

MINUTES

COMMUNITY FOCUS COUNCIL MEETING

TUESDAY, 10 MARCH 2020

7.00PM

BAPTCARE COASTHAVEN COMMUNITY
45 ROBIN AVENUE
NORLANE

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 Murrhiy (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 COMMUNITY FOCUS COUNCIL MEETING
HELD AT THE BAPTCARE COASTHAVEN COMMUNITY
45 ROBIN AVENUE, NORLANE
TUESDAY, 10 MARCH 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 Murnane, P Murrphy, R Nelson, T Sullivan

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

OPENING: The Chair declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

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

APOLOGIES: Nil.

PRESENTATION:

Ward Councillors, Kylie Grzybek and Anthony Aitken provided the gallery with a snapshot of some of the activities and projects happening in the Windermere Ward.

CONFIRMATION OF MINUTES:

Cr Mason moved, Cr Aitken seconded -

That the Minutes of the Community Focus Council Meeting held on 11 February 2020 be confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

PUBLIC QUESTION AND SUBMISSION TIME:

Questions submitted prior to the meeting by Maria De Amicis and Tom Gilfillan will be responded to in writing.

Lionel McWilliam asked the following question in relation to the Proposed Fire Station in Windermere Road, Lara:

- 1) Will there be a thorough and independent environmental impact study of the proposed fire station?
 - a) on Serendip Creek and its possible effects on the Ramsar Wetlands at the end of Hovells Creek. That is the possibility of chemical spills, diesel fuel runoff etc.
 - b) the station's effect on the wildlife in Serendip Sanctuary re lighting, noise. The impact would result in free ranging wildlife leaving and not returning. This has been a very dubious and secretive development without any community consultation. It is totally out of character with the area, considering its close proximity to the existing fire station. The new fire station should be moved further to the west, irrespective of whether the land has already been purchased. It is a bad decision. This is bureaucracy gone mad by the State Government and Ministers and Members of Parliament involved. This is another example of how the Northern Suburbs are treated by this Government.

Gareth Smith responded that in accordance with the Greater Geelong Planning Scheme the subject site is located in a Rural Living Area and Bushfire Management Overlay. The Planning scheme does not specifically require an environmental assessment of chemical spills to be provided as part of the submission of a planning application. The proposal is currently on public notice in accordance with the requirements of the Planning and Environment Act 1987. Following this process Council officers will evaluate and determine if a community consultation meeting is warranted as part of the further assessment of the application.

Barry White referred his question to the Lara Traffic Management Plan:

As it stands, this is a plan to fail – it's largely a plan to plan – one that is short on real action. Around 179 issues have been identified and listed. Many of these we consider are 'noise', around the 6 or 7 major issues which were raised two and a half years ago as key community priorities for action. Virtually nothing, apart from what appears to be some very marginal reductions in speed limits (from 80 to 70kph) on major roads, has so far been achieved. We have consistently advocated to concentrate on solutions for the main problems affecting Lara such as • Quarry trucks through the township • Rail crossing and grade separation • 'Six ways' intersection and roundabout • Rail station car park • Developments along McClelland Ave, Lara's main arterial road to the Princes Freeway • Speed limit reductions. We expected the 10 year Plan to focus on long term strategic matters, particularly given projected growth, which will compound problems of safety, congestion and amenity previously identified. As mentioned, many outcomes from this Plan are based on outcomes from new plans which will not be completed for several years. It would be fair to say that we are frustrated, probably exasperated is more accurate, given where we appear to be at present.

If this Plan is adopted tonight, will Council arrange a public information session to be held in Lara as soon as possible?

Cr Grzybek assured Mr White that a community public information session will be held.

Andrew van Gemert asked the following in relation to Forest Road, Lara:

Why are we having to put up with heavy quarry truck traffic? From 5.45am until at times 11.15pm five days a week and 5.45 am until 1pm Saturday's. The noise transmitted by empty class2a truck and trailers is like having a thunderstorm every morning. It is destroying our quality of life. The ambience of living in Lara is being severely compromised. These trucks carry huge loads, pass school kids on their way to school at 60 kmh within 4 metres of footpaths. They add unnecessary traffic load to an already busy road for Lara domestic traffic. Quarry traffic needs to use Bacchus Marsh Road not the centre of Lara to get to quarries?

Guy Wilson-Browne responded that throughout the community consultation process it was clear that the truck routes in and around Lara need to be reviewed and were no longer meeting the expectations of the community.

As a result, we have included as a priority action in the Lara Traffic Management Plan to commence working with the Department of Transport on implementing revision to truck routes to within and around Lara township.

Specifically in relation to Forest Road South, the following actions are identified:

- a) Review load limits, truck curfews, speed limits;
- b) Review the roundabout at Canterbury Road to improve safety with RRV;
- c) Request RRV consider installing traffic signals at Buckingham Street; and
- d) Request RRV to widen Forest Road south to accommodate bike lanes (off road).

Ted Reeve asked about the significant difference in infrastructure spending in the northern suburbs compared with the rest of Geelong:

- 1) Does Council record the amount of money spent on infrastructure in each ward and can this be made public?

Michael Dugina responded that the City does not report on ward spending as part of our management or statutory financial reporting requirements so we are unable to provide you with the exact breakdown on infrastructure spend by ward.

A list of our capital projects is included as part of the budget process and community updates.

The Council is required to make decisions in the best interests of the municipality as a whole, and decisions about prioritisation of investment in infrastructure are driven by a number of factors, including condition assessments on existing infrastructure, as well as by community need which is documented as part of the City's social infrastructure planning.

- 2) Specifically, can you advise what is planned to fix the flooding on the Hovells Creek Path under the M1 Freeway. This flooding has been persistent for the last three years or so and seems to have got worse in the last twelve months despite the installation of a non-return valve designed to allow water to escape from the path but not come back in. I can provide photos if required?

Guy Wilson-Browne advised Council is aware of the flooding issue on the shared use path.

Council undertook measures to reduce the flooding by extending the barrier kerb to prevent creek water inundating the path along with a one-way vale to allow any water in the bike path to drain when the creek returns to a lower level.

The creek is remaining higher for longer periods of time which prevents the path from dewatering.

We are limited in our scope to lift the bike path due to headroom constraints of the freeway bridge overhead.

We have referred the issue to the Lara Flood Study team to investigate other options to improve pedestrian and cyclist access through this key route.

Clayton Giles asked when and if Council intends to repair the pedestrian/bicycle track bridge on the intersection of St Georges Road, Seabeach Parade and Lowe Street? Was damaged by a vehicle accident approximately twelve months ago?

Vicki Shelton, Manager Engineering Services, responded there is currently a tender out for its repair and works should be carried out this year.

George Tolongos asked the following in relation to the ongoing road safety issues along McClelland Avenue in Lara:

- 1) Residents have been asking for a speed limit reduction on McClelland Avenue from 80kph to 60kph. I see in the latest plan, Council has proposed a reduction in speed to 70kph. Why not set the new limit to 60kph and bring it in line with all the other major feeder roads into Lara such as Forest Road and Patullos Road?
- 2) Heavy trucks continue to use McClelland Avenue day and night causing noise and safety concerns for residents in McClelland Avenue and Lara in general. When will the truck advisory route be changed to direct this traffic away from the middle of Lara?
- 3) In the latest Lara traffic plan, Council has committed to commence work on 'right turn lanes' to service side streets along McClelland Avenue. What action does Council propose to take to address the safety issues raised by residents living on the section of McClelland Avenue that is not serviced by a service road. The combination of fast moving traffic (including heavy trucks) with an ever increasing volume using this single lane major road makes it a very dangerous stretch for residents getting in and out of their properties?

Cr Grzybek thanked Mr Tolongos for his statements.

Margaret Phelan asked if Council has any plans for the future use of Sutcliffe Reserve in Plantation Road as it is a significant green space asset?

Cr Grzybek advised there was a possibility of a regional sporting facility, however going forward Council will investigate what other options may be available, but also respecting the significance of public open space.

John McCarthy asked about graffiti problems in shopping areas around Norlane:

Rose Avenue, Labuan Square, Alkira Avenue, and Robin Avenue have real issues with the problem of graffiti. I understand Council is aware of this and maybe developing a strategy to deal with it. However, the removal seems to be ever so slow. Discussions with traders needs to be proactive to improve the area?

Guy Wilson-Brown responded that Council acknowledges the graffiti problem as a difficult issue and one that we are very well aware of. Council's dedicated graffiti removal team are working flat out across Geelong addressing its removal. Council has recently obtained additional funding from the Department of Justice to further progress this issue.

Submission from **Maurice Anglin** (Chair Geelong Food Relief Centre):

Firstly thank you to the team in the Social Planning and Investment Department who have co ordinated the input from the Food Relief Stakeholder Group with the consultants – Social Ventures Australia. Also thank you to the Councillors for allowing the group to contribute to their decision making.

Current annual food relief demand in the Geelong region is estimated to be 2.5m meals increased to 3.25m by 2030 – a 30% increase. GFRC has seen a 7.5% increase in food voucher redemptions in the last year and a massive 92% increase in the overall amount of food passing through the North Geelong facility – 900tn last year.

Existing facility of a 360 sqm of building on 700sqm of land is totally inadequate for current demand let alone a further 30% increase. That's like a 36sq house on less than 1/5 of an acre.

No one agency can solve the food relief challenges. The coming together of local, state based and national agencies in the food relief stakeholder group has been critical to the development of a solution.

GFRC needs to move to a bigger facility inviting smaller agencies to access a larger and wider food range. Andrew has already committed Second Bite and the good relationships with Food Bank and Fare Share will be expanded. Space will be available for other agencies to share. The intention is to add extra services such as a food kitchen and training capability.

Food relief is volunteer driven with GFRC along having over 90 volunteers. About 100 more are involved through other organisations.

The increased capacity and expansion of operations will have a major impact on the region's food relief activities which involves about 70 separate agencies. It will involve a more co ordinated approach with expanded capacity to meet the growing demand while supporting smaller agencies to address their local needs.

PETITIONS: Nil.

1. LARA TRAFFIC MANAGEMENT PLAN 2019 - 2029

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

Purpose

1. To seek Council adoption of the Lara Traffic Management Plan 2019-2029.

Background

2. The Lara Traffic Management Plan (the Plan) commenced following feedback from the communities of Lara and Little River about traffic safety and access issues, particularly associated with truck movements and increased volumes of traffic on local roads.
3. Data collected to support the Plan included traffic volumes, vehicle speeds, road hierarchies, road condition, quarry access, quarry haulage routes and road accident statistics.
4. Three phases (stages) of community engagement were undertaken between October 2018 and October 2019.
5. Following thirteen community forums and on-line 'Have Your Say', over 350 comments were raised, across a range of transport and infrastructure topics. These issues are consolidated into 179 related items for respective agencies in an Action Plan. The 179 actions are grouped into 17 priority categories. Refer **Attachment 3**.
6. Following community input, the revised Plan has now been finalised for consideration by Council.

Key Matters

7. Some priority actions are complete or in progress in the 2019-2020 traffic management program.
8. Some priority actions will be referred to the 2020-2021 annual traffic management works program. Major projects identified in the Plan that fall outside of the annual works program will be referred to the budget for funding.
9. The Plan recognises the need for revisions to truck routes through Lara. This is a priority action in the Plan and will require cooperation from the Department of Transport to proceed with the implementation of preferred truck routes, on local and State roads, within the Lara township and surrounding areas.
10. Engagement from the community to-date has enabled preliminary work to commence on the revision of truck routes to, within and around Lara. Further confirmation and community engagement on the truck route revision implementation will commence as a priority action.
11. The Plan also recognises broader traffic management issues associated with growth in Lara and the surrounding areas. The Geelong Growth Areas Transport Infrastructure Strategy will further clarify and aim to resolve transport infrastructure challenges arising for communities within existing and future precincts.

Cr Grzybek moved, Cr Aitken seconded -

12. That Council:

- 12.1 Adopt the Lara Traffic Management Plan 2019-2029 (Attachment 3);**
- 12.2 Note the actions that have been implemented this financial year (refer to Attachment 2);**
- 12.3 Refer priority actions to the 2020-2021 budget;**
- 12.4 Support the commencement of revisions to truck routes in Lara and the associated implementation; and**
- 12.5 Request the Chief Executive Officer to write to the Minister for Transport seeking their commitment to support the revisions to truck routes in Lara.**

Carried.

Attachment 1

Financial Implications

1. The priority actions will be referred to current and future programs and budgets. Depending on scale, some of these works have already been completed or in progress within existing 2019-20 programs, others will require specific budget bids or external funding.

Community Engagement

2. The need for the Lara Traffic Management Plan has been identified by the community for many years, as early as 2017.
3. The City formally commenced engagement and opened an online 'Have Your Say' page from 26 September 2018 through to 22 October 2018. Hard copies were made available on request and written submissions could be mailed in.
4. The first stage of community engagement sessions was held on Wednesday 10 October 2018 (10am-12pm and 4pm-7pm) and on Saturday 13 October 2018 (9am-12pm). During these three sessions 66 people visited the forum and 111 people provided comments via on-line 'Have Your Say' survey.
5. The first stage of community consultations assisted forming the draft action plan which was presented to Council at the 12 March 2019 Community Focus Council Meeting. The resolution noted further consultation on the draft plan and for the final revised plan to be presented back to Council for adoption.
6. The second stage of community engagement sessions consultations commenced 25 March 2019. Community sessions were held on 28 March (4.30pm-7.30pm), 4 April (9am-12pm), 10 April (10am-1pm and 4pm-7pm) and 1 May (10am-12pm and 5pm-7.30pm). During these five sessions 65 people visited the forum and 69 people provided further comments via on-line 'Have Your Say' survey.
7. The third stage of community engagement sessions was a forum held on the 30 May (7pm-9.30pm). Representatives from Regional Roads Victoria and City of Greater Geelong presented updates on current action plans. More than 100 people attended this forum.
8. Following the Council resolution on 13 August 2019, the draft Plan was released for community comment from 28 August to 30 October 2019. The engagement also included two drop-in sessions on 28 August and 18 September.
9. Comments received on the draft plan related to the format of the plan, more information on timing of actions, clearer definition of themes and reference to the growth and development of Lara and the impact that has on traffic volumes. These comments have been incorporated into the revised plan (**Attachment 3**).

Social Equity Considerations

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

Policy/Legal/Statutory Implications

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

Alignment to Council Plan

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

Conflict of Interest

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

Risk Assessment

14. With expansive growth in and around Lara, the safe and efficient movement could be compromised if actions are not Implemented. This Lara Traffic Management Plan identifies the short-term risks facing Lara and prioritises those actions required in the short term.
15. Further work on long-term issues associated actions is required to identify mitigation measures.

Environmental Implications

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

Attachment 2

Lara Traffic Study Plan –Actions

1. Following community consultation, 179 actions have been developed for implementation of further investigation (refer to Plan - **Attachment 3**). From the 179 actions, there are number of priority actions which are identified in this report.
2. Grouped into 17 categories, the actions can be classified as:
 - 2.1. Localised infrastructure works – which can be delivered within current and existing programs, or may require further Council budget bids to contribute funds for delivery; and
 - 2.2. Larger scale planning or capital works – which typically need further investigation and planning to determine how and what solution will resolve the current, and future, transport challenges.
3. The 17 action categories are:
 1. Truck movements through, within and around Lara township;
 2. ‘Six ways’ intersection;
 3. Grade separation of the Geelong rail line and McClelland Avenue;
 4. Review of speed limits on local roads;
 5. Lara Station car parking;
 6. Intersection upgrades (various);
 7. Pedestrian and cyclist safety crossing upgrades;
 8. Footpath works;
 9. Lighting works;
 10. Traffic management works;
 11. Drainage works;
 12. Road maintenance works;
 13. Road upgrade works;
 14. Bridge condition works;
 15. Environmental works;
 16. Landscape works; and
 17. Public transport.
4. The following actions have been either completed, or in process of approval and implementation:
 - 4.1. Speed Limit changes to: McClelland Avenue, Hicks Street, Mill Road, Heales Road, Lara Six Ways;
 - 4.2. McClelland Road right turn lands;
 - 4.3. Broderick Road / Heales Road traffic signal installation;
 - 4.4. Little River Ripley Road / Kirks Bridge Road traffic island installation;

- 4.5. Installation of warning signs to improve safety at Alfred and Fisher Street; and
- 4.6. Relocate flood gates and associated signage to improve safety on Windermere Road.
5. Immediate priority actions have been identified from community engagement and officer investigations:
 - 5.1. Complete review and implementation of speed limit changes;
 - 5.2. Commence working with the Department of Transport on implementing revision to truck routes to, within and around Lara township;
 - 5.3. Advocate to the Department of Transport on an update for the 'Six-Ways' intersection upgrades, including timing and commitment to construction;
 - 5.4. Commence construction of McClelland Road right turn lanes and speed limit reduction;
 - 5.5. The Director of City Services to write to the Department of Transport for the design and cost estimate of the McClelland Avenue rail grade separation and commitment to delivery timeframes;
 - 5.6. In partnership with school principals, develop *Safe Travel to School* routes for Lara primary schools;
 - 5.7. Review all local area traffic management requests, and implement where required; and
 - 5.8. Immediately review the traffic management plan associated with the goal development on Bacchus Marsh Road to ensure travel routes do not use Lara township as a thoroughfare.
6. Understanding the significant growth that has occurred and is projected to occur in Lara and other growth areas in Geelong, the City has already commenced the Geelong Growth Area Transport Infrastructure Strategy, in partnership with the Department of Transport and the Victorian Planning Authority.
7. This strategy will inform how the growth occurring now, and in the future, will impact the transport network across the entire Geelong municipality. This will give the City and Department of Transport a clear understanding of congestion in the network and required future upgrades.
8. The project seeks to achieve four key objectives:
 - 8.1. To identify the major transport (road and rail) infrastructure requirements to support the ultimate development scenario in Geelong's growth areas;
 - 8.2. To identify the requirements and staging of infrastructure based on modelled growth scenarios at intervals of: 2018 (base case), 2031, 2041 and 2051;
 - 8.3. To deliver reporting material, communication material and advocacy documentation to facilitate local and state infrastructure funding and delivery; and
 - 8.4. To form the basis for the identification of mechanisms that may secure a growth area infrastructure contribution for Geelong.

Attachment 3

Lara Traffic Study Action Plan 2019 - 2029

THE CITY OF
GREATER GEELONG

LARA TRAFFIC MANAGEMENT PLAN

2019 -2029

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Executive summary

The Traffic Management Plan for Lara is a 10 year plan to identify and address traffic related issues within Lara and Little River. This 10 year plan captures the community feedback on safety, amenity and accessibility relating to all modes of movement and transport infrastructure.

The Traffic Management Plan for Lara and Little River included extensive community consultation occurring over 71 days, involving 13 community sessions, access to an online and hardcopy survey, collecting over 340 responses.

Throughout the engagement many issues were raised, and solutions identified.

During the community sessions, the City received 179 individual items relating to safety for pedestrian and cyclists, quarry truck issues, safety for motorists and gaps in transport infrastructure.

The key issues and priority actions for Lara are;

- Implement revisions to truck routes to, within and around Lara township;
- Improvements to the safety and operation of the '6-ways' intersection;
- Grade separation of Geelong Rail Line and McClelland Avenue;
- Car parking capacity of the Lara train station and the impacts to surrounding local streets; and,
- Speed limit reductions of various roads within Lara

The Traffic Management Plan for Lara and Little River has been developed to identify the location of the issue, the responsible authority and the associated action or response with an estimated timeframe.

The Traffic Management Plan for Lara and Little River gives the City a consolidated view of the transport challenges and concerns facing Lara and Little River communities. This plan will enable a targeted approach to prioritise issues and their consideration with other challenges that face the Geelong municipality.

The outcomes of the Traffic Management Plan for Lara and Little River will allow informed budgeting to existing programs and submissions for future budget bids for Council's consideration.

The Traffic Management Plan for Lara and Little River also includes actions that relate to matters that are the

responsibility of State Governments agencies, which allows the City to advocate and seek commitment to these actions.

Background

LARA AND LITTLE RIVER AREAS

The area considered for the Traffic Management Plan for Lara and Little River is bound by Bacchus Marsh Road to the west, Little River Ripley Road to the north and east, including You Yangs Road and the Geelong Ring Road and Princes Freeway to the south (Refer Figure 1).

Lara is the major township at the northern end of the municipality approximately 15 kilometres north of the Geelong Central Activities Area, just west of the Princes Freeway. The township of Lara is over 89 km² in land area and houses over 18,000 residents.

Little River is a rural town located within the Cities of Greater Geelong and Wyndham local government areas. Little River recorded a population of 1,322 residents.

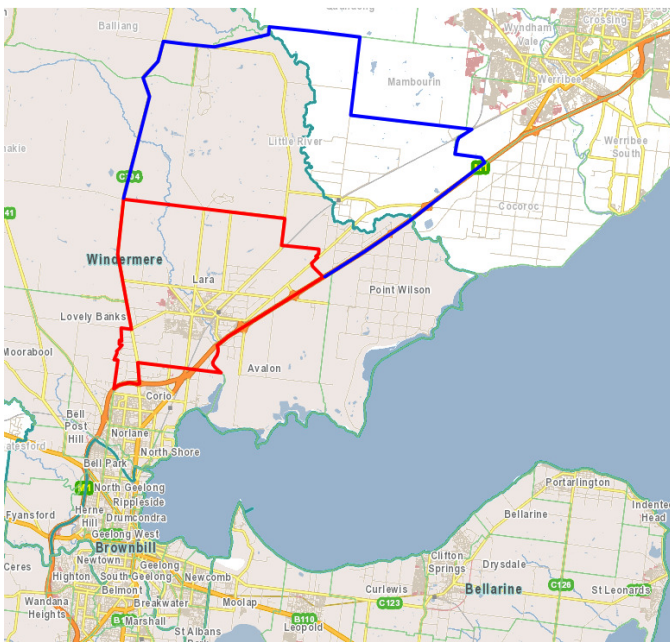


Figure 1: Lara and Little River

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

Lara is located between the two major north and south bound arterial routes of Princes Freeway and Bacchus Marsh Road, and has reasonably direct access to these. East – westbound roads such as Windermere Road and Patullos-Station Lake Road provide the connections between the two. Forest Road South, a declared main road, is the main link between Lara and Geelong.

Little River residents experience amenity and safety concerns due to quarry trucks travelling through their township. These quarry trucks travel between Princes Freeway and the quarries in Sandy Creek Road.

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

Avalon's international and domestic airport; a major economic, employment and tourism asset to the region.

Lara train station; provides train service connectivity between Lara and Melbourne and to Geelong. Lara Train Station car park was increased to hold more than 585 car spaces. The demand for extra car parking spaces is growing.

The Lara township experienced rapid growth between 1985 and 2006 where the population increased from 5,186 persons to 10,525 persons, and this increase of 5,339 represents a 2.34% p.a. growth rate. The most recent 2016 Census revealed a population of 16,355.

The car ownership in 2016, indicates 65% of households in Lara had access to two or more motor vehicles, compared to 52% in City of Greater Geelong. Travel to work in Lara was 69.5% as driver and people who travel to work by car as driver or passenger was 76.6%. And people who travel to work by public transport was 7.7%. (ABS Data).

Lara has experienced continued growth in recent years with the commencement of Lara West growth area and various subdivisions, including; Manzeene Village; Grand Lakes Estate; Lara Central Estate; Canterbury Lakes Estate; Lara Views Estate; and various other smaller localised subdivisions along with major developments such as the Barwon Prison Precinct. This growth has changed and evolved Lara from a rural township to a now well established and denser residential suburb.

As a result of this growth we know the volume of vehicles on the road network has increased. Assessments are undertaken by applicants, and reviewed by Council and Regional Roads Victoria, on the generation of traffic and the capacity for the road network to cater for these traffic

volume increases. The current network is capable of catering for the above-mentioned growth.

In addition to these localised assessments, the City in partnership with the Department of Transport and the Victorian Planning Authority are undertaking the Geelong Growth Areas Transport Infrastructure Strategy (GGATIS). This strategy will inform how the growth occurring now and, in the future, will impact the transport network, across the entire Geelong municipality. This will give the City and Department of Transport a clear understanding of congestion in the network and required future upgrades. 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 growth areas.
2. To identify the requirements and staging of infrastructure based on modelled growth scenarios at intervals of: 2018 (base case - which is validated to current volumes), 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.

As noted during the community consultations, the main transport issue that concerns Lara residents is the continuing use of Lara's roads by heavy trucks, especially quarry trucks.

Council has commenced identifying revisions to truck routes to, through and within Lara township. The City will work with the Department of Transport to resolve the revisions, before engaging further with the community. The revisions to truck routes will consider such measures as appropriate directional signage, load limits, time curfews and upgrades to other routes to support truck movement.

ROAD CATEGORIES

The map below shows the road categories associated for the roads within Lara and surrounds.

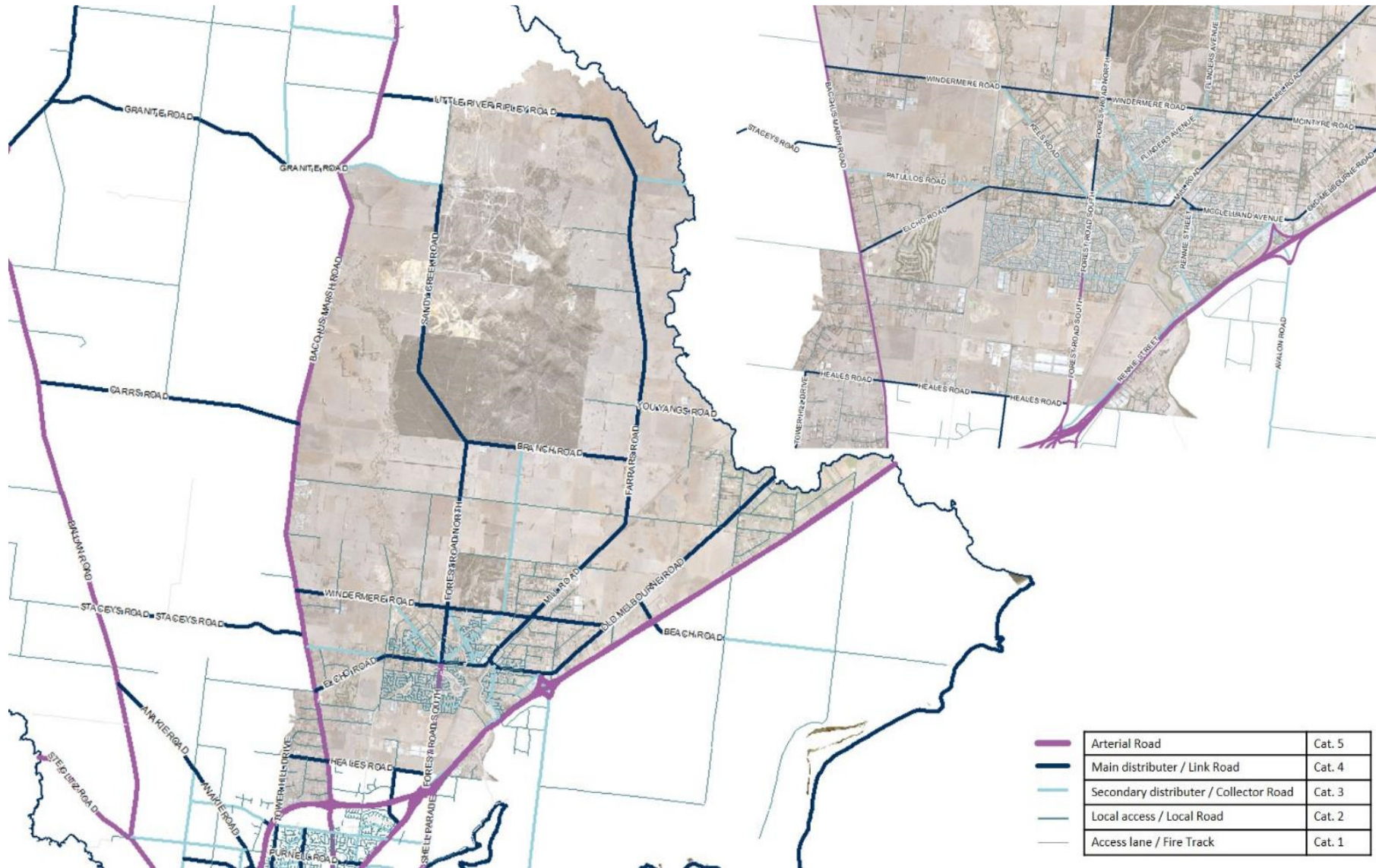
Arterial roads are road category 5 roads. These roads are the responsibility of Regional Roads Victoria and are the highest order roads for vehicle movement. Typically carrying more than 10,000 vehicles per day including all types of vehicles. Heavy vehicles use these roads to move through and around the municipality.

Main distributors, or Link Roads, carry heavy volumes of traffic, including heavy vehicles for local access, and also act as principle routes for traffic flow. These roads supplement the arterial roads and provide the connection between arterial roads and lower order streets. These roads typically carry up to 10,000 vehicles per day.

Secondary distributors, or Collector Roads, carry moderate volumes of traffic and provide a connection between local roads and the distributor road network. In urban areas, these are residential streets. They don't typically cater for heavy vehicle movement, unless required for local access/delivery. These roads typically carry up to 5,000 vehicles per day.

Local access, or Local Roads, carry local residential traffic. Typically short in length, these roads typically carry up to 2,000 vehicles per day.

Access lanes and Fire Tracks are used infrequently and typically carry minimal or no regular daily traffic.



Objective

HISTORY

Over recent years the Lara and Little River community has raised over 200 requests regarding transport safety, movement, parking and access.

OBJECTIVE

The objective of the Traffic Management Plan for Lara and Little River is to undertake a broad community wide engagement to collate the concerns of the community relating to traffic and transport.

As part of this Traffic Management Plan for Lara and Little River, the City intends to categorise community raised concerns into separate themes and identify when the works or actions will be implemented.

The timeframes are divided into three; short, medium and long term, indicating when the works or actions will be carried out. The listed items will be actioned within existing programs or by submitting budget bids for Council consideration for delivery.

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

The desired outcome is to have an action plan that captures community concerns, who is responsible for the works and an indication of when these listed items will be implemented.

SCOPE

The Plan was divided into four key stages, centred on community engagement activities.

Stage One

The first stage opened the community engagement process. The objective was to capture the community's initial feedback and concerns. The City then used this feedback to develop the draft 'Traffic Management Plan for Lara and Little River' that responded to the initial concerns raised.

Stage Two

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

Stage Three

The purpose of this stage was to present the final 'Traffic Management Plan for Lara and Little River' to the Department of Transport and Regional Roads Victoria and to seek feedback on their responsibilities within the 'Plan'.

Stage Four

The final stage of the 'Traffic Management Plan for Lara and Little River' was to refine the actions and articulate the key priorities considering the feedback throughout all of the Study's engagement stages.

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

The City may have no control over some of the concerns raised that relate to the responsibilities of Department of Transport or Regional Roads Victoria.

Community Engagement

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

There were over 340 comments received which were consolidated into 179 different items and more than 281 people attended the various community sessions throughout the engagement.



13 COMMUNITY
ENGAGEMENT
SESSIONS



71 DAYS

of community
engagement



340+

survey responses

COMMUNITY ENGAGEMENT SESSIONS

Stage One

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

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

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

Stage Two

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

Stage Three

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

Outcomes

From the thirteen community sessions, on-line survey and 'have your say', a total 343 comments were raised, across a range of transport and infrastructure topics.

The 343 comments from the community relate to 179 individual items throughout the Lara community area, and have been articulated in the 'Traffic Management Plan for Lara and Little River' Plan.

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

Some of the 179 items in the Plan have been identified as short term actions and may have been completed, are in progress or have been identified and incorporated into 2019-20 programs. The remaining actions will continue to be developed and referred to future year programs or require additional funding through Council budget bid process or external funding grants.

Key Priority Actions

1) Truck movements through, within and around Lara township

Refer: Items 1 to 18

Concerns regarding truck movements through Lara have been an increasingly consistent concern raised by residents. Particularly those heavy vehicles and trucks associated with residential subdivisions and the quarries located along Sandy Creek Road. The key concerns regarding truck movements are that quarry trucks are creating amenity issues to residents, particularly along Branch Road, Forest Road North, Forest Road South, Windermere Road, Patullos Road, Station Lake Road and McClelland Ave. Our observations have shown that trucks use local roads to access the quarries and residential developments.

- An outcome of the 'Traffic Management Plan for Lara and Little River' has recommended revisions to truck route through Lara. The revisions are to consider all truck travel within Lara in order to identify suitable routes for truck haulage and truck travel times, which will result in recommendations to any changes of the Regional Roads Victoria approved Heavy Vehicle Routes.
- Background work has commenced on reviewing existing and potential truck routes, including the

consideration of the feedback received from community engagement to-date from this plan. Further engagement with the community will occur on the revised routes.

- The implementation of revisions will include the consideration of appropriate measure to restrict trucks from local streets, particularly those being used for 'through township' movement
- Interventions such as time curfews, load limits, appropriate signage, upgrades to alternate routes and reviewing the designated routes under the Regional Roads Victoria approved Heavy Vehicle Routes, will be considered as part of the implementation of revisions to truck routes in Lara.
- Significant investment will be required for such actions that require the upgrade or sealing of identified alternate routes.

2) 'Six-ways' intersection

Refer: Items 19 to 23

The Lara Community raised safety and accessibility issues in regards to the Six-Ways intersection;

- The issues raised varied from; access and safety for cyclists navigating through the roundabout, safety concerns with heavy vehicles moving through the roundabout, difficulty and safety concerns for pedestrians crossing at the roundabout, traffic congestion due to the volume of vehicles passing through the roundabout, vehicle speed and associated safety concerns, lighting within the roundabout, line marking within the roundabout and improvements to existing pedestrian crossing infrastructure to improve safety for pedestrians
- Regional Roads Victoria has undertaken community consultation on the design and layout of a new intersection for Six-ways. They recommended two options including a new roundabout or traffic signals at the intersection. In the short-term Regional Roads Victoria are in the process of finalising the design of the proposed new intersection. The feedback received from 'The Lara Traffic Management Plan' has been passed onto Regional Roads Victoria for their consideration in the design process. Once the design is finalised the construction of the new intersection will be submitted with other regional projects in Regional Roads Victoria's budget process.

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

Refer: Item 24

A recurrent theme throughout 'The Lara Traffic Management Plan' engagement related to the rail crossing of McClelland Avenue. Concerns specifically related to the congestion and safety of pedestrians and vehicles at the railway crossing, condition of the road surface across the rail tracks and delays for emergency vehicles wanting to cross the rail line. The grade separation would improve traffic movements from Station Lake Road to McClelland Avenue.

- During one of the community consultation sessions, Department of Transport discussed the grade separation (road over rail) issue with the community. The State Government's Level Crossing Removal Authority has this crossing listed on their 'top 300 sites for removal' and at the time of this Plan ranked 169 in Victoria.
- The Geelong to Melbourne rail corridor is being reviewed as part of the Western Rail Plan [Geelong to Melbourne rail corridor improvements for fast rail & electrification]. Future plans for the existing level crossing are unknown at this stage. This crossing is not one of the 75 funded grade separation sites across the state.
- The City will continue to advocate with the community to the State Government for the grade separation to be committed for delivery.

4) Review of speed limits on local roads

Refer: Items 25 to 42

The community identified a number of roads within Lara for speed reductions. The City has commenced reviewing these roads to assess the appropriateness of these requests and then develop and submit applications to Regional Roads Victoria to consider. The City has reviewed the requests and also consulted Victoria Police for their support of speed reductions on these identified roads. Speed limit applications were submitted to Regional Roads Victoria (RRV) commenced in July 2019 and are continuing with review

5) Lara Station car parking

Refer: Items 43 & 44

There is a demand for parking at the Lara Train Station during morning peak times. The community raised a number of comments in relation to Transport for Victoria's car parking associated with the Lara Train Station, these comments related to: Not enough car parking spaces within the Lara Station Car Park; Overflow parking occurring on unsealed areas within Lara Train Station; The overflow parking creating a safety hazard in Hicks Street; The overflow of parking into local roads creates amenity issues in surrounding streets.

Department of Transport have commenced investigating parking demands at each train station from Lara to Waurn Ponds as part of a Commuter Car Parking study. The study identifies requirements to meet growth in 2041.

The City will continue to advocate to the Department of Transport for interim measures to be considered, as well as implement measures to assist mitigating the impacts of overflow parking in surrounding local streets.

6) Intersection upgrades

Refer: Items 45 to 57

Community members commented on many intersections that are 'unsafe' for pedestrians and cyclists. The Lara Community requested the City and Regional Roads Victoria to investigate ways to improve safety at these intersections. Some of the concerns are related to poor intersection sight distance, issues with safety at intersections, poor safety due to high speeds of vehicles, and unsafe pedestrian crossing infrastructure;

The City has commenced discussing this intersections with Regional Roads Victoria to identify safe solutions. Any works within Forest Road South will be the responsibility of Regional Roads Victoria and will be subject to State Government funding.

7) Pedestrian and cyclists safety crossing upgrades

Refer: Items 58 to 73

The City has constructed Stage One of the Hovells Creek shared path, which extends from Station Lake Road to Flinders Avenue along Hovells Creek. This stage of the shared path did not include a crossing of Station Lake Road

in the scope of works. The community expressed concerns regarding the safety of crossing Station Lake Road, particularly school children at peak times. The City is reviewing the location to improve safety to pedestrians, cyclists and people using motorised mobility devices.

8) Footpath Works

Refer: Items 74 to 88

The community identified a number of roads that require footpaths for safe accessibility. In Lara there are many roads without footpaths. The City has listed all these requests for footpaths in addition to existing gaps previously identified.

9) Lighting Works

Refer: Items 89 to 91

The community identified a number of roads that require street lighting improvements to improve community safety. The City has commenced investigations to upgrade street lighting.

10) Traffic Management Works

Refer: Items 92 to 130

The community raised a number of traffic management issues that vary from school drop off and pick up, safe vehicle accessibility to traffic lane configurations and new road connections. All these issues are investigated, and solutions are been programmed into City's infrastructure works programs.

Further to this, the community have raised concerns about the volume and access to the gaol's located along Bacchus Marsh Road. The City is raising these concerns and will request appropriate signage to direct visitors to use Princes Freeway and Bacchus Marsh Road, to deter visitors from travelling through the Lara township.

11) Drainage Works

Refer: Items 131 to 134

The community raised four issues related to poor drainage. These matters were referred to the Lara Flood Study team to investigate.

12) Road Maintenance Works

Refer: Items 135 to 151

Road maintenance was one of the key items raised during the community sessions. In Lara there are many gravel roads that needs constant maintenance. Issues pertaining to road maintenance varied from pot holes, to grading gravel roads, to vegetation on the road shoulders.

13) Road Upgrade Works

Refer: Items 152 to 166

The Community identified roads for sealing due to the on-going safety issues, such as pot holes, dust and amenity. They requested these roads to be sealed and to have kerb and channel works and lighting.

14) Bridge Condition Works

Refer: Items 167 to 171

The community raised five items in regard to bridge conditions.

15) Environmental Works

Refer: Items 172 to 174

Lara residents requested the City improve roadside waste management, due to roadside 'rubbish dumping and littering'.

16) Landscape Works

Refer: Items 175 to 176

The community requested the City to improve beautification and landscaping works on Forest Road North to attract tourists visiting You Yangs Reserve.

17) Public Transport

Refer: Items 177 to 179

The last section refers to 'Public Transport' service times, new connection to Avalon Airport and direct bus services from Lara to Geelong.

THE ACTION PLAN

The 343 comments, concerns and feedback received from the community throughout the engagement process have identified 179 items and actions. Each action has been identified as Short, Medium or Long term response, with the associated responsible authority (being City of Greater Geelong, Regional Roads Victoria (formerly VicRoads), or Department of Transport.

Short Term Actions (1-2 years)

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

Medium Term Action (2-5 years)

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

Long Term Actions (5-10 years)

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

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

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

Action Plan

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
1. TRUCK MOVEMENTS THROUGH, WITHIN AND AROUND LARA TOWNSHIP								
1	Heavy Vehicles	6 Ways	Request to remove Heavy Vehicles from 6 Ways to improve safety.	City of Greater Geelong & Department of Transport	Potential solutions to address safety and amenity concerns with heavy vehicles are being considered as part of implementing revisions to the truck routes In Lara. Department of Transport will be a key partner in supporting revisions and ultimate approval to changes to the Heavy Vehicle Route register.	Short	Open	2019/20 - 2020/21
2	Heavy Vehicles	Branch Road	Request to restrict trucks along narrow Branch Road to improve amenity to residents, provide safety to cyclists and visitors to You Yangs Reserve. It was also noted many animal deaths on the road (Kangaroo deaths).	City of Greater Geelong & Department of Transport	As mentioned in the Outcome section of the Plan, various control measures and upgrades will be considered in reviewing the entire network of truck routes across Lara. Further detailed work is required to finalise the revisions and will involve further community engagement.	Short	Open	2019/20 - 2020/21
3	Heavy Vehicles	Forest Road North	Request to review truck travel in Forest Road North to improve amenity and truck issues.	City of Greater Geelong & Department of Transport	Upgrades to Sandy Creek Road are a critical factor in supporting trucks to use alternate routes and access Bacchus Marsh Rd. In addition to this, other measures will be considered, such as appropriate signage, time curfews and potential speed limit reductions. Department of Transport will be a partner in finalising these revisions.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
4	Heavy Vehicles	Forest Road North & South	Reducing Heavy Vehicles on Forest Road South - Forest Road South is a declared arterial road and the favoured route to carry truck traffic relative to local residential routes.	Department of Transport	The City have commenced the initial preparations of reviewing Lara truck routes. As an arterial road, we will require input and input from Regional Roads Victoria. Further action will be taken after the completion and acceptance of this Plan. The implementation will consider measures to appropriately direct trucks to desired routes, including potential time curfews and supporting directional signage. Enforcement of these time curfews will be a key step in implementing these actions.	Short	Open	2019/20 - 2020/21
5	Heavy Vehicles	Little River Ripley Road	Request to review the Little River Ripley Road for trucks to enter Bacchus Marsh Road via sandy Creek Road and avoid travelling south via Lara City Centre.	City of Greater Geelong	Upgrades to Sandy Creek Road are a critical factor in supporting trucks to use alternate routes and access Bacchus Marsh Rd. As Little River Ripley may be the connection between Sandy Creek Road and Bacchus Marsh Road, this will need further detail geotechnical investigation. In addition to this, other measures will be considered, such as appropriate signage, time curfews and potential speed limit reductions. Department of Transport will be a partner in finalising these revisions.	Short	Open	2019/20 - 2020/21
6	Heavy Vehicles	McClelland Avenue	Request to review existing truck advisory signs and also to install 'truck engine brake warning' signs.	City of Greater Geelong	City to investigate and remove 'truck advisory' signs and install 'truck engine brake signs'	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
7	Heavy Vehicles	McClelland Avenue	Request to review truck travel through McClelland Avenue.	City of Greater Geelong & Department of Transport	<p>As part of the revisions to truck routes through Lara, the need for McClelland Ave to support movement of through truck movement will be reviewed. Preliminary work has identified that the section of McClelland Ave between Avalon Road and the Geelong rail line is not required for truck access.</p> <p>The revisions to truck routes will also consider measures to appropriate direct trucks to desired routes, including potential time curfews and supporting directional signage.</p> <p>Department of Transport will provide in kind support to assist City to undertake the review and implement the outcomes.</p>	Short	Open	2019/20 - 2020/21
8	Heavy Vehicles	Patullos Road	Request to install new signs to reduce truck noise.	City of Greater Geelong	To investigate the need for 'truck engine brake signs'	Short	Open	2019/20 - 2020/21
9	Heavy Vehicles	Station Lake Road	Review to remove advisory truck route sign at station lake road.	City of Greater Geelong	The review of truck routes in Lara will consider the removal of advisory signs on Station Lake Road. The review will also consider measures to appropriate direct trucks to desired routes, including potential time curfews and supporting directional signage.	Short	Open	2019/20 - 2020/21
10	Heavy Vehicles	Little River Ripley Road	Request to seal and upgrade Little River Ripley Road to allow trucks to enter Bacchus Marsh Road. This would allow quarry trucks to travel	City of Greater Geelong	As part of City's long term strategic view to address quarry truck circulations, to review the need to seal and upgrade Little River Ripley Road between Bacchus Marsh Road & Sandy	Short - Medium	Open	2019/20 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
			north via Sandy Creek Road and use Little River Ripley Road and enter Bacchus Marsh Road.		Creek Road to promote quarry truck access to Bacchus Marsh Road will also be considered.			
11	Heavy Vehicles	Sandy Creek Road	Request to seal Sandy Creek Road between Granite Road & Little River Ripley Road to promote truck access to Bacchus Marsh Road.	City of Greater Geelong	In the 'short term', City to decide whether to upgrade Sandy Creek Road between Granite Road and Little River Ripley Road to promote quarry truck access to Bacchus Marsh Road via Little River Ripley Road. This will require significant investment.	Short - Medium	Open	2019/20 - 2024/25
12	Heavy Vehicles	Windermere Road	Request to restrict trucks movements along Windermere Road East, where there is a 'no truck' sign.	City of Greater Geelong	This was referred to Regional Roads Victoria to monitor and restrict trucks from travelling through the 'no truck' limits.	Short - Medium	Open	2019/20 - 2024/25
13	Heavy Vehicles	Forest Road South	Request to install 'new' load limits in Forest Road South to Canterbury Road.	City of Greater Geelong	New request to be reviewed by Regional Roads Victoria and considered in overall revisions	Short - Medium	Open	2021/22 - 2024/25
14	Heavy Vehicles	Little River Township	Request to identify the impact of trucks on the township	City of Greater Geelong	The proposed truck route revisions will identify the impact to Little River township due to quarry trucks and other heavy vehicles.	Medium - Long	Open	2024/25 - 2029/30
17	Heavy Vehicles	Mill Road	Request to restrict B-Double and introduce 5 Tonne Load limit	City of Greater Geelong & Department of Transport	Potential solutions to address safety and amenity concerns with quarry and other heavy vehicles will be considered as part of the revision to truck routes in Lara. Enforcement of	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
					these restrictions will be a key step in implementing these actions.			
18	Heavy Vehicles	Granite Road	Request to review and seal Granite Road as an 'alternative truck access' to Bacchus Marsh Road. Also review intersection upgrade at Bacchus Marsh Road to improve safe entry and exit.	City of Greater Geelong & Regional Roads Victoria	To review the need to upgrade Granite Road as part of the truck route revision.	Long	Open	2024/25 - 2029/30
2. 'SIX-WAYS' INTERSECTION								
19	Cycling	6 Ways	Improve bicycle access through the roundabout.	Regional Roads Victoria & City of Greater Geelong	Regional Roads Victoria have developed a low cost improvement including: Bike lanes within the 6 way roundabout to increase awareness of cyclists.	Short	Open	2019/20 - 2020/21
20	Pedestrians	6 Ways	Improve pedestrian infrastructure.	Regional Roads Victoria & City of Greater Geelong	Regional Roads Victoria to undertake an assessment of feasibility of pedestrian crossing infrastructure at the roundabout. Investigation Stage.	Medium	Open	2021/22 - 2024/25
21	Traffic Congestion	6 Ways	If appropriate, install traffic signals at the 6 ways to improve pedestrian safety, vehicle accessibility from Flinders Avenue and to	Regional Roads Victoria	Regional Roads Victoria have undertaken an assessment of the future needs of the intersection and the technical investigations identified traffic signals as the preferred treatment, which is supported by the Lara community. Regional Roads Victoria indicated	Long	Open	2024/25 - 2029/30

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
			reduce congestion during peak times.		that the construction of traffic signals will depend on future growth from Lara West and delays in peak hours. To gain full benefits from the intersection treatment, the whole east-west corridor needs to be upgraded. The cost of intersection upgrade ~\$12-15 Million.			
22	Traffic Management	6 Ways	Review 'No Stopping' limits on Forest Road South from the 6 way roundabout to improve traffic circulation.	City of Greater Geelong	To review existing location of the 'No Stopping' sign posts and take appropriate action to address any circulation issues in Forest Road South.	Short	Open	2019/20 - 2020/21
23	Traffic Speed	6 Ways	Request to install 40km/hr speed limit within the 6 way roundabout.	Regional Roads Victoria & City of Greater Geelong	Regional Roads Victoria will undertake a speed limit review in the 6 ways precinct, and determine if a lower limit is suitable.	Short	Open	2019/20 - 2020/21
3. GRADE SEPARATION OF THE GEELONG RAIL LINE AND MCCLELLAND AVENUE								
24	Traffic Congestion	Rail Overpass - At Lara Train Station	Request for a 'Rail Overpass or Underpass' at McClelland Ave level crossing to improve congestion and accessibility.	Department of Transport	The Geelong to Melbourne rail corridor is reviewed as part of the Western Rail Plan [Geelong to Melbourne rail corridor improvements for fast rail & electrification]. Future plans for the existing level crossing are unknown at this stage. Department of Transport states that this crossing is not one of the 75 funded grade separation sites across the state. The City have also written to the CEO of PTV requesting urgent maintenance to the existing crossing surface.	Long	Open	2024/25 - 2029/30

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
4. REVIEW OF SPEED LIMITS ON LOCAL ROADS								
25	Traffic Speed	Branch Road	The speed limit of 100km/hr is high. This road caters for cyclist & tourists to You Yangs. Reduce it to 80 Km/Hr between Flinders Avenue & Forest Road North.	City of Greater Geelong	To review Branch Road (between Flinders Avenue & Forest Road North) traffic speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21
26	Traffic Speed	Buckingham Street	Request to monitor vehicle speeds in Buckingham Street.	City of Greater Geelong	50 km/h signs installed. The average speed is 49.4 km/h [8 Feb 2019].	Short	Closed	
27	Traffic Speed	Forest Road North	Request to review and reduce existing posted speed limits between Branch Road & Windermere Road.	City of Greater Geelong	To review Forest Road North speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
28	Traffic Speed	Hicks Street	Request to reduce speed limits in Hicks Street (near Lara Train Station) between Bates Road & McClelland Avenue to 40km/h to improve pedestrian safety and vehicle movements.	City of Greater Geelong	To discuss speed reduction in Hicks Street to 40km/hr (between Bates Road & McClelland Avenue) with Regional Roads Victoria . City plans to improve Hicks Street line marking as part of this project. To address pedestrian safety & vehicle circulation, to discuss with Department of Transport and propose to install a footpath on the west side and to formalise existing parking bays to improve sight lines for motorists who are accessing the train station during peak times. Funding for the footpath works will be discussed with Department of Transport.	Short	Approved - Open	2019/20 - 2020/21
29	Traffic Speed	McClelland Avenue	Request to review and reduce posted speed limit of 80 km/hr in McClelland Avenue to improve safety for turning vehicles.	City of Greater Geelong	To review speed limits in McClelland Avenue and apply to Regional Roads Victoria for a speed reduction to improve safety to motorists. City to monitor.	Short	Approved - Open	2019/20 - 2020/21
30	Traffic Speed	Mill Road	Request to extend the existing 80km/h speed limit to Plains Road.	City of Greater Geelong	To reviewing Mill Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Approved - Open	2019/20 - 2020/21
31	Traffic Speed	Patullos Road	Request to reduce posted speed limit to 60km/hr in Patullos Road to provide safety to turning vehicles at O'Halloran's Road.	City of Greater Geelong	To review Patullos Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
32	Traffic Speed	Peak School Road	Request to review and reduce posted speed limit to 80km/h.	City of Greater Geelong	Peak School Road is a gravel 100km/h road. to review Peak School Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21
33	Traffic Speed	Perkins Road	Request to review and maintain 60 km/h and 5T load limit.	City of Greater Geelong	No change to existing conditions proposed at this time. To monitor traffic speeds.	Short	Closed	
34	Traffic Speed	Plains Road	Request to review and reduce speed limit to 80km/h, due to gravel surface.	City of Greater Geelong	Plains Road is a gravel 100km/h road. To review Plains Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21
35	Traffic Speed	Sandy Creek Road	Request to review & reduce speeds to 80 km/h.	City of Greater Geelong	The average speed was 94.1km / hr (Oct 2017), between Granite Rd & Forest Rd North. To review Sandy Creek Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21
36	Traffic Speed	Walkers Road	Request to reduce posted speed limit to 40 km/h.	City of Greater Geelong	Further investigation required. Average speed of vehicles in Walkers Road is 40.3 km/h. (21 Nov 2017) [In 2010, the average speed was 46.2 km/h]. Based on the existing, no speed limit reduction required.	Short	Closed	

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
37	Traffic Speed	Waverley Road	Requests to reduce posted speed limits to 40km/hr or install 50km/hr signs, due to schools and kindergartens nearby.	City of Greater Geelong	To review Waverley Road speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Short	Open	2019/20 - 2020/21
38	Traffic Speed	Windermere Road	Request to review and reduce posted speed limits near Serendib Sanctuary.	City of Greater Geelong	This road has a posted speed limit of 80km and the average speed of vehicles was 78.5 km/h. (8 Mar 2019). The posted speed limit is consistent with the environment and 'Speed Limit Guidelines' to install 'stop/Look/Listen' warning signs on the footpath to promote safety to pedestrians. To monitor.	Short	Open	2019/20 - 2020/21
39	Traffic Speed	Curlettes Road	Request to review and reduce posted speed limits.	City of Greater Geelong	New request to be reviewed	Short	Open	2021/22 - 2024/25
40	Traffic Speed	Buckingham Street	Request to review and reduce posted speed limits due to two 'early learning / child care centres' on this street.	City of Greater Geelong	New request to be reviewed	Short	Open	2021/22 - 2024/25
41	Traffic Speed	Flinders Avenue	Request to review and slow existing speed limits. This is unsafe for cyclist to ride in 100 km/h zone.	City of Greater Geelong	To review Flinders Avenue speeds according to 'Speed Limit Guidelines' and if warrants are met, a formal speed reduction application will be forwarded to Regional Roads Victoria.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
42	Traffic Speed	Canterbury Road / Canterbury Road East	Request to consider installing traffic calming in Canterbury Road West to reduce entering vehicle speeds to Forest Road South.	City of Greater Geelong	Investigated this intersection and have completed gathering data via 'traffic classier counts'. To identify most appropriate LATM treatment and then it would be listed in the Capital Works Program.	Medium - Long	Open	2024/25 - 2029/30
5. LARA STATION CAR PARKING								
43	Traffic Management	Lara Railway Station - commuter parking on local roads	Request to review existing on road parking in Local roads due to commuter parking demands.	City of Greater Geelong	Commenced investigating parking occupancy levels in local streets (Bates Road, Clover Street, Lockyers Road and Hicks Road past bates Road).	Short	Open	2019/20 - 2020/21
44	Public Transport	Lara Train Station Car Park shortages	Request to improve car parking shortage and to improve 'Park & Ride' at Lara station.	Department of Transport	Department of Transport has undertaken a study that investigated the existing capacity and occupancy of both on and off-street parking at Lara Station. The Strategy estimated that an additional 1,200 car parking spaces could be required at Lara station by 2041 based on forecasted patronage. The Department of Transport have not indicated any immediate actions.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
6. INTERSECTION UPGRADES								
45	Traffic Management	Intersection - Forest Road South and Canterbury Road	Request to review the roundabout at this intersection. This has become a high risk accident zone due to limited sight lines from Forest Road South.	Regional Roads Victoria	To discuss improvements with Regional Roads Victoria.	Short - Medium	Open	2019/20 - 2024/25
46	Traffic Management	Intersection - Forest Road South and Buckingham Street	Regional Roads Victoria is investigating to install traffic lights at Forest Road South and Buckingham Street to improve access.	Regional Roads Victoria	Regional Roads Victoria have not commenced any detail designs or assessments of this intersection. To install traffic signals, it may cost up to \$2 million.	Medium - Long	Open	2024/25 - 2029/30
47	Traffic Management	Intersection - Curlettes Road & Flinders Avenue	Request to review the location of 'STOP' sign post – it is set too far back.	City of Greater Geelong	To review and rectify the sign location as required.	Short	Open	2019/20 - 2020/21
48	Traffic Management	Intersection - Heales Road & Broderick Road	Request to improve dangerous intersection, due to see-through effect.	City of Greater Geelong	Traffic Signal works have commenced at this intersection to improve safety.	Short	Closed	
49	Traffic Management	Intersection of Mill Road & Windermere Road	Request to improve intersection for turning vehicles.	City of Greater Geelong	Additional hazard markers will be installed to stop vehicles driving between the hazard markers when approaching Mill Road.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
50	Traffic Management	Intersection Old Melbourne Road & McIntyre Road	Request to improve this unsafe intersection for motorists.	City of Greater Geelong	There are no immediate plans to do any works.	Short	Closed	
51	Traffic Management	Intersection - You Yangs Road & Little River Ripley Road	Request to review unsafe intersection for motorists.	City of Greater Geelong	To upgrade faded line marking in Little River Ripley Road at the intersection and re-locate existing advance warning signs to prominent locations in You Yangs Road. These changes would improve safety and reduce the existing see through effect. to monitor this intersection.	Short	Open	2019/20 - 2020/21
52	Traffic Management	Intersection Avalon Road & Watts Street	Request to review and improve safety at this intersection due to high speeds of vehicles from Princes Highway Off Ramp or Service Road.	Regional Roads Victoria	Reduction of speed limits near the Avalon Rd/Watts St intersection are underway	Short	Open	2019/20 - 2020/21
53	Traffic Management	Intersection Bacchus March and Geelong Road	Request to review traffic signal timing to allow longer green arrow time.	Regional Roads Victoria	Referred to Regional Roads Victoria to review and rectify as appropriate.	Short	Open	2021/22 - 2024/25
54	Traffic Management	Intersection Curlettes Road & Flinders Avenue.	Request to review and install new roundabout at this intersection.	City of Greater Geelong	New request to be reviewed	Short	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
55	Traffic Management	Intersection Little River Ripley & Kirks Bridge Road	Request to investigate and install splitter islands and to improve the existing pavement surface due to 'hooning' activities.	City of Greater Geelong	Completed constructing a splitter Island to improve the safety at this intersection. New line marking and signage have also been installed. (installed May 2019)	Short	Closed	
56	Traffic Management	Intersection of Patullos Road, Elcho Road, and O'Halloran's Road	Request to review safety and accessibility at this intersection due to on-going residential development work.	City of Greater Geelong	To investigate this further with Lara West (Manzeene Village Developments).	Medium - Long	Open	2024/25 - 2029/30
57	Traffic Management	Intersection Windermere Road & Forest Road North	Request to review and remove tree branches blocking sight lines for motorists.	City of Greater Geelong	Issued instructions to prune branches to improve sight lines. New advance warning signs and speed limit signs will be programmed to improve safety. City to monitor.	Short	Open	2019/20 - 2020/21
7. PEDESTRIAN AND CYCLISTS SAFELY UPGRADES								
58	Cycling / Pedestrian	Canterbury Road / Canterbury Road East	Request to consider installing a dedicated bike lane or pedestrian and cyclist infrastructure or a 'Shared path' connection, linking Grand Lakes (via Elcho drain line) to Rennie Street.	City of Greater Geelong	To review as per existing Principal Bicycle Network (PBN). Path being included and constructed with the delivery of the Elcho drain line.	Medium	Open	2021/22 - 2024/25
59	Cycling	School Access	Request information on PBN bike plans to provide access	City of Greater Geelong	To investigate as per Principal Bicycle Network (PBN).	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
			to schools and Windermere Road accessibility.					
60	Cycling	Flinders Avenue	Request to widen Flinders Avenue from Windermere Road to Branch Road.	City of Greater Geelong	Currently being investigated, with the first stage being considered alongside Serendip Sanctuary (with Parks Victoria).	Short - Medium	Open	2019/20 - 2024/25
61	Cycling	Toynes Road	Request to install a bicycle path connection to 'You Yangs Reserve' via Toynes Road.	City of Greater Geelong	Needs further investigation.	Short - Medium	Open	2019/20 - 2024/25
62	Cycling	Waverley Road	Request to install bicycle lanes.	City of Greater Geelong	To install bicycle lanes as part of 'Lara Sports Precinct Master Plan'. These will be off-road paths.	Short - Medium	Open	2019/20 - 2024/25
63	Cycling	You Yangs Reserve	Request to install 'Bicycle Directional Signage' within Lara to key activity centres / You Yangs Reserve / Train Stations and Townships.	City of Greater Geelong	These requests will be carried out as per PBN projects.	Short - Medium	Open	2019/20 - 2024/25
64	Cycling	Flinders Avenue	100km/hr speed zone in Flinders Avenue is unsafe for cyclist.	City of Greater Geelong	Pending the investigations and design into appropriate cycling facilities, a speed limit reduction may be required.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
65	Cycling	Forest Road South	Request to widen Forest Road South to have footpaths and bike lanes (off road) and have dual lanes.	Regional Roads Victoria	Regional Roads Victoria has developed a project scope to complete shoulder sealing works between Canterbury Road and the Wool Stores to connect bike lanes and will continue to be considered in road upgrade programs. The preference is to provide off road path connections, with the strategic cycling corridors.	Medium	Open	2021/22 - 2024/25
66	Cycling	Station Lake Road	Requests to provide wider cycle and pedestrian path and links to existing and future proposed paths.	City of Greater Geelong	There are bicycle paths in Station Lake Road. The City will also be considering connections to the newly constructed Hovells Creek Path to the service lanes along Station Lake Road.	Medium	Open	2021/22 - 2024/25
67	Cycling	Forest Road North	Request to review and install bicycle lanes/paths to You Yangs Reserve along Forest Road North. Also improve the road between Thomas Road & Patullos Road.	City of Greater Geelong	The need for bike paths in Forest Road North would be investigated in conjunction with Flinders Avenue.	Long	Open	2024/25 - 2029/30
68	Pedestrians	Forest Road South	Request to convert school crossing into a signalised pedestrian crossing.	Regional Roads Victoria	Regional Roads Victoria states that following the installation of the electronic school speed limit signs, requests for traffic signals at the crossing have been made. as undertaken a detailed design and estimate of the pedestrian crossing and is suitable for considering for funding (not funded). Likely cost of \$0.35-\$0.4 Million.	Medium	Open	2019/20 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
69	Pedestrians	Intersection - Forest Road South & Bank Street	Request to provide safe pedestrian crossing infrastructure near Bank Street and Police Station.	Regional Roads Victoria	Regional Roads Victoria to undertake feasibility assessment of new crossing point in Forest Road South.	Short	Open	2019/20 - 2020/21
70	Pedestrians	Intersection - Walkers Road and Curlettes Road. Roundabout	Request to investigate and improve safety to pedestrians at the roundabout.	City of Greater Geelong	To install a pram ramp at this intersection to promote safe pedestrian crossing.	Short - medium	Open	2019/20 - 2024/25
71	Pedestrians	Rennie Street	Request to improve Hovells Creek shared path near Rennie St.	City of Greater Geelong	This requires further investigation and funding to implement rectification.	Short - Medium	Open	2019/20 - 2024/25
72	Pedestrians	Walkers Road	Requests to address pedestrian crossing needs.	City of Greater Geelong	To install a Wombat crossing near Library in Walkers Road. Referred to Capital Works Program – 5+ financial years.	Medium	Open	2021/22 - 2024/25
73	Pedestrian Bridge	Lara Pedestrian Bridge -Lara Train Station	Review the need to have a pedestrian bridge connecting Lara Railway Station and Mill Road.	Department of Transport	The Geelong to Melbourne rail corridor is being reviewed as part of the Western Rail Plan. This plan will consider Local and State Planning Policies, including the Lara Structure Plan which has identified a need for this connection.	Long	Open	2024/25 - 2029/30
8. FOOTPATH WORKS								
74	Footpaths	Altair Street	Provide missing footpaths.	City of Greater Geelong	Altair Street listed in the 'Footpath Customer Commitments Register'. This will be	Long	Open	2024/25 - 2029/30

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
					considered as a 'Special Rates & Charges' (SRC) Scheme.			
75	Footpaths	Antares Avenue	Provide missing footpaths to improve safety to school children.	City of Greater Geelong	Antares Avenue listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
76	Footpaths	Buckingham Street	Request to complete missing footpath between Windsor & Francis street.	City of Greater Geelong	Buckingham Street listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Short	Open	2019/20 - 2020/21
77	Footpaths	Canopus Cres	Request new footpath connections	City of Greater Geelong	New request to be reviewed	Long	Open	
78	Footpaths	Curlettes Road	Requests to improve existing 'old bitumen footpath', on the east side (north of Flinders Avenue).	City of Greater Geelong	New request to be reviewed	Long	Open	
79	Footpaths	Flinders Avenue	Request to improve footpath and guttering along Flinders Avenue.	City of Greater Geelong	Flinders Avenue listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
80	Footpaths	Forest Road North	Request to review and install footpath to You Yangs Reserve from Thomas Road.	City of Greater Geelong	Investigated and due to its rural character, this was not listed this in the 'Footpath Customer Commitments Register'.	Long	Closed	

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
81	Footpaths	Forest Road North	Request to provide a footpath connection from Thomas Road to the Creek.	City of Greater Geelong	Investigated and listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Short	Open	2019/20 - 2020/21
82	Footpaths	Intersection of Curletts Road & Flinders Avenue	Requests to improve safety at this intersection for pedestrians by installing safety fencing.	City of Greater Geelong	New request to be reviewed	Medium	Open	
83	Footpaths	Mill Road	Request to complete missing footpaths.	City of Greater Geelong	the west side of Mill Road (between Alkara Avenue & Lewton Road) included into the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
84	Footpaths	Patullos Road	Request to complete missing footpaths.	City of Greater Geelong	Patullos Road Listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Medium - Long	Open	2024/25 - 2029/30
85	Footpaths	Perkins Road	Request to complete missing footpaths.	City of Greater Geelong	Investigated and due to its rural character, this was not listed this in the 'Footpath Customer Commitments Register'.	Long	Closed	
86	Footpaths	Rigel Road	Request new footpath connections	City of Greater Geelong	New request to be reviewed	Long	Open	

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
87	Footpaths	Station Lake Road	Requests to complete missing footpaths between Forest Road South & Howells creek Bridge.	City of Greater Geelong	Station Lake Road listed in the 'Footpath Customer Commitments Register'. This will be considered as a 'Special Rates & Charges' (SRC) Scheme.	Medium - Long	Open	2024/25 - 2029/30
88	Footpaths	Waverly Road	Request new footpath connections	City of Greater Geelong	New request to be reviewed	Medium - Long	Open	
9. LIGHTING WORKS								
89	Lighting	Forest Road North	Improve street lighting along Forest Road North from 6 way.	City of Greater Geelong	Inspected this site and all burnt out lights will be replaced as per City of Greater Geelong lighting policy.	Short	Open	2019/20 - 2020/21
90	Lighting	McClelland Avenue & Clover Street	Request to improve street lighting at this intersection.	City of Greater Geelong	New requests to be reviewed	Short	Open	
91	Lighting	Station Lake Road	Request to improve street lighting on Station Lake Road between 6 Way & Hume Bridge.	City of Greater Geelong	New requests to be reviewed	Short	Open	2019/20 - 2020/21
10. TRAFFIC MANAGEMENT WORKS								
92	School pick up / drop off	Lara Lake School	Request to review 'Lara Lake School' pick up/drop off as it blocks the traffic in the morning and afternoon.	City of Greater Geelong	Contacted the school with parking solutions.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
93	Traffic Congestion	Railway Crossing & McClelland Avenue	Request to review existing single lane at railway crossing and if possible, restore two lanes.	City of Greater Geelong	Reduced this to a single lane to improve pedestrian safety at the railway crossing. Insufficient width to accommodate two safe travelling lanes. No further remedial action will be taken at this stage. This may be further reviewed with any works carried out by VicTrack to upgrade the crossing surface and pedestrian facilities.	Short	Closed	
94	Traffic Management	Road connection to Freeway	Request for another 'Road connection to the freeway' to improve congestion and accessibility.	Department of Transport	New request to be reviewed		Open	
95	Traffic Management	Alfred Street	Investigate Fisher Street & Alfred Street to improve traffic safety and accessibility.	City of Greater Geelong	Installed warning signs to improve safety to motorists.	Short	Closed	
96	Traffic Management	Bacchus Marsