storey walk up at nine sites in Melbourne have had varying levels of social housing to private housing in these redevelopments. Tenants have been moved to varying sites that are out of the local area where their supports and networks are. These tenants have not received a written assurance that they will be able to return to the social housing site once works have been completed. There is also discussions taking place that people will return as community housing tenants rather than public housing tenants. In advocating for a partnership with State Government for the renewal of the properties in Norlane, Whittington and Corio the City of Greater Geelong may wish to consider including 60% social housing rather than 30% on these sites. Grown Place in West Brunswick will be redeveloped with works beginning next year. At this site there will be more social housing than private housing on this site. Due to the significant current demand for priority housing there needs to be a stronger emphasis and advocacy to house those on the priority access list. The suggested urban renewal sites will need to consider where the current tenants would go whilst development is taking place. It is important that people are able to remain in the local area close to their networks whilst any redevelopment takes place. In 2017-18 5,837 households in the Barwon region were assisted by homelessness and family violence agencies. These households were experiencing homelessness or at risk of homelessness (AIHW 2018: Specialist Homelessness Services Collection Data Cubes, 2019 for to 2017-18 data cubes). The adult and youth entry points in Geelong have over 400 households awaiting on an interim response list. Overall, there are long waiting lists for social housing in the Barwon region and as a consequence people in crisis are applying for private rental. The draft report outlines that from 2011 to 2016 the median rents have increased by 22%. The DHHS rental report for the September 2019 quarter states that only 20% of private rental properties were affordable to people on low incomes in Greater Geelong. There is significant competition for properties in private rental and it is not

authority for public housing. The Plan provides a detailed evidence base around the number of people on a waiting list and those who are in desperate need for housing. This Plan and its implementation requires a concerted effort by all levels of Government to work together including those agencies from the not for profit sector.

Feedback from Online survey in relation to the recommendations

Response:

uncommon for people to apply for thirty properties without securing a rental. There is significant road and construction development taking place in the region. Rokewood will soon be the site of the largest wind farm development in the Southern Hemisphere. Wind farms in the South West region have purchased properties for taken out a head lease for the workers on these developments. This has impacted the price of rentals and the number of rentals available in the South West region. There may be implications on affordable private rental in Greater Geelong as a result of planned road and construction developments.

- This is critical but also need to lift presentation standards for those living in social housing. I have lived within a short distance of the coxon parade housing commission units for all of my life and the presentation of some units is not in keeping with the rest of the area. Rubbish in car ports, unkept gardens but also fences etc not being maintained are all issues, which add to a negative perception of those living in these units. Those unable to maintain the properties need to be supported to do so, either through the provision of equipment or gardeners being employed. Noted
- Again. Medium density living and revamping public spaces required Three level prefabricated townhouses? Noted
- It is unfortunate that there has been a history of such a concentration of disadvantaged In these areas. However we support any strategy that looks at revitalizing areas to provide greater connection to the rest of the municipality. Completing what was started is an important and necessary step forward. Noted
- These areas remain the most disadvantaged in the region and their housing stock is run down and in need of revitalization. It is critical that such a process ADDS to the social housing stock, ensures that the stock that is built houses those displaced and in need (ie is the right type of housing) and that gentrification pressures are managed Noted
- Yes. BCYF is supportive of making structural changes to the density of old public housing in these areas, noting the strong linkages between transience through public housing tenancies and the corresponding poor education outcomes in local schools situated within high density public housing estates where transient tenancies occur. With regards to improving social wellbeing and implementing Community Development initiatives, BCYF would draw the City's attention to the Communities That Care model this is auspiced by BCYF, which is a broad coalition of community members, schools and services working cooperatively to improve the social and emotional wellbeing of families in Corio and Norlane. Communities That Care is an evidence-based Universal Prevention model that is data and evidence driven, with strong local voice and representation. BCYF would propose that any future neighborhood renewal activity compliments this work that is already occurring. BCYF would draw Council's attention to collective impact governance methodology, and advocate for an evidenced based approach to achieving neighborhood renewal goals inclusive of sharing governance with community members and local services. As well as this, BCYF would draw the City's attention to social policy reforms occurring in the State Govt's Departments of Justice and Community Safety, as well as Health and Human Services- where a focus on place-based service provision is occurring. Given multiple agencies focus on place, a risk exists that poor cooperation, wastage occurs. Noted – the Plan identifies the need to work with the State Government and agencies from the not-for profit sector, in particular regarding Urban revitalisation for the Corio – Norlane areas.

Feedback from Online survey in relation to the recommendations

Response:

Capacity Building - developing the capacity of the City of Greater Geelong to deliver the implementation of the Plan.

Of the 92 people who responded, 83 people supported the capacity building strategy and only 3 people didn't support the recommended strategies.

Comments:

- Yes, the strategy to develop an arm's-length, Geelong Affordable Housing Development Company as a separate function to local government is a means to;

 - a) attract talented leaders into this complex environment
 - b) create an enterprising environment for the work to be carried out
- Definitely. CoGG needs to commit funds, policy and people to realizing the plan
- We support you identifying surplus land suitable for Affordable housing and a number of the other objectives are supported. By utilising the 42 sites identified will go a long way into leveraging further funding into this area by giving opportunities to negotiate state commitments to this area.
- Supporting developers and supporting innovative construction techniques like offsite manufacturing/prefabrication.
- Agree that Geelong needs to plan and build capacity to deliver this.
- The policy direction for providing assistance for those experiencing homelessness or at risk of homelessness is towards a housing first model. Also, that responses are place based. It is encouraging that City of Greater Geelong will show leadership in providing a localised response to those experiencing homelessness and housing stress in establishing the Geelong Trust and that City of Greater Geelong becomes a Registered Housing Association. There are a few providers of community housing in the region. Some of these providers are based in metropolitan Melbourne. This can impede on tenant's ability to have a response to maintenance issues and for a tenancy worker to respond to tenant concerns. The draft social housing plan has come at a time of unprecedented demand for access to affordable housing for those members of the Geelong community that are experiencing homelessness or are at risk of homelessness. The roadmap outlined is very encouraging and demonstrates leadership for a place-based response to addressing homelessness in Greater Geelong.
- Yes, most definitely a good idea, however, as long as the recipient of land is done amongst an even playing field.
- Council has enough core businesses to do why add fat cats for something Councils shouldn't be in.

Noted – the Plan recommends the development of a Trust managed by a separate Company, however, there is further scoping and exploration to be done prior to Council committing to this objective.

Noted

Noted

Noted – the City is not the authority to build houses, rather to work with those whose remit is to offer affordable housing.

Noted

Noted – the Plan recommends the development of a Geelong Housing Trust, however, this will need to be scoped pending Council's approval of the Plan. The Plan also identifies the need to develop partnerships with Registered Housing Associations as beneficial.

Noted

Noted

Noted

Feedback from Online survey in relation to the recommendations**Response:**

- Sometimes areas can get to big populations to high as we have seen in recent times people are moving from Melbourne, they are the ones pushing up the property prices and rents. Noted
- Not sure about this one.
- This is a no brainer, like how we need more houses instead of more housing workers. It's like a sheppard with no sheep. Noted
Noted
- Not really Noted – the plan makes recommendations to involve registered housing providers and actively pursue registered housing associations.
- The idea to engage directly with a preferred registered who demonstrates a commitment to the Geelong area is important a real tangible partnership which recognises the opportunities the CoGG and G21 councils have for registered providers. Noted – the responsibility for Social Housing provision continues to remain a State Government responsibility.
- If this is the way that the State Federal Government want to do it, so be it, as long as there is an actual plan and funding.
- Trust and Affordable Housing Development Company must have the highest level of governance to ensure accountability and true purpose are achieved and maintained and that both are protected from influence by vested political and business interests counter to the social housing program objectives. Noted – the Trust and Affordable Housing Development Company concept requires further exploration and the development of a business case.
Noted – the Plan will need to be appropriately resourced for implementation.
- Council will require dedicated resources and budget to achieve the Plan.

Other comments:

- As a rate payer, I am pleased to see COGG undertake this important work to address a critical social issue affecting our municipality. Noted
- yes i live in a NGRHC house and the waiting time for DHHS in geelong is way too long and more social housing would help more people on the waiting list and those that are homeless Noted – the waiting list for housing remains the responsibility of the State Government.
- Please just do something, anything! homeless women do not want to share an unsupervised pub with men and share a bathroom with strange men! the owner should be living there or a guard. a lock on a door would not do much to keep women safe in an emergency. not all women that are Noted – unfortunately, the City is not in a position to be the direct interface between tenants the homelessness services.

Feedback from Online survey in relation to the recommendations

Response:

homeless have caused themselves to be, and don't deserve to live in that environment with drunkards or pervy people. organise funding for a women's only shelter for ALL women who fit the criteria of homelessness or a women's only pub. because unless you're a mum with young children or unless your affected by domestic violence, there are little no options for crisis/ short term or medium term housing. Haven Home Safe is poorly managed so please call them & discuss why their geelong complex has violent women in it - sort that out. Violent/ drug affected women do not belong in a safe house. there should be separate housing for them. Develop a better screening process for who can live at a public house, ministry house, social house or pub. Talk to the owners and tell them that I know first hand that some of them don't actually need to be there for safety reasons. these are just suggestions off the top of my head. Sorry if Im not using correct language I didn't plan to comment so this is just my immediate thoughts

- It's a waste of rates and stick to what you do.

Noted

- Look at the tiny house project around the world that are being used to tackle this issue. Also determine those serious about finding a home, as there are those who choose to live a homeless life style.

Noted

- just get it right
- This is a long term plan. In the interim there needs to be somewhere for homeless to sleep at night eg a hall with camp beds. This hall could be vacated during the day and used for overnight accommodation.

Noted

Noted – Council's role is severely limited in terms of providing housing. The Plan identifies ways in which the City can help facilitate an increase supply.

- Addressing the needs of those at the brink before they fall into homelessness would also help. The gov needs to raise the newstart and aged pension allowances for housing in line with market rent costs.

Noted

- This looks great and is much needed in the Geelong region. I look forward to seeing the progression and real action to address housing access and affordability for the region.

Noted

- i work in the community sector. there is more and more homeless people coming through our doors every week and there is no where to refer them. There is more funding being put into housing workers but what is the point when there is no housing for the workers to place their clients. The above proposal is something new and something different that will provide the housing that is needed.

Noted

- It's a good idea to have social/government housing spread all over instead of just having them in certain areas.

Noted

- I have plenty to say. Geelong is growing rapidly. The infrastructure is not keeping up. Its the people in this community that are suffering. Look at all the stats, and if you dont have them please contact me or Rebecca Callahan BSW Homelessness Network Coordinator. The prices of private rental is also becoming extremely un-affordable, with an increase in share housing. From June 2018 to June 2019 there was only 220 private rentals houses that were listed as "affordable" in Geelong. What happens if you're studying, a low income earner, having medical issues, disabilities, leaving Family or Domestic Violence??? You dont even need a "reason" to not be able to afford to have a roof over your head. If you're on Newstart or Youth Allowance, forget about getting a rental to yourself. Youth Allowance, pretty hard to get a share house. Very difficult actually.. HEF Funding.. - \$400,000 spent in the last year. I'll just talk about Crisis Accommodation- There is only 3 hotels in Geelong that will take on clients. They are

Noted – the situation you have described is very unfortunate. The responsibility for crisis accommodation and housing provision remains with the State Government. This Plan aims to be a strong advocate voice for the community to both levels of Government and provides the evidence of what is needed.

Feedback from Online survey in relation to the recommendations	Response:
notorious for how unsafe they are, but yet we send our most vulnerable people and families there! It makes no sense! People turn away, opting to sleep on the streets or their cars with their babies as its safer then sleeping in one of those hotels. This is so wrong. If we as a community don't step up to help each other, then who will? We need more houses! Please look at the Housing First Model... Leave you with this quote: "The greatness of a community is most accurately measured by compassionate action of its members"	Noted
• I work in Aboriginal community and the housing situation in the past 18 months has been atrocious in Geelong. 1 in 2 people are homeless and have been for some time. There is no help, as all services at capacity. People are constantly presenting to ED and threatening suicide due to this issue. The fact that there are empty commission homes that need fixing is also a disgrace. Any improvement will be welcome.	Noted
• affordable housing, to feel safe and secure, to live according to means, needs. practical, economical, sustainable, eco friendly. family friendly. privacy.	Noted
• It is very pleasing and exciting to see this innovate and socially aware project in Geelong's forward planning . Proposals such as this should become mandatory in all large city areas,	Noted
• Excellent report. I may have overlooked discussion of the economic development opportunities - my real interest is the benefit this may have for development and construction sectors. Job well done and hope to see Councillor support following consultation	Noted- the Plan does reference homelessness
• There are many people in our community that are isolated, have challenges and are homeless. These people will never be able to live alone due to mental health, AOD and capacity challenges. I hope that in the planning there supportive community living areas designed where people can still have there own space, however have a centralised kitchen, laundry and lounge space. Services can be present also. I am unsure if demand will ever meet need, however I really hope this is not just a thinly veiled way that developers make money like so many initiatives from the govt in the past.	as an urgent issue and Council continues to work closely with those agencies who are responsible for housing people who are homeless. Noted
• Don't waste time on what DHS provide	Noted
• DHS manage social housing. Don't waste my rates on this.	Noted
• While not an expert or with direct experience in this field, and acknowledging the complexity of these initiatives especially where local government has not previously been involved, given that state governments have neglected investment over 20 years it is very important that we try to address the shortage and make this a priority for a civil and caring community. Please note, I do not live in Geelong but feel it is essential across all Australian towns and cities.	
• I support youth at risk of homelessness. It is so hard to secure housing for young people, more and more I hear of families couch surfing or sleeping in there cars. This is not okay, we need to change what we are doing and improve access and affordable housing options	Noted – the consultants conducted extensive engagement with services and agencies that support young people, This critical factor is highlighted in the Plan, page 38 & 39.

Feedback from Online survey in relation to the recommendations	Response:
Geelong is experiencing a chronic shortage of social housing with waitlists at unacceptable levels	Noted
In planning strategies it is worth noting that a set % should be given to developers and not depend on the goodness of their hearts. Also, any dwellings on sold at cost to RHP providers should have stipulations around minimum standards and costs. Discounting properties will not be of benefit in the long run if recipients are having to fix faulty workmanship or replace cheap appliances in the years to come.	Noted
This is a critically needed program for Geelong. The urgency cannot be understated. The draft plan is an exemplary document which clearly defines the problem, its origin, the future with and without a plan and how to get to the right solution. It clearly shows that it is the responsibility of all levels of government to address the issue - and CoGG should implement this plan as the leading regional city in Victoria.	Noted
Yes. Please see email attachment sent to the above email address.	Noted
Council is to be congratulated for its leadership in developing this comprehensive strategy to ensure Social Housing needs are met in Geelong. The Plan is clear in relation to the City's roles and commitments and the role and commitment required by Federal and State Governments. To address the large scale urgent issues relating to Social Housing requires a long term strategic Plan. The Draft Social Housing Plan provides Council with such a Plan. Well done.	Noted
I would hope that the funds made available by the various layers of government for housing will not be diluted by creating multi layers of external administrative agencies who are all paid a fee. Council officers should be appointed to administer social housing under the auspices of Council.	Noted
I hope that this social housing plan will be adopted and implemented in an efficient manner. There would be a danger that developers could become involved, inefficiencies and complexities introduced and a significant percentage of the funding allocated to the plan could end up going to developers.	Noted
Mandating new housing estate developments to have a percentage for social housing would be a step in the right direction providing community education to social housing, acceptance and support.	Noted
It is a good plan, however it might be useful to start with some pilot projects	Noted
I believe that this is a great plan for the future of Geelong as we have a large number of homelessness within our region. I have worked with so many people that have been homeless and the issues we have faced with each housing service has been very difficult. Not being able to get permanent accommodation has been a major challenge. Some services help for 1-2 nights but the clients are back to square one. I hope this plan goes ahead as we need to help our community. Thanks	Noted – the Plan identifies the option for Council to conduct a number of pilot projects and work with developers on the inclusion of social and affordable housing.
I would like to see Geelong be a leader in this area and implement this Strategy.	Noted – the Plan states a number of Leadership strategies that Council can undertake.
We need more affordable housing, and we need it now. Many people won't make it through the years until the houses are built and livable. There needs to be better support for people in need, not a couple of nights in a hotel then they're left on their own	Noted
More affordable housing is needed. This is a start.	Noted
Social housing needs to be spread around Geelong and focus on areas with good amenities and public transport. Housing needs to blend	Noted – the Plan re-affirms the need for social housing to be well located, accessible to services and public transport.

Feedback from Online survey in relation to the recommendations	Response:
seamlessly into the neighbourhoods, both in design and ongoing maintenance and presentation.	
• I believe the materials used need to be a strong focus. Using materials that can be re-used, re-purposed and recycled is of utmost importance. Using offsite/ pre-fabrication will lower costs and using a construction method that allows for faster build times. Multi-level construction on existing Social Housing sites must be encouraged.	Noted
• Whilst we applaud the council for the development of its draft strategy and the contents within our main comment is that the city should be working in partnership with the existing Housing Associations and leveraging off their balance sheets and expertise rather than attempting to enter the business themselves. The city has a strong role in planning and identifying need, although even then we have a better understanding of the need. However, they should be brokering consortia of organisation and coordinating approaches to government for funding. We strongly support them identifying surplus land suitable for AH, but they need to identify a mechanism for managing this off your balance sheet. It is really important that you engage with the expertise and professionalism of a sector that has demonstrated successes with over 19,000 properties and a very thorough understating of the housing crisis and need within the state and the country.	Noted – the Plan identifies the need to work more strongly and in partnership with Registered Housing Associations.
• While I agree and commend the City of Greater Geelong for this initiative, I believe the problem is far greater than realised in the area of the North Bellarine. Women over 55 who are unemployed and living on their own yet expected to pay rent from a meagre New Start payment are sinking further and further into debt. In fact, Australia wide the statistics state that one in three women over 55 are living in financial poverty. Many women (and men) in this age group are living here in the North Bellarine where until recently rental properties have been reasonably affordable. However, the increase in property development in this area has driven the cost of rent to unaffordable level	Noted
• The plan is fine piece of work, well researched in establishing the huge need and imaginative as well as practical in its solutions. It needs to be adopted and enacted asap. My one further suggestion is that social housing is not one type of housing and community consultation needs to ensure that those with special needs eg Indigenous and disabled have their specific needs met	Noted
• there is no incentive for people who might be single parents and want to purchase their own home. Rent assistance becomes a more financially viable option which then limits opportunities for future generations as there are no assets to hand on or assist to get into the market. A revised policy in this space could be helpful, freeing up some of the rental needs, keeping people in the market and supporting economy, not just paying rent.	Noted – as part of the consultation phase for this project, the need to house single parents was borne out throughout and the need for a mix of dwellings to accommodate single people was also reinforced.
• Consideration should be given to how support and assistance might be provided to the tenants of the new social and affordable housing if they are having difficulty maintaining their tenancies. - In August 2018 Uniting Victoria and Tasmania published a position Paper on Housing and Homelessness in Victoria. A copy will be sent to the above email address. -	Noted

Feedback from Online survey in relation to the recommendations**Response:**

Uniting Victoria and Tasmania has created a Property and Housing division to implement the vision of growing its housing portfolio and established a partnership with Uniting Housing Australia to create more social and affordable housing in Victoria and Tasmania.

Social Media Statistics

June 10 – Social Housing Forum**Facebook**

Reach:8,452; Engagements: 196

Twitter

Reach:817, Engagements: 9

Instagram

Reach:1,902, Engagements: 70

December 3 – Social Housing Engagement**Facebook**

Reach:3,255, Engagements: 144

December 23- Closing soon engagement**Facebook**

Reach: 6,396. Engagements: 467

Twitter

Reach: 1,228/862, Engagements: 41/29

Total results:

Reach:22,912 Engagements: 956

Total results (minus forum posts)

Reach: 11,741, Engagements: 681.

Summary of Written submissions

Officer Response

The submitter is keen to meet with relevant staff regarding gaining a better understanding of people with disabilities and their housing needs.

(Summer Foundation)

An officer will invite this organisation to a meeting with relevant staff.

The submitter writes about new ways of housing people, container's that can be used as suitable housing.

(Bethany community support)

The Social Housing Plan does not reference types of housing, as these options will be explored with registered housing associations and / developers. No change to the report.

The submitter proposes that Council view a paper /report with a focus on Housing.

(For a Better Australia)

The relevant officer will view when appropriate.

The submitter commends the City for undertaking this project. The submitter states that the establishment of a Geelong Affordable Housing Trust must be formed with the allowance to work with outside, independent parties. The submitter has united with a company that provides containers for affordable housing options

(Trevor Lifestyle Communities)

The discussion around a Trust has not been fully explored and it will need to be scoped pending Council's endorsement of the plan.

The plan does not reference types of housing.

The submitter applauds the ambitious targets set by Council and the strong commitment this evidence towards addressing the seriousness of housing stress and affordability. The submitter provides a range of recommendations for consideration including:

- Council amend the definition of Social Housing used in the Plan.

"Social Housing is an umbrella term which applies to long term rental housing that is leased to people with low or very-low incomes. The two types of social housing are "public housing" and "community housing". Public Housing is owned and operated by the Victorian Government. Rent in public housing is capped at 25 per cent of household income. Community Housing is operated by the not for profit sector and can be either owned by the Victorian Government, the provider itself, or a third party. The rent charged in community housing varies between providers but is generally at least 30 per cent of household income, but it often higher.

- Council advocate to the State Government to mandate inclusionary zoning.

The definition used in the draft Plan on page 25, states:

"Social Housing is affordable housing, which is owned by Government and community-based organisations, where rents are set at an affordable level (i.e. proportion of income) for eligible households. The majority of social housing is either Public Housing or Community Housing".

No change to the definition.

The draft Plan provides several recommendations relating to Planning and inclusionary zones. In particular, the State Government has a ministerial advisory committee that is specifically addresses the need for mandatory inclusion zones. Council will await the outcome of this advisory panel and the City believes, an inclusive whole of State policy position will provide better certainty for both local Government and the development industry.

Summary of Written submissions

Officer Response

- Council incorporate growth in public housing in the draft Strategy

The Plan highlights the connection between the growth and sustainability of social housing as reliant on the adequacy of public subsidies to bridge the gap between the payments made for services (rent) and the full cost of providing that service. Over the past 30 years, there has been a decline of the Commonwealth payment to the State under various Commonwealth State Housing Agreements. The States have therefore sought to find more cost-effective strategies to grow their social housing stock and have turned to community housing where they can leverage their own housing investment. Consequently, in the decline in public housing, there has been more than offset by an increase in community housing. The current Victorian policy indicates a substantive growth in social housing and therefore the Plan correctly focuses the growth strategy on community housing, not public housing. No change in the Plan.

- Council re-direct funds that were planned to be spent on the construction of community housing properties, to construction of public housing properties.
- Council does not advocate for land owned by any level of Government to be transferred to community housing, but instead is used for construction of public housing.
- Council allows community housing to grow through changes to inclusionary zoning requirements.

As above – no change in the Plan.

As above – no change in the Plan.

As above – no change in the Plan.

(Victorian Public Tenants Association)

The submitter congratulates the City for developing the plan and the proposal to dedicate resources to pursue the provision of Social and Affordable Housing. The submitter suggests to undertake some “Pilot projects” with willing participants to develop the model and demonstrate that it works. The submitter is seeking the portion of the uplift sought must not undermine project viability.

(Newland Developers)

The Plan does recommend pilot projects as an option which, in turn, need to be scoped appropriately once the Plan has been endorsed by Council. We support the comment (re: portion of value uplift) will be sought and proponents should prepare a social and affordable housing assessment as part of a development proposal. The City will prepare further guidance to inform the preparation of future assessments.

The submitter states strong support of the objectives of the plan, advice regarding inclusionary zoning and density bonus mechanisms, requests for further analysis with respect to cost benefit analysis, planning policies and strategies, the planning permit application process and streamlining social housing permits.

(TRACT Consultants)

It is agreed that further urban planning analysis and research is required to understand and refine the appropriate implementation of the social housing plan into the planning system. The City aspires to undertake economic assessments that will consider federal, regional and local area issues in conjunction with current social housing stock and function, dwelling type needs, social and environmental needs and market variations in local areas. These assessments may target areas of high suitability and potential for future inclusionary zoning. The City also aspires to prepare guidelines for

Summary of Written submissions

Officer Response

implementing voluntary agreements and inclusionary zoning scheme amendments. The City is committed to working with RHA's, the development industry, the urban planning industry and State Government agencies to establish strong relationships that will ensure the City's social housing needs are effectively facilitated.

The submitter commends Council on the Plan and believes that new developments to include Social and affordable housing will contribute to a more inclusive population distribution in a City where extensive population growth is anticipated.

(St Bernard's Social Justice Group)

No further comments.

The submitter states that they would like to be involved in any committees moving forward should the opportunity arise. They also focus on prefabrication and offsite manufacturing for the construction industry.

(CLOS)

The Plan does recommend the establishment of an Advisory Committee which is yet to be developed pending Council's approval. The plan does not reference particular types of housing.

The submitter states that the allowance of granny flats in backyards as an option for affordable housing.

(Individual Submission)

The Plan does not reference these types of developments which would be subject to our regulatory planning and building codes.

The submitter provides options for low cost housing, modular, prefabricated housing.

(Architects Fulton & Salomon)

The Plan does not reference the types of housing.

The submitter congratulates the City for an ambitious social housing plan. It clearly identifies both the level of housing need in the municipality as well as how much as the level of partnership they are hoping to secure with Commonwealth and State Governments. The submitter provides several recommendations for consideration:

- Cautions against the assumptions that a new Housing Association is necessary to accomplish the aims of Council and suggests that Council consult with the Victorian Housing Registrar about what is involved in such an undertaking.

(Community Housing Industry Association Victoria)

The Plan provides a recommendation pertaining to the creation of an Affordable Housing Trust and that the development of an incorporated body is appointed to manage the Trust.

The officer report states that this action is dependent upon a business case to be developed and approved by the City, noting, that significant investment is required. Further scoping and exploration are required before the City proceeds with this recommendation.

The submitter commends Council on the development of the Plan to facilitate for increased delivery of social and affordable housing. (Capture uplift?) The submitter is interested in partnering with the City in the development of a Housing Trust.

(Housing Choices Australia)

Noted- rates exemption, significant cost to the City and ultimately this decision rests with Council, the capacity to respond to tenants would be severely curtailed.

7. QUARTERLY FINANCIAL MANAGEMENT REPORT – DECEMBER 2019

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

Purpose

1. To present to Council the financial performance information to 31 December 2019.

Background

2. On 25 June 2019 the 2019-20 Final Budget was adopted with a recurrent surplus of \$1.4m and opening cash balance of \$92.5m.
3. On 27 August 2019 Council approved the carryover of capital and non-capital project funding into 2019-20, in addition to other material adjustments impacting the 2019-20 financial year. This change known as 2019-20 amended budget was in response to funding allocated in 2018-19 for projects not completed, and the removal of 50% of the 2019-20 Federal Government Grants Commission funding due to early payment in 2018-19. This resulted in a higher than expected opening cash balance of \$105.5m. The 2019-20 recurrent amended budget is an operating deficit of (\$17.2m) and non-recurrent surplus of \$78.5m. The 2019-20 full year net amended budget is a surplus of \$61.3m.
4. The financial statements and commentary is for the period July 2019 to December 2019, which compares the amended budget with actual revenue and expenditure.

Key Matters

5. The recurrent operating result for the half year is a surplus of \$0.4m. The budgeted position was a deficit of (\$4.9m) so the result represents a better than anticipated outcome of \$5.3m. A summary of the year to date variances are provided in **Attachment 1** of this report.
6. Capital expenditure year to date is \$53.3m against an amended budget of \$62.9m. It is anticipated that there will be a carryover figure of \$22.3m (as budgeted) for works not completed by the end of the financial year. This figure will be reviewed during the second half of 2019-20. A summary of capital expenditure variances is provided on **Attachment 1** of this report.
7. The cash and investment balance of \$60.6m is (\$10.5m) higher than expected at this stage of the year mainly due to higher rates receipts and higher than expected Developer Cash Contributions. A summary of the cash and investments is provided on **Attachment 1** of this report.
8. The non-recurrent result (e.g. gifted assets from development, sale of properties, developer cash contributions to infrastructure etc.) for the half year was a surplus of \$42.0m. This was \$8.7m favourable to the anticipated position. A summary of the non-recurrent variances is provided on **Attachment 1** of this report.

9. A high-level full year forecast indicates a (\$14.8m) recurrent deficit, which is \$2.4m favourable to the amended budget. This is driven by a lower than expected take up in Hardwaste collection \$1.6m, higher Federal Government Grant Commission income of \$0.9m, estimated savings in and delays on non-capital projects and other efficiencies yet to be identified \$4.7m. Partly offset by increased costs from the change in recycling operations (including the closure of SKM) and waste diversion (\$2.7m), a repayment of (\$1.3m) Commonwealth Home Support funding for unspent grants from 2016-17 to 2018-19 and additional works for Belchers demolition (\$0.8m).
10. The budget incorporated a \$2.4m efficiency dividend, which is expected to be realised through various cost savings across the organisation over the full year. The current focus is on staff vacancy management and savings on external consultant's expenses.
11. A material risk not included in forecast is a claim from the SKM receivers for (\$2.1m) from one SKM entity being placed into receivership. Noting this debtor has an offset receivable amount of \$1.9m to CoGG from another SKM entity, further clarity is being sought by the City as to the Group SKM structure and our net position.

Cr Aitken moved. Cr Grzybek seconded -

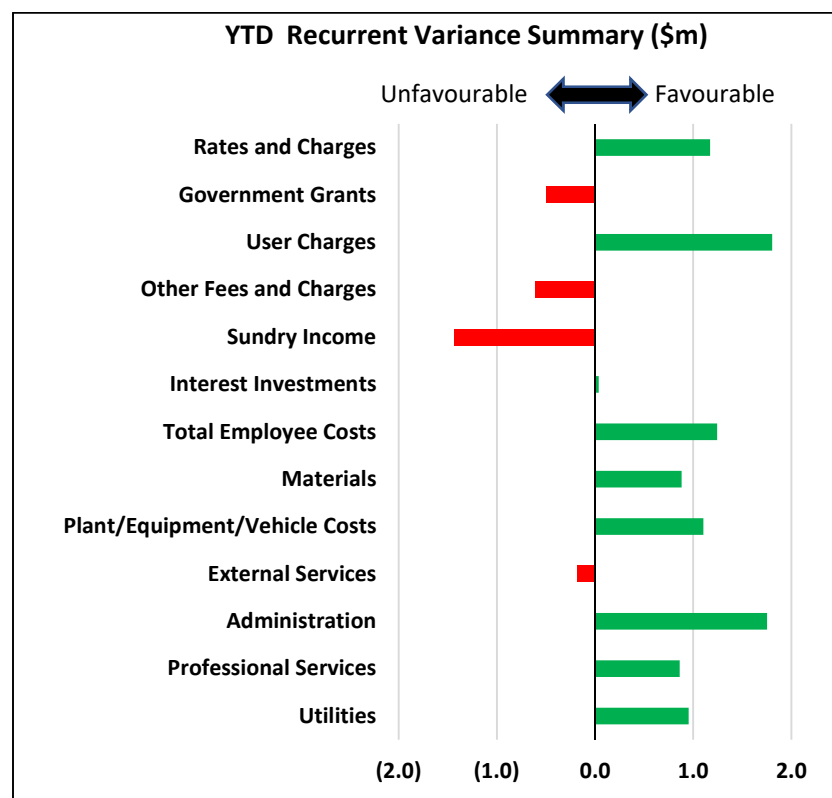
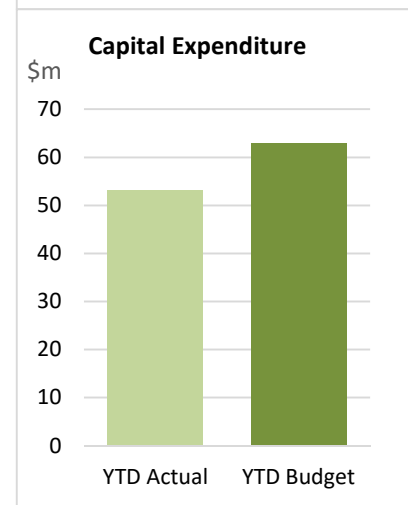
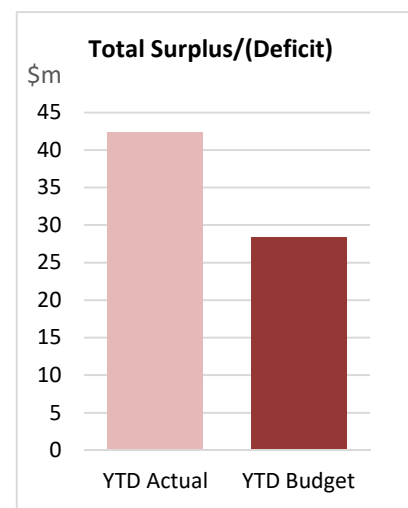
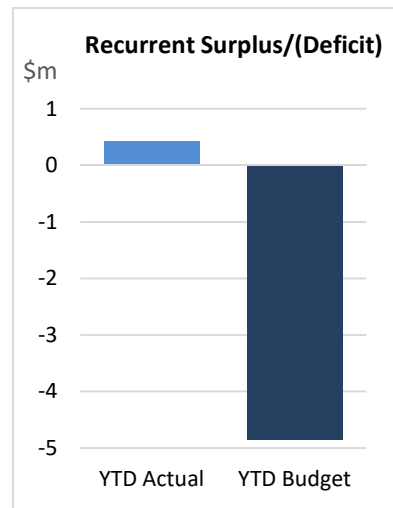
12. **That Council endorse the Financial Report to 31 December 2019.**

Carried.

Attachment 1

QUARTERLY FINANCIAL MANAGEMENT REPORT

December 2019



1. The December management report data is provided in the following table to report year-to-date performance versus the amended budget. The full year high level forecast is expecting a recurrent \$2.4m favourable and non-recurrent \$13.6m favourable result.

Overall Summary						
	YTD Actual \$m	YTD Amended Budget \$m	YTD Var Fav/ (Unfav) \$m	FY Amended Budget \$m	FY Forecast \$m	FY Var Forecast v Amd Budget \$m
Recurrent Surplus/(Deficit)	0.4	(4.9)	5.3	(17.2)	(14.8)	2.4
Non-Recurrent Surplus/(Deficit)	42.0	33.3	8.7	78.5	91.9	13.6
Net Surplus/(Deficit)	42.4	28.4	14.0	61.3	77.1	16.0
Capital Expenditure	53.3	62.9	9.6	125.3	125.3	0.0
Closing Net Cash Positive/(Negative)	60.6	50.2	10.5	97.9	100.3	2.4

Recurrent Summary						
	YTD Actual \$m	YTD Amended Budget \$m	YTD Var Fav/ (Unfav) \$m	FY Amended Budget \$m	FY Forecast \$m	FY Var Forecast v Amd Budget \$m
Recurrent Income	188.0	187.5	0.5	372.5	373.6	1.0
Recurrent Expenditure	187.5	192.3	4.8	389.7	388.4	1.4
Recurrent Surplus/(Deficit)	0.4	(4.9)	5.3	(17.2)	(14.8)	2.4
YTD Variance - \$5.3m Favourable						

2. The following major variances contributed to this recurrent result:

Income:

- **Rates & Charges \$1.2m favourable** - higher supplementary rates \$1.0m YTD largely phasing, actuals are forecast to land approx. \$0.3m favourable for the full year, subject to objections being lodged and decided.
- **User Charges \$1.8m favourable** - Commercial rent \$0.6m favourable due to a combination of rent received in advance and backdated rental, Integrated Children Centres and Long Day Care services \$0.4m favourable due to increased utilisation and Car Parking \$0.3m favourable.
- **Sundry Income (\$1.4m) unfavourable** - timing of NWGGA Developer contributions & grants \$1.5m. These are now to be received later in the financial year and \$0.5m lower than budget.

Expenditure:

- **Salaries \$1.2m net favourable** – average FTE approximately 30 lower than budget over the six month period, driven by vacancies.

- **Plant/Equipment/Vehicle Costs \$1.1m favourable** - Equipment Hire \$0.7m (*Point Henry Transfer Station and \$0.3m Stacys Rd Transfer Station \$0.2m*), Minor Plant & Equipment purchases \$0.2m and Fuel/Oil \$0.2m favourable.
- **Administration \$1.8m favourable** - mainly due to timing of incurring prepaid computer software spend \$1.1m (expected to land on budget at year end), interest rate favourability on borrowings (2.7% actual vs 4.5% budget on the \$26.0m loan drawdown in Jun 19 – savings opportunity at year end) \$0.3m and timing of training and development \$0.1m.
- **Utilities \$1.0m favourable** - Water over accrued by \$0.3m in June 19. And lower than expected electricity expenditure.

Non-Recurrent Summary						
	YTD Actual \$m	YTD Amended Budget \$m	YTD Var Fav/ (Unfav) \$m	FY Amended Budget \$m	FY Forecast \$m	FY Var Forecast v Amd Budget \$m
Non-Recurrent Surplus/(Deficit)	42.0	33.3	8.7	78.5	91.9	13.6
YTD Variance – \$8.7m favourable						

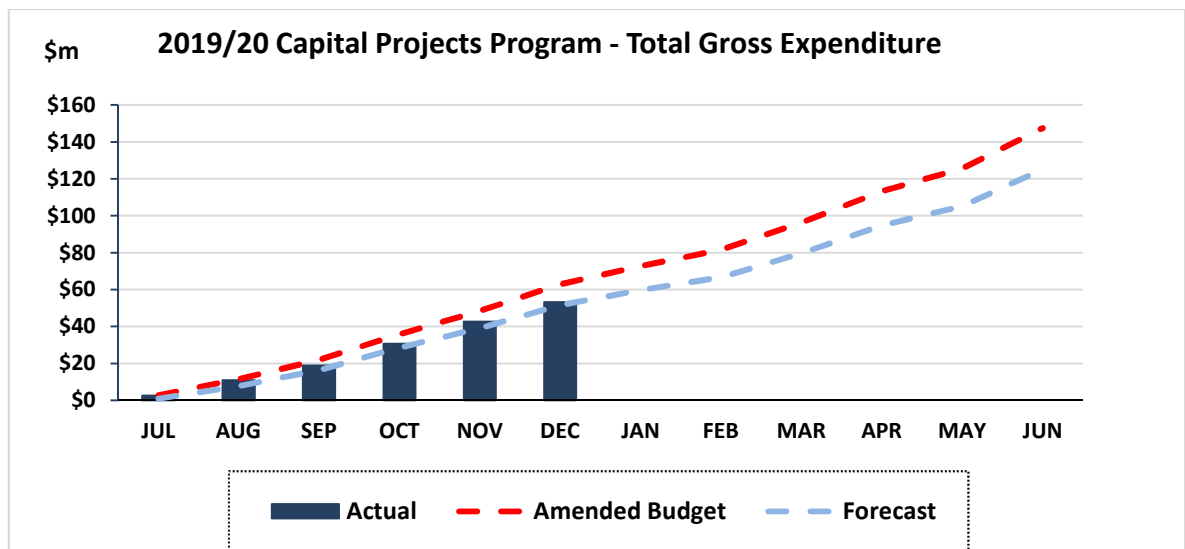
3. This non-recurrent result was driven by higher than expected and developer contributions of \$7.0m and subdivision gifted assets \$2.9m.

Capital Expenditure Summary				
	YTD Actual \$m	YTD Amended Budget \$m	YTD Var Fav/ (Unfav) \$m	FY Amended Budget \$m
Capital Expenditure	53.3	62.9	9.6	125.3
YTD Variance – \$9.6m favourable				

4. The capital program is currently \$9.6m underspent, with the major project variances as follows:

Project	\$m
DCP - JR Tivoli Drive Curlewis - R001, R003 and P003	2.20
Coriule Rd - Stormwater drainage outfall stage 2	1.99
Land Acquisition Fyansford	1.70
Fixing Country Roads - Stage 2	1.48
Food Relief Centre	1.00
Osborne House Remedial Works	0.89
Building Renewal Works	(0.93)
Accommodation Project	(0.94)
Bell Park-Bell Post Hill Enhanced Early Learning Centre - Land/Site Acquisition	(3.11)

5. Carryover of expenditure to 2020-21 on incomplete projects as at 30 June 2020 is expected to be as budgeted \$22.3m and this will be further reviewed during the second quarter.
6. The graph below summarises total capital gross expenditure to date. The amended budget line excludes the anticipated carryover of (\$22.3m), whilst the forecast line includes the carryover.



Environmental Upgrade Agreements

7. An environmental upgrade agreement was entered into in June 2017 for Lot 2 on Plan Subdivision 041455, Volume 08704 Folio 526.
8. The City has only one environmental upgrade agreement in place, with the final payment due in May 2027.
9. The total charge for this agreement is \$115k and all payments that have fallen due have been remitted.
10. The total value of payments that are yet to fall due is \$86k.

DETAILED OPERATING STATEMENT

As at 31 December 2019

	<i>Month Actual</i>	<i>Month Amended Budget</i>	<i>YTD Actual</i>	<i>YTD Amended Budget</i>	<i>YTD Variance</i>	<i>Full Yr Amended Budget</i>
	<i>\$000s</i>	<i>\$000s</i>	<i>\$000s</i>	<i>\$000s</i>	<i>\$000s</i>	<i>\$000s</i>
RECURRENT INCOME						
Rates and Charges	20,032	20,064	121,553	120,381	1,172	240,763
Government Grants	2,048	3,220	23,765	24,266	(501)	48,421
User Charges	5,288	4,814	30,770	28,966	1,804	58,421
Other Fees and Charges	793	1,328	7,177	7,788	(611)	15,297
Sundry Income	316	1,182	3,777	5,214	(1,437)	7,730
Interest Investments	107	160	916	880	36	1,900
TOTAL RECURRENT INCOME	28,584	30,768	187,958	187,495	463	372,531
RECURRENT EXPENDITURE						
<i>Employee Related</i>						
Salaries	13,058	13,546	75,846	80,642	4,796	161,253
Workcover	195	215	1,179	1,276	97	2,554
Supplementary Labour	938	276	5,323	1,672	(3,651)	3,324
Total Employee Costs	14,191	14,037	82,348	83,590	1,242	167,131
<i>Other Expenses</i>						
General Works - Materials	726	855	3,911	4,793	882	9,588
General Works - Plant/Equipment/Vehicle Costs	602	806	3,996	5,100	1,104	9,669
General Works - External Services	9,738	7,440	48,810	48,633	(177)	102,629
Administration	1,725	866	6,003	7,755	1,752	13,958
Professional Services	1,093	1,038	4,031	4,893	862	10,259
Utilities	1,023	1,157	5,084	6,036	952	12,480
Efficiency Dividend	0	(200)	0	(1,200)	(1,200)	(2,400)
Depreciation	5,668	5,569	33,607	33,415	(192)	67,080
(Gain)/Loss on Sale of Plant & Equipment	0	5	(268)	(665)	(397)	(635)
TOTAL RECURRENT EXPENDITURE	34,766	31,573	187,522	192,350	4,828	389,759
RECURRENT SURPLUS/(DEFICIT)	(6,182)	(805)	436	(4,855)	5,290	(17,229)
NON-RECURRENT INCOME						
Subdivision Gifted Assets	6,136	4,708	31,152	28,250	2,902	56,500
Capital Grants and Income	764	551	5,344	6,084	(740)	23,419
Developer Contributions	2,177	641	8,570	1,599	6,971	4,559
Insurance Recovery	0	0	0	0	0	0
Gain/(Loss) on Sale of Property	(4)	267	575	1,604	(1,029)	3,208
TOTAL NON-RECURRENT INCOME	9,073	6,167	45,641	37,537	8,104	87,686
NON-RECURRENT EXPENDITURE						
Loss on Disposal of Infrastructure	31	205	599	1,230	631	6,190
Disbursements	1,000	3,000	3,000	3,000	0	3,000
Prior Year Adjustments	0	0	62	0	(62)	0
Non Council Assets	0	0	0	0	0	0
Asset Demolition	0	0	0	0	0	0
TOTAL NON-RECURRENT EXPENDITURE	1,031	3,205	3,661	4,230	569	9,190
NON-RECURRENT SURPLUS/(DEFICIT)	8,042	2,962	41,980	33,307	8,673	78,496
TOTAL SURPLUS/(DEFICIT)	1,860	2,157	42,416	28,452	13,964	61,267

STATEMENT OF FINANCIAL POSITION

As at 31 December 2019

	<i>YTD Act Current Yr \$000s</i>	<i>Prior Year 30 June 19 Actual \$000s</i>
CURRENT ASSETS		
Cash and Cash Equivalents	60,633	105,528
Trade and Other Receivables	185,325	18,113
Prepayments	2,569	1,248
Inventories	1,232	1,127
TOTAL CURRENT ASSETS	249,759	126,015
CURRENT LIABILITIES		
Trade and Other Payables	33,894	29,667
Unearned Income	125,395	4,271
Loans	9,405	9,264
Refundable Deposits	8,017	6,016
Employee Benefits	34,696	31,609
Landfill Provision	247	247
TOTAL CURRENT LIABILITIES	211,654	81,075
NET CURRENT ASSETS	38,105	44,940
NON-CURRENT ASSETS		
Land and Buildings	1,005,566	1,007,556
Plant and Equipment	29,680	31,310
Infrastructure	1,402,654	1,391,099
Intangible Assets	3,169	3,500
Work In Progress	123,027	76,397
Investments	10,357	10,357
Receivables	2,933	2,933
TOTAL NON-CURRENT ASSETS	2,577,385	2,523,152
NON-CURRENT LIABILITIES		
Developer Contributions Liability	135	135
Loans	52,342	56,578
Employee Benefits	1,037	2,818
Landfill Provision	16,446	16,446
Carbon Tax Future Liability	0	0
TOTAL NON-CURRENT LIABILITIES	69,960	75,977
NET ASSETS	2,545,530	2,492,116
Represented by:		
RATEPAYER EQUITY		
Surplus Year to Date	53,415	136,282
Accumulated Surplus	1,451,581	1,315,300
Asset Revaluation Reserve	1,021,551	1,021,551
Reserves	18,983	18,983
TOTAL RATEPAYER EQUITY	2,545,530	2,492,116

STATEMENT OF CASH FLOWS

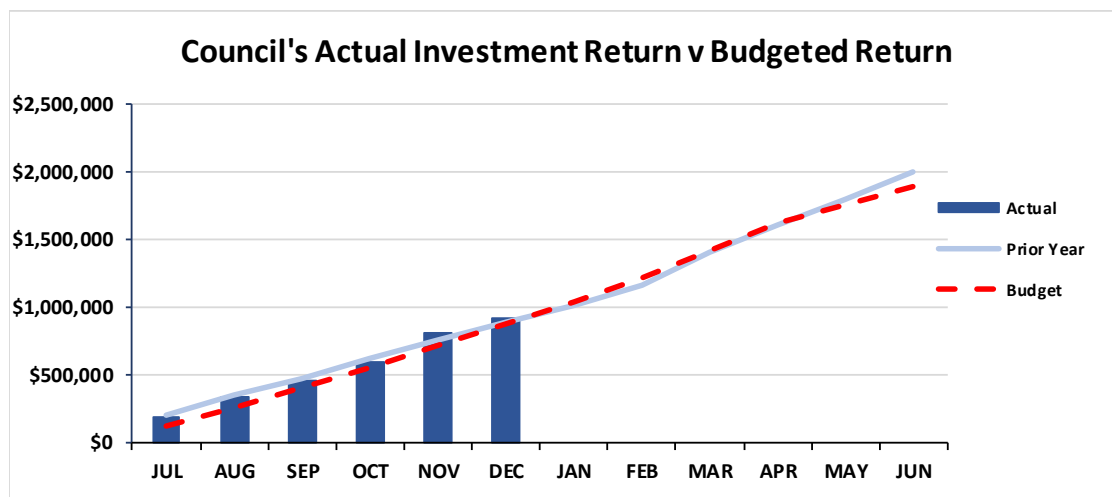
As at 31 December 2019

	December Actual \$000s	December Budget \$000s	Variance Fav / (Unfav) \$000s
Cash Flows from Operating Activities			
<i>Payments</i>			
Employee Costs	(76,969)	(83,025)	6,056
General Works / Utilities / Disbursements	(94,175)	(79,161)	(15,014)
Administration / Professional Services	(9,840)	(12,212)	2,372
Interest Expense	(1,133)	(1,387)	254
	(182,117)	(175,785)	(6,332)
<i>Receipts</i>			
General Rates	96,702	83,469	13,233
Fire Services Levy	1,082	0	1,082
Fees and Charges	42,266	45,873	(3,607)
Investment Income	915	880	35
GST Recoveries on Operating Transactions	8,061	6,490	1,571
Government Grants	23,885	24,266	(381)
	172,911	160,978	11,933
Net Cash Inflow/(Outflow) from Operating Activities before Capital Income	(9,206)	(14,807)	5,601
Cash Flows from Investing Activities			
Payments for Land & Buildings, Plant & Equipment and Infrastructure Assets	(53,272)	(51,751)	(1,521)
Payments for Investment in Associates	0	0	0
Capital Income	5,344	6,097	(753)
Proceeds from Sale of Land & Buildings	7,045	5,754	1,291
Proceeds from Sale of Plant & Equipment	721	1,335	(614)
Developer Cash Contribution	8,569	2,115	6,454
Net Cash Outflow from Investing Activities	(31,593)	(36,450)	4,857
Cash Flows from Financing Activities			
Repayment of Borrowings	(4,096)	(4,104)	8
Proceeds from New Loans	0	0	0
Net Cash Outflow from Financial Activities	(4,096)	(4,104)	8
Net Increase (Decrease) in Cash Held	(44,895)	(55,361)	10,466
Cash at the Beginning of the Financial Year	105,528	105,528	
Cash at the End of Current Period	60,633	50,167	10,466

Cash and Investments				
	YTD Actual \$m	YTD Amended Budget \$m	YTD Var Fav/ (Unfav) \$m	FY Amended Budget \$m
Closing Net Cash Positive/(Negative)	60.6	50.2	10.5	97.9
YTD Variance – \$10.5m favourable				

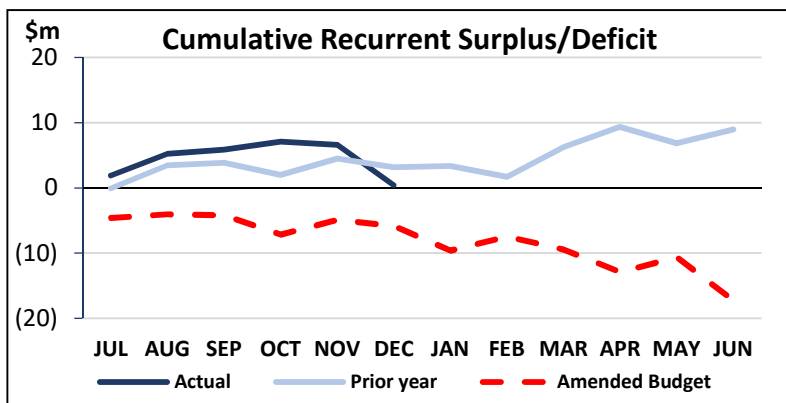
11. As at the end of December the cash and investments balance were \$60.6m or \$10.5m favourable mostly due to higher rates collection, lower employee costs and higher developer cash contributions, partly offset by higher expenditure and disbursements.
12. Council has future commitments for \$39.7m, as detailed below:

Long Service Leave	\$22.4m
Statutory Reserves	\$ 4.1m
Refundable Deposits	\$ 8.0m
Income in Advance	\$ 5.0m
Asset Development	\$ 0.2m
Total	<u>\$39.7m</u>
13. The Landfill Provision balance is currently \$16.4m.
14. Working capital funds are invested in short term deposits and investment returns are as follows.



15. Investment returns are currently \$36k above budget and \$25k higher compared to the same time last year.

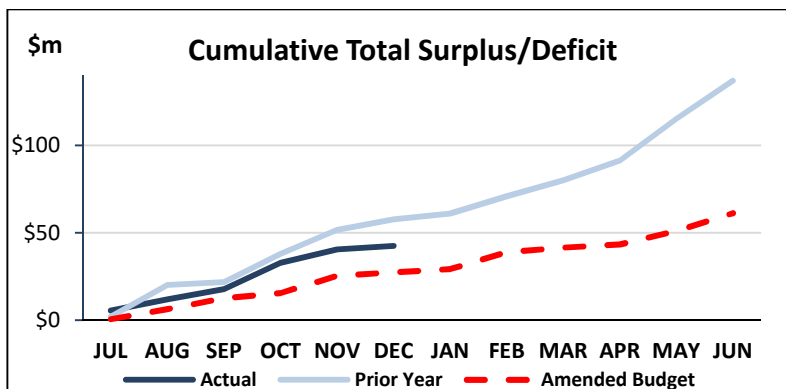
Financial Performance Indicators



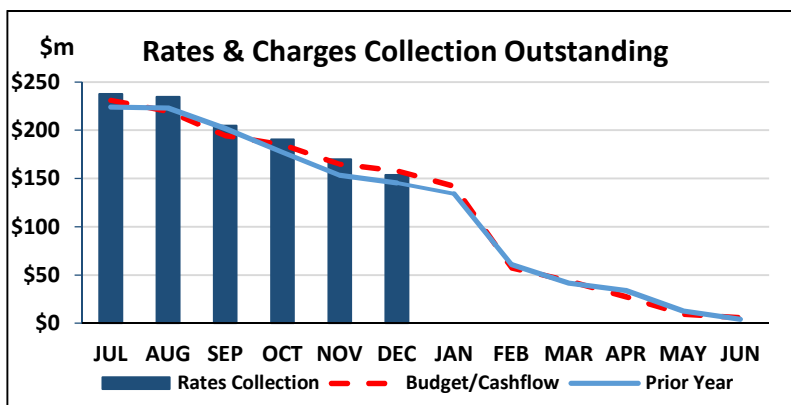
YTD surplus is favourable to budget due to higher income (mostly supplementary rates and user charges, partly offset by lower Sundry income) and lower personnel, administration and equipment hire expenses.

Compared to the same time last year, income is \$7.7m higher in 2019-20 (mostly due to increased rates and grant income), offset by higher expenditure of \$10.4m (increased personnel, consultants and depreciation expenses incurred).

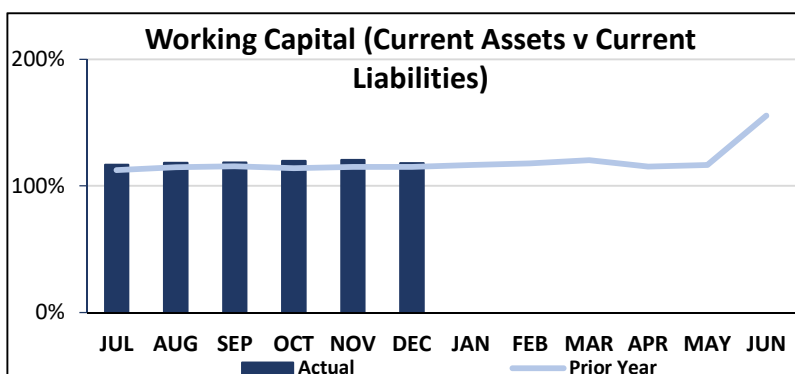
The budgeted deficit takes into the account the non-capital carryover from 2018-19 and the removal of the early receipt of 50% Federal Government Grants Commission in June 19, which was previously included in the 2019-20 Adopted Budget.



Current year favourable to budget due to higher Subdivision Gifted Assets and the favourable recurrent surplus. Conversely, the current year is tracking below the prior year due to subdivision Gifted Assets and the recurrent surplus being lower.



Rates collection slightly ahead of schedule compared to budget. The trend is in line with the prior year.



Working Capital ratio in line with prior year.

Actuals are expected to spike upwards in June mostly due to unearned income reducing, as it is recognised at year end (rates income recognition is phased evenly across the year).

Attachment 2

Financial Implications

1. Any financial implications are addressed within the body of the report.

Community Engagement

2. Project managers have been consulted and provided the latest project updates which have been factored into this report.

Social Equity Considerations

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

Policy/Legal/Statutory Implications

4. The report is provided in accordance with requirements under *The Local Government Act 1989*.

Alignment to Council Plan

5. This report is aligned to the Council Plan Strategic Objective 'Organisational Leadership, Strategy and Governance'.

Conflict of Interest

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

Risk Assessment

7. There are no high or extreme risks arising from the subject of this report.

Environmental Implications

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

8. ROAD RENAMING DUE TO DRYSDALE BYPASS STAGE 3

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

Purpose

1. To seek approval to rename a road that has been truncated (definition: shortened by; or as if having a part cut off) by the Drysdale Bypass Project.

Background

2. The Drysdale Bypass is 6km of road being constructed between Jetty Road and Whitcombes Road to improve safety and ease congestion on the Bellarine Peninsula. The project is expected to be completed mid-2020.
3. This has caused 9 roads to be truncated and they must be renamed.
4. The Naming Rules for Places in Victoria 2016 requires all roadways which become non navigable from point A to point B in a direct manner to be separately named.
5. Stage 1 renamed four roads and was adopted by Council on 10 December 2019, Stage 2 renamed three roads and was adopted by Council on 28 January 2020.
6. At the Ordinary Meeting of Council held on 28 January 2020, Council resolved to rename a further 3 roads in addition to an amended motion which stated, *“That Council not support the renaming of the section of Clarendon Road from Andersons Road to Buccleugh Street, to “Waterson Place, Drysdale” and request the CEO to further consider the change to Clarendon Road and report back to Council”*.
7. The name Clarendon Road is one universally used for place names, and no doubt refers to George W. F. Villiers, fourth Earl of Clarendon (1800-1870), who succeeded to the earldom in 1838. At the time of the naming of the first Drysdale streets, he was lord privy seal in Lord Melbourne's ministry and was a supporter of the repeal of the corn laws; he was also foreign minister in several ministries, more particularly that during the Crimean War.

Key Matters

8. An advertisement was placed in the Geelong Advertiser on 1 November 2019. The proposed renaming was also placed on the City's website for 30 days as per statutory requirements.
9. Affected property owners and residents have been consulted with regards to the renaming.
10. Submissions have been reviewed as per the Naming Rules for Places in Victoria 2016.
11. The Office of Geographic Names supports the approach taken by the City in regards to public consultation.
12. The original suggestion was to rename the road to Jiggins Road, the first survey results showed 1 in favour, 3 against and 1 no response to Jiggins.
13. A submission was received requesting the roadway to be renamed Waterson.
14. Further community consultation was undertaken with the residents on the south end of Clarendon Road (affected by the renaming), the second survey results showed 3 in favour of Waterson and 2 no response within the statutory consultation period.

15. Council received a request outside the statutory consultation period from a resident to further consider the renaming of Clarendon Road.
16. Further consideration was given to:
 - 16.1 Minimising the impact to residents. 24 residents would be affected if the north end of Clarendon Road (currently unaffected) was renamed, in comparison to 5 owners (excluding VicRoads owned land) at the current south end of Clarendon Road;
 - 16.2 The length of ownership for a number of residents at the both ends of Clarendon Road was considered; and
 - 16.3 Further consideration was given to the relevance of the ANZAC name Waterson to the locality.

Cr Murrihy moved. Cr Sullivan seconded -

17. **That the report be deferred.**

Carried.

Cr Kontelj declared a Conflict of Interest in Agenda Item 9 – Tender T2000018 Supply and Delivery of Quarry Materials and Associated Products in that some of the tender respondents are customers of a company of which he is a Director and left the meeting room at 9.43 prior to discussion.

9. T2000018 SUPPLY & DELIVERY OF QUARRY MATERIALS

Source: City Services - Operations
Director: Michael Dugina
Portfolio: Finance

Purpose

1. To establish a contract panel based on an agreed schedule of rates for the 'Supply & Delivery of Quarry Materials and Associated Products' used in civil construction and maintenance activities undertaken by the City.

Background

2. The current panel of contractors for the supply and delivery of quarry material will expire on 29 February 2020.
3. To facilitate the ongoing supply of quarry products, the Procurement Unit undertook a public tender (Tender no. T2000018) on behalf of the City Services Department.
4. The annual budget allocated for this contract is \$2,000,000 (ex-GST).

Key Matters

5. At tender close the City received nine tender submissions.
6. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.
7. Based on the required volumes of quarry material, transport considerations and the quality and competitive pricing of the submissions, the Tender Evaluation Panel recommend that all nine Tenderers are included on the Contract Panel.
8. Subject to Council awarding the Contract, the service will commence 1 March 2020.

Cr Aitken moved, Cr Grzybek seconded -

9. That Council:

9.1 Award Panel Contract C2000018 for the Supply & Delivery of Quarry Materials and Associated Products for 2 years (with a further 2 x 12 month extension options) based on the tendered schedule of rates to the following preferred tenderers:

9.1.1 A&K Tucker Excavations Pty Ltd as Trustee for the Tucker Business Trust ABN 56712907353;

9.1.2 Barro Group Pty Ltd as Trustee for the Barro Group Trust ABN 25553947414;

9.1.3 Hillview Sand Pty Ltd ABN 42100188832;

9.1.4 Geelong Quarries Pty Ltd ABN 83129611025;

9.1.5 Holcim (Australia) Pty Ltd ABN 87099732297;

9.1.6 Local-Mix Quarries Pty Ltd ABN 42007019392;

9.1.7 Menheere Enterprises Pty Ltd ABN 83158716468;

9.1.8 D.P. and J.L. Dunoon Pty Ltd t/a Newcomb Sand & Soil Supplies ABN 12006757660; and

9.1.9 Norris Plant Hire (Geelong) Pty Ltd ABN 17007218108.

9.2 Authorise the Chief Executive Officer to execute Contract No. C2000008 and any other documents required to give effect to the terms of the contracts on behalf of Council.

Carried.

Attachment 1

Financial Implications

1. The current budget allocation for the supply of quarry materials is \$2,000,000 p/a (ex-GST) and is contingent on funding allocations in future recurrent budgets. The estimated total cost for the term of the 4 year agreement (inclusive of option periods) is \$8,000,000 (ex-GST) subject to annual CPI adjustments.

Social Equity Considerations

2. All nine tenderers operate businesses within the Geelong Region providing significant local employment and economic benefits to the Geelong community.

Policy/Legal/Statutory Implications

3. This tender was publicly tendered in accordance with the requirements of section 186 of the Local Government Act 1989 and the tender process has been conducted in accordance with Council's Procurement Policy.

Alignment to Council Plan

4. This project will aid in the delivery of integrated transport connections by supporting improvements to existing roads, streets and footpaths.

Conflict of Interest

5. All voting members on the Evaluation Panel confirmed that they did not have a conflict of interest with any of the tenderers.

Risk Assessment

6. The tender evaluation process involved the assessment of Work, Health and Safety policies, procedures and risk assessment documents. Any other risks associated with the acceptance of this tender will be managed through the contract conditions.

Environmental Implications

7. Any environmental implications associated with this contract provision are the responsibility of the Contractor and will be managed through the contract documentation.

Attachment 2

Tender Details

Contract Details

- Contract C2000018 – Supply and Delivery of Quarry Materials and Associated Products

Invitation to Tender

- The City issued Tender T2000018, closing 2:00pm Wednesday 30 October 2019, seeking to appoint a panel of contractors to provide quarry products based on an agreed schedule of rates.

Table 1 Invitations to Tender

2.1	Medium	2.2	Date Advertised
2.3	Geelong Advertiser	2.4	5 th October 2019
2.5	City of Greater Geelong website	2.6	5 th October 2019

Tender Evaluation Panel

- The Tender Evaluation Panel (TEP) comprised the following staff.

Table 2 Tender Evaluation Panel

(a)	Position Title	(b)	Panel role
(c)	Senior Procurement Services Officer	(d)	Chair
(e)	Manager City Services	(f)	Member
(g)	Co-ordinator Construction	(h)	Member
(i)	Co-ordinator Maintenance	(j)	Member

Tender Submissions

- At tender close the City received nine tender submissions.

Table 3 Tender Submissions Received

Tender	Conforming Tender
A A&K Tucker Excavations Pty Ltd as Trustee for the Tucker Business Trust	Yes
B Barro Group Pty Ltd as Trustee for the Barro Group Trust	Yes
C Hillview Sand Pty Ltd	Yes
D Geelong Quarries Pty Ltd	Yes
E Holcim (Australia) Pty Ltd	Yes
F Local-Mix Quarries Pty Ltd	Yes
G Menheere Enterprises Pty Ltd	Yes
H D.P. and J.L. Dunoon Pty Ltd t/a Newcomb Sand & Soil Supplies	Yes

Tender	Conforming Tender
I Norris Plant Hire (Geelong) Pty Ltd	Yes

Tender Evaluation

5. The TEP used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Capability and experience, past performance over last 3 years	30%
Quality and performance of quarry product, compliance to Specification	30%
Proposed plant and equipment	20%
Customer service processes	10%
Economic & local content contribution (mandatory)	10%

Tender Evaluation Scores

6. At the conclusion of the evaluation, all nine Tenderers achieved a weighted score of >55%.
7. The TEP have determined based on a review of the City's required volumes, the location of the quarries and the effect this has on delivery, the quality of the submissions and a value for money assessment of the tendered rates, that all nine Tenderers warrant inclusion on the contract panel.

Table 5 Tender Evaluation Scores

Tender	Rank
A&K Tucker Excavations Pty Ltd as Trustee for the Tucker Business Trust	Recommended
Barro Group Pty Ltd as Trustee for the Barro Group Trust	Recommended
Hillview Sand Pty Ltd	Recommended
Geelong Quarries Pty Ltd	Recommended
Holcim (Australia) Pty Ltd	Recommended
Local-Mix Quarries Pty Ltd	Recommended
Menheere Enterprises Pty Ltd	Recommended
D.P. and J.L. Dunoon Pty Ltd t/a Newcomb Sand & Soil Supplies	Recommended
Norris Plant Hire (Geelong) Pty Ltd	Recommended

Post-Tender Contact

8. The TEP sought clarification from:
- Hillview Sand Pty Ltd re. OHS Compliance
 - Holcim Australia re. Delivery Rates

- Hoare Bros (Geelong Quarries) re. Delivery Rates

The detailed responses received addressed the TEP's concerns and confirmed the tenderers ability to successfully deliver the service.

Probity

9. No probity issues identified.

Cr Kontelj re-entered the meeting room at 9.45pm

10. TENDER NO. T1900052 PROVISION OF GENERAL MAINTENANCE OF COUNCIL OWNED FACILITIES

Source: Customer & Corporate Services – Property Procurement & Assets
Director: Michael Dugina
Portfolio: Finance

Purpose

1. To establish a contract panel based on an agreed schedule of rates for the 'Provision of General Maintenance of Council Owned Facilities'.

Background

2. The current panel of contractors providing building maintenance is due to expire on 29 February 2020.
3. To facilitate the ongoing provision of this service, the Procurement Unit undertook a public tender (Tender no. T1900052) on behalf of the Property Unit.
4. The annual budget allocated for this contract is \$950,000 (ex-GST).

Key Matters

5. At tender close the City received 14 tender submissions.
6. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.
7. Based on the current work volumes the Tender Evaluation Panel have recommended that to successfully address the City's needs, a contract panel of four suppliers would be appropriate.
8. Subject to Council awarding the Contract, the service will commence 1 March 2020.

Cr Aitken moved, Cr Grzybek seconded -

9. That Council:

9.1 Award Panel Contract C1900052 for the Provision of General Maintenance of Council Owned Facilities for 3 years (with a further 1 x 12 month extension option) based on the tendered schedule of rates to the following preferred tenderers:

9.1.1 KLG Constructions Pty Ltd as the Trustee for KLG Constructions Trust t/a Archibald Builders ABN 11956759412;

9.1.2 Persian Pines Pty Ltd as Trustee for the Jones Family Trust t/a TRAK Constructions ABN 25553947414;

9.1.3 IKON Property Services Pty Ltd ABN 30162440977; and

9.1.4 Rendine Constructions Pty Ltd ABN 29005366129.

9.2. Authorise the Chief Executive Officer to execute Contract No. C1900052 and any other documents required to give effect to the terms of those Contracts on behalf of Council.

Carried.

Attachment 1

Financial Implications

1. The current budget allocation for the supply of maintenance services is \$950,000 p/a (ex-GST) and is contingent on funding allocations in future recurrent budgets. Based on the current expenditure the total cost over the 4 year agreement (inclusive of option periods) is \$3,800,000 (ex-GST) subject to annual CPI adjustments.

Social Equity Considerations

2. All four tenderers operate businesses within the Geelong Region providing significant local employment and economic benefits to the Geelong community.

Policy/Legal/Statutory Implications

3. This tender was publicly tendered in accordance with the requirements of section 186 of the Local Government Act 1989 and the tender process has been conducted in accordance with Council's Procurement Policy.
4. Confidential information contained in this Council Report will be managed in accordance with section 89(2) of the Local Government Act 1989, as the information relates to contractual matters and premature disclosure of the information could be prejudicial to the interests of Council or other persons.

Alignment to Council Plan

5. This contract addresses the community's need for improved infrastructure by maintaining and/or upgrading existing facilities and in doing so, making them more attractive, safer and accessible.

Conflict of Interest

6. All voting members on the evaluation panel confirmed that they did not have a conflict of interest with any of the tenderers.

Risk Assessment

7. The tender evaluation process involved the assessment of Work, Health and Safety policies, procedures and risk assessment documents. Any other risks associated with the acceptance of this tender will be managed through the contract conditions.

Environmental Implications

8. Any environmental implications associated with this contract provision are the responsibility of the contractor and will be managed through the contract documentation.

Attachment 2

Tender Details

Contract Details

1. Contract C1900052 – Provision of General Maintenance of Council Owned Facilities.

Invitation to Tender

2. The City issued Tender T1900052, closing 2:00pm Wednesday 20 November 2019, seeking to appoint a panel of contractors to provide maintenance services to Council owned buildings based on an agreed schedule of rates.

Table 6 Invitations to Tender

2.1	Medium	2.2	Date Advertised
2.3	Geelong Advertiser	2.4	19 October 2019
2.5	City of Greater Geelong website	2.6	19 October 2019

Tender Evaluation Panel

3. The Tender Evaluation Panel (TEP) comprised the following staff.

Table 7 Tender Evaluation Panel

(a)	Position Title	(b)	Panel role
(c)	Senior Procurement Services Officer	(d)	Chair
(e)	Co-ordinator Facilities Maintenance	(f)	Member
(g)	Technical Officer - Works	(h)	Member
(i)	Technical Officer - Works	(j)	Member

Tender Submissions

4. At tender close the City received 14 tender submissions.
5. To be considered, tenderers had to comply with the following mandatory criteria:
 - 5.1 OH&S system - if the tenderers OH&S processes and procedures do not meet a minimum standard determined by the City, the tenderer will not be considered for the Contract.
 - 5.2 Nominated personnel must possess the appropriate licence/registration for the works they will be undertaking e.g. Commercial Builders Licence.
 - 5.3 Nominated personnel must possess Construction Industry Safety Training (White card), Working with Children's Checks and Working Safely at Heights.
6. One tenderer failed to address the mandatory requirements and was excluded from further consideration by the TEP.

Table 8 Tender Submissions Received

Tender		Conforming Tender
A	KLG Constructions as the Trustee for KLG Constructions Trust t/a Archibald Builders	Yes
B	Tender B	Yes
C	Tender C	Yes
D	Tender D	Yes
E	IKON Property Services Pty Ltd	Yes
F	Tender F	Yes
G	Tender G	Yes
H	Tender H	Yes
I	Tender I	No
J	Rendine Constructions Pty Ltd	Yes
K	Persian Pines Pty Ltd as Trustee for the Jones Family Trust t/a TRAK Constructions	Yes
L	Tender L	Yes
M	Tender M	Yes
N	Tender N	Yes

Tender Evaluation

- The TEP used the following qualitative criteria (in order of weighting) to assess the remaining submissions:

Table 9 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Capability and experience, past performance over last 3 years	40%
Proposed staffing levels, proposed plant & equipment levels, extent of subcontracting	30%
Customer service, flexibility and responsiveness	20%
Economic & local content contribution (mandatory)	10%

Tender Evaluation Scores

- Tenderers that achieved a weighted score of >60% were shortlisted for a detailed analysis of their tendered rates.
- The TEP have determined based on a review of the City's current work volumes, the quality of the submissions and a value for money assessment of the tendered rates, that the top four ranked tenderers warrant inclusion on the contract panel.

Table 10 Tender Evaluation Scores

Tender		Rank
A	KLG Constructions as the Trustee for KLG Constructions Trust t/a Archibald Builders	Recommended
B	Tender B	Unsuccessful
C	Tender C	Unsuccessful
D	Tender D	Unsuccessful
E	IKON Property Services Pty Ltd	Recommended
F	Tender F	Unsuccessful
G	Tender G	Unsuccessful
H	Tender H	Unsuccessful
J	Rendine Constructions Pty Ltd	Recommended
K	Persian Pines Pty Ltd as Trustee for the Jones Family Trust t/a TRAK Constructions	Recommended
L	Tender L	Unsuccessful
M	Tender M	Unsuccessful
N	Tender N	Unsuccessful

Post-Tender Contact

- The TEP sought clarification from IKON Property Service Pty Ltd regarding their proposed staffing and previous contract experience. Their detailed response addressed the TEP's concerns and confirmed their ability to successfully deliver the service.

Probity

- No probity issues identified.

11. CONTRACTUAL MATTER

Source: Customer & Corporate Services – Property,
Procurement and Assets
Director: Michael Dugina
Portfolio: Finance

Cr Aitken moved, Cr Sullivan seconded -

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

Carried.

NOTICE OF MOTION – Cr Asher

GEELONG AND WYNDHAM RAIL OPTIONS

Wyndham City and the City of Geelong are seriously concerned about reports that the Victorian Government is considering a version of the Melbourne Airport Rail Link (MARL) which would put trains onto already congested tracks between the CBD and Sunshine, rather than previously the stated option to build a tunnel for the MARL to add significant rail capacity between Sunshine and the CBD.

There is an urgent need for additional capacity on the rail network now to enable more frequent and less crowded rail services for commuters in Wyndham and Geelong. This will greatly improve livability in our cities, with better connectivity enabling greater shared employment, economic and educational opportunities.

The Victorian Government made commitments in the 2019-20 Victorian Budget to get on with the Western Rail Plan (WRP) and proceed with work towards the separation of the Regional Rail Link line from suburban lines through the electrification of lines to Wyndham Vale and Melton. This work, an urgent priority for Wyndham and Geelong, will require capacity for additional train tracks to access Melbourne's CBD. This key improvement would also benefit users of VLine services, helping to meet demand and reduce overcrowding.

In considering options for the MARL, Wyndham and Geelong consider it is important that the Victorian Government address the impacts of population growth in the west and beyond, and seize the opportunity for economic growth in the outer western suburbs and Geelong. The decision on the design of the MARL will have long lasting impacts for both Wyndham and Geelong for improved rail services and the livability of our regions.

The investment into rail should ensure a generational shift in the operation of the rail network and enable high-capacity metro services in Melbourne's west and fast rail to regional cities.

The benefit of a trip to the airport by rail should not be gained at the expense of the urgent need for additional rail services for workers, students and families in the west and regional cities, many of whom have no practical alternatives for travel.

Cr Asher moved, Cr Grzybek seconded -

The Council:

- 1. Note that Geelong and Wyndham are facing both current and future growth demands, and that Regional Rail Link trains are already at full capacity and our residents cannot afford any delays to additional capacity on the Wyndham-Geelong corridor;**
- 2. In response, support advocacy that focusses equally on short-term and long-term infrastructure delivery including:**

- 2.1. The Mayors' of the City of Greater Geelong and the City of Wyndham jointly write to all local state and federal MPs calling on them to properly consider and address current and future demand for rail services in the outer western suburbs and regional cities, including enabling future delivery of fast rail for regional Victoria and the delivery of the Melbourne Airport Rail Link, and requesting a clear timetable outlining funding of infrastructure and service volumes to be achieved;**
- 2.2. The delivery of four connected projects of the Western Rail Plan to meet unprecedented demand and enable regional Victoria to grow and be a destination of choice; namely:**
 - 2.2.1. Two new electrified metropolitan rail lines through the western suburbs to growth areas in Melton and Wyndham Vale separating them for the Geelong and Ballarat lines;**
 - 2.2.2. Increased track capacity between Sunshine and the CBD to cater for faster and more frequent metro and regional trains;**
 - 2.2.3. Major investment in the Geelong and Ballarat lines including the exploration of electrification of these lines and new fast electric regional trains; and**
 - 2.2.4. Connection of the Wyndham Vale and Werribee lines to provide increased transport choice, network resilience and capacity.**
- 3. Request the City of Greater Geelong Mayor to urgently write to all local Federal MPs to request the fast track of planning and bringing forward of the \$700m funding into earlier federal budgets for the duplication of the rail line between South Geelong and Waurin Ponds;**
- 4. Request the City of Greater Geelong Mayor continue to represent the City and its views on required Rail Infrastructure for Geelong through its membership of the Victorian Government's Geelong Fast Rail Reference Group;**
- 5. Further call on the Victorian Government to invest in new and existing station upgrades on the Geelong and Wyndham lines that improve access to rail services, capacity, platforms, parking, lighting and passenger safety and amenity;**
- 6. Note that the Victorian and Federal Governments are considering a range of infrastructure options for the Melbourne Airport Rail Link, the choice of which will have significant impact on rail transport capacity between Wyndham, Geelong and the Melbourne CBD;**
- 7. Implore both the Victorian and Federal Governments to ensure that the design of the Melbourne Airport Rail Link will deliver high capacity regional rail functionality and capacity for as many destinations as possible, in line with their previous statements; and**
- 8. Further call on the Victorian Government to adopt a coordinated approach across the Melbourne Airport Rail Link, the Western Rail Plan, and the Suburban Rail Loop which maximizes outcomes across the three projects rather than sacrificing the benefits of one project for the achievement of another.**

Cr Aitken left the meeting room at 9.55pm

Cr Aitken re-entered the meeting room at 9.57pm

Carried.

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 Asher moved, Cr Grzybek seconded –

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

Carried.

NOTICE OF MOTION – Cr Kontelj

MALOP STREET - TRAFFIC FLOW & PEDESTRIAN SAFETY

1. With construction commencing in 2017, the Green Spine was intended to create a high amenity environment designed to improve opportunities for business, activate Malop Street and encourage new investment.
2. The project was to deliver more trees and green spaces to the heart of the City, with the intent to transform it into an attractive and inviting place.
3. The extensive redevelopment in Malop Street between Moorabool and Yarra Streets, includes an eight metre-wide botanic walk on the south side of the street, complemented by more trees and plantings on the north side.
4. In addition to this, separated bike lanes have been installed on each side of Malop Street, resulting in the removal of vehicle turning lanes and a reduction of on-street parking.
5. The design of the Green Spine included the removal of turning lanes on the east approach to the intersection of Moorabool/Malop Streets and the west approach to the intersection of Yarra/Malop Streets.
6. It is acknowledged that the 'Botanic Walk', with a continuous canopy of trees and a series of different alfresco, seating and gathering spaces along the length of Malop Street, linked by a network of paths, is appealing. As is the generous parkland on the south side of the street, creating more places for people to relax, meet friends, shop, eat, walk and play. Complementing this on the north side of the street are the wide footpaths, trees and plantings.
7. Notwithstanding this, what has become very apparent since the changes, is the significant congestion and slowing of vehicle traffic with increased travel times through Malop Street, increased queuing by vehicles, and blocking of intersections and pedestrian crossings by vehicles when compared to pre-April 2016 (before the Green Spine).
8. The traffic issues and congestion has frustrated and angered a portion of the community and retailers in Malop Street alike whilst also raising safety concerns for pedestrians and the disabled.

Recommendation

That Council:

- 1. Acknowledges the instrumental value and amenity of the 'Botanic Walk' with its desirable continuous canopy of trees, plantings and series of different alfresco, seating and gathering spaces along the length of Malop Street, linked by a network of paths, generous parkland and wide footpaths;**
- 2. Address the negative traffic (vehicle and people) related issues as noted above and allocate the required budget (in 2020/2021 and any subsequent years) to complete works to Malop Street between Moorabool Street and Yarra Street, which will improve and efficiently service an increase in traffic flow by:**
 - 2.1 reviewing the current design of Green Spine to include project design principles to address current disability access and egress concerns such as no disability access from the roadway (i.e. where raised bike lane kerb and channel does not allow access for wheelchair or restricted mobility access or egress to Green Spine pathways from the Malop Street roadway);**
 - 2.2 advocating and working with VicRoads to improve the scheduling, timing and synchronising of traffic lights at intersections and pedestrian crossings;**
 - 2.3 removing the separated bike lane from the north side of Malop Street;**
 - 2.4 installing vehicle turning lanes at the intersections of Malop Street and Yarra Street and Malop Street and Moorabool Street;**
 - 2.5 increasing on street 2P car parking locations on Malop Street between Moorabool Street and Yarra Street, without compromising taxi services;**
 - 2.6 ensuring works commence no later than the 2020/2021 financial year;**
 - 2.7 ensuring all works are conducted in a manner and at times which mitigate disruption to businesses, retailers and the community;**
 - 2.8 ensure any changes do not impact on, or take away from the landscape and parkland on the south side of the street;**
 - 2.9 adopting design principles that do not restrict potential future availability for Malop Street to operate as a public transport route (i.e. for buses and/or trackless trams);**
 - 2.10 encouraging designers of the Green Spine to incorporate and pay tribute to the Aboriginal and First Nation people of this land in the design and construction of Block 1; and**
 - 2.11 ensuring Block 1 of the Green Spine, between Gheringhap Street and Moorabool Street, does not include a separated bike lane on the north side.**
- 3. Request the Chief Executive Officer to stop all work in response to the Council resolution made on 10 December 2019, paragraph 11.3 of Agenda Item 4 - Malop Street Green Spine – Traffic Flow – Interim Report.**

AMENDMENT

Cr Mason moved, Cr Murrihy seconded –

That Council:

- 1. Acknowledges the instrumental value and amenity of the ‘Botanic Walk’ with its desirable continuous canopy of trees, plantings and series of different alfresco, seating and gathering spaces along the length of Malop Street, linked by a network of paths, generous parkland and wide footpaths;**
- 2. Review the current design of Green Spine to include project design principles to address current disability access and egress concerns such as no disability access from the roadway (i.e. where raised bike lane kerb and channel does not allow access for wheelchair or restricted mobility access or egress to Green Spine pathways from the Malop Street roadway);**
- 3. Advocate and work with Regional Roads Victoria to improve the scheduling, timing and synchronising of traffic lights at intersections and pedestrian crossings;**
- 4. Apply design principles that do not restrict potential future availability for Malop Street to operate as an east-west shuttle service (such as autonomous vehicles and appropriately sized buses and/or trackless trams);**
- 5. Encourage designers of the Green Spine to incorporate and pay tribute to the Aboriginal and First Nation people of this land in the design and construction of Block 1; and**
- 6. Request the Chief Executive Officer to stop all work in response to the Council resolution made on 10 December 2019, paragraph 11.3 of Agenda Item 4 - Malop Street Green Spine – Traffic Flow – Interim Report.**

The amendment was put and lost.

Lost.

Division requested

For: Crs Murrihy, Harwood, Murnane, Mason, Mansfield

Against: Crs Nelson, Sullivan, Grzybek, Asher, Kontelj, Aitken

The motion was then put and carried.

Carried.

Division requested:

For: Aitken, Kontelj, Asher, Grzybek, Sullivan, Nelson

Against: Murrihy, Harwood, Mason, Murnane, Mansfield

ASSEMBLY OF COUNCIL RECORD

Source: Governance, Strategy and Performance
Chief Executive Officer: Martin Cutter
Portfolio: Leadership & Governance

Summary

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

Cr Sullivan moved, Cr Grzybek seconded -

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

Carried.

RECORD OF ASSEMBLIES OF COUNCIL
(Council Meeting 25 February 2020)

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Briefing 4 February 2020	Crs Asher, Aitken, Grzybek, Harwood, Kontelj, Mason, Murrihy, Murnane, Nelson, Sullivan	M Cutter (CEO G Smith (DIR) R Leonard (DIR) R Stevens (DIR) G Wilson-Browne (DIR) S Boer (MGR) V Shelton (MGR) J Malone (CO ORD) L Raimondo (ADV TO MAYOR & CEO) M Macgugan (SNR COMM ADV) K Ivens (Snr Advisor - Mayor & CEO)	• Youth Council 2020 – Amended Terms of Reference • UNESCO Creative Cities Network Annual General Meeting, Santos, Brazil 2020 • Wharf Shed Lease • Gibbons Road, Lara – Proposed Road Discontinuance • Council Plan Quarterly Report – December 2019 • Tender T1900048 Elcho Channel and Basin – Stage 2 Drainage Works • Revocation of Flood Prone Area Designation of New Lots at Charlemont Rise Estate Stage 10	• Nil.
Council Briefing 18 February 2020	Crs Asher, Aitken, Grzybek, Harwood, Kontelj, Mansfield, Mason, Murrihy, Murnane, Nelson, Sullivan	M Cutter (CEO G Smith (DIR) M Dugina (DIR) R Leonard (DIR) R Stevens (DIR) G Wilson-Browne (DIR) J Lane (MGR) S Boer (MGR) J Lane (MGR) T Kirwood (MGR) J Hurse (MGR) I Hicks (MGR) J Malone (CO ORD) P Smith (CO ORD) L Raimondo (ADV TO MAYOR & CEO) K Ivens (Snr Advisor - Mayor & CEO) M Macgugan (SNR COMM ADV) D Scott (OFF)	• Amendment C372 Hams Road, Waurin Ponds – Consideration of Panel Report and Adoption • Sustainability Framework • Transport Network Operating Plan • Osborne House – Sustainable Development Plan • Draft Pakington Street (Geelong West) and Gordon Avenue urban Design Framework • Final Social Housing Plan 2020-2041 for Endorsement • Quarterly Financial Management Report – December 2019 • Road Renaming Due to Drysdale Bypass – Clarendon Road • Tender T2000018 – Supply and Delivery of Quarry Materials and Associated Products • Tender T1900052 – Provision of General Maintenance of Council Owned Facilities • Contractual Matter (<i>Confidential</i>)	• Nil

PLANNING DELEGATIONS

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

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 98 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.
3. Sections 86 and 87 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* allow Council to establish special committees with delegated powers to determine planning permit applications.
4. At its meeting on 9 July 2019, Council:
 - 4.1 Amended the Council to staff instrument of delegation to allow staff delegates to determine planning permit applications where there are less than 6 objections lodged; and
 - 4.2 Amended the Planning Committee's terms of reference to provide for its determination, if required, of planning permit applications where there are 6 or more objections lodged.
5. The City is required by Council to provide information on planning permit applications determined under delegation.

Key Matters

6. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

Cr Sullivan moved, Cr Kontelj seconded -

7. **That Council receive the information in the Schedule.**

Carried.

Planning Delegations Report

App Number	Location	Application Type	Decision Date	Description	Authority Description/ No of objectors
PP-1099-2003/C	13-15 The Esplanade, GEELONG VIC 3220	Alterations and Additions to the existing Motel including Use and Development of Motel at 7 Stradling Avenue, a Reduction of the statutory car parking requirements and the Relocation of an existing sewer easement	16/1/2020	Grant an Amended Planning Permit- (No Appeal Lodged)	Decision Making Committee
PP-1266-2018	210 Staceys Road, ANAKIE VIC 3213	Use and Development of a Dwelling Including a Shed and Spreading of Soil and Stockpiling	24/1/2020	DMC Refusal	Decision Making Committee
PP-1286-2018	731-737 Portarlington Road, LEOPOLD VIC 3224	Use and Development of part of the land as a Service Station with Associated Cafe, Business Identification Signage, Alteration of Access to a Road Zone Category 1, and Removal of Native Vegetation	15/1/2020	Refusal - Permit Refused - VCAT	VCAT
PP-1396-2018	98 Marshalltown Road, GROVEDALE VIC 3216	Construction of Forty Two (42) Dwellings (including Thirty Five Double Storey and Seven Single Storey) and a Staged Forty Two (42) Lot Subdivision	24/1/2020	Refusal to Grant a Planning Permit	Planning Committee
PP-405-2018	2 Charlotte Avenue, NEWCOMB VIC 3219	Construction of Three (3) Dwellings and Three (3) Lot Subdivision	17/1/2020	Refusal to Grant a Planning Permit	Decision Making Committee
PP-612-2018	3 Cranwell Court, HIGHTON VIC 3216	To Use the Land for a Residential Village, Buildings and Works associated with a Residential Village, Creation of Access to a Road Zone category 1, and a Reduction in the number of visitor car parking spaces	15/1/2020	Permit Issued - VCAT	VCAT
PP-782-2019	118-120 High Street, DRYSDALE VIC 3222	Use and Development of the Land for a Child Care Centre, Access to a Road Zone Category 1 and a Three (3) Lot Subdivision	22/1/2020	No Appeal Lodged Permit Issued	Decision Making Committee

PP-810-2018	100-120 Waurm Ponds Drive, WAURN PONDS VIC 3216	Use of the land for a Market Garden, use and construction of buildings and works for Primary Produce Sales, works and alteration of access to a Road Zone, Category 1 (retrospective) and display of Business Identification Signage	17/1/2020	Refusal to Grant a Planning Permit	Decision Making Committee
PP-88-2015	154A Dare Street, OCEAN GROVE VIC 3226	Construction of Two Dwellings 7.5m in height above ground level and Two Lot Subdivision	21/1/2020	PI - Extended Planning Permit	Delegated Authority
PP-1054-2019	53 Virginia Street, NEWTOWN VIC 3220	Demolition of Existing Dwelling and Construction of a Dwelling in a Heritage Overlay	31-Jan-2020	NOD - Delegate	3
PP-1079-2019	8 East View Parade, BELMONT VIC 3216	Buildings and Works Associated with Construction of Three (3) Dwellings and Three (3) Lot Subdivision	30-Jan-2020	NOD - Delegate	1
PP-1148-2019	15 George Street, BELMONT VIC 3216	Construction of Four (4) Dwellings and a Four (4) Lot Subdivision	28-Jan-2020	NOD - Delegate	1
PP-1154-2019	19 Walker Street, RIPPLESIDE VIC 3215	Partial Demolition, Alterations and Additions to an Existing Dwelling in the Heritage Overlay	23-Jan-2020	NOD - Delegate	1
PP-379-2019	118 The Terrace, OCEAN GROVE VIC 3226	Buildings and Works Associated with the Construction of Two (2) Dwellings more than 7.5 metres in Height and Two (2) Lot Subdivision	17-Jan-2020	NOD - Delegate	2
PP-42-2019	20-38 Matthews Road, LEOPOLD VIC 3224	Change of Use to Contractors Depot & Associated Buildings and Works	28-Jan-2020	NOD - Delegate	2
PP-581-2019	PARENT - 5-7 Torquay Road, BELMONT VIC 3216	Construction of Five (5) Dwellings and Five (5) Lot Subdivision	15-Jan-2020	NOD - Delegate	1
PP-585-2019	13 Sylvan Court, NEWTOWN VIC 3220	Construction of a Second Dwelling and a Two (2) Lot Subdivision	13-Jan-2020	NOD - Delegate	1
PP-586-2019	9/34 Murradoc Road, DRYSDALE VIC 3222	Use of Land for Domestic Animal Boarding (Doggy Day Care)	13-Jan-2020	NOD - Delegate	1
PP-661-2019	35 Maitland Street, GEELONG WEST VIC 3218	Buildings and Works for Demolition of Existing Dwelling and Construction of Replacement Dwelling within a Heritage Overlay	31-Jan-2020	NOD - Delegate	3
PP-672-2019	89 Draper Street, OCEAN GROVE VIC 3226	Buildings and Works Associated with the Construction of Three (3) Dwellings and a Three (3) Lot Subdivision	14-Jan-2020	NOD - Delegate	4
PP-720-2019	71-73 The Parade, OCEAN GROVE VIC 3226	Buildings and Works for the Construction of Additional Dwellings and Part Use of the Land for Restricted Recreation Facility (Gym)	21-Jan-2020	NOD - Delegate	3

PP-730-2019	Suite No. 1/Level No. 1, 51 West Fyans Street, NEWTOWN VIC 3220	Building and Works Associated with an Existing Building (Second Storey Extension)	29-Jan-2020	NOD - Delegate	3
PP-786-2019	28 Camellia Crescent, NORLANE VIC 3214	Construction of Three (3) Dwellings	7-Jan-2020	NOD - Delegate	1
PP-935-2019	32 George Street, GEELONG WEST VIC 3218	Development of the Land for Two (2) Dwellings and Two (2) Lot Subdivision	21-Jan-2020	NOD - Delegate	1

Cr Kontelj moved, Cr Mansfield seconded -

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 10.51pm

Cr Kontelj moved, Cr Mason seconded -

That the Meeting be opened to the public.

Carried.

The Meeting was opened to the public at 10.55pm

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

CLOSE OF MEETING

As there was no further business the meeting closed at 10.55pm Tuesday, 25 February 2020.

Signed: _____

Cr Stephanie Asher (Mayor)

Date: _____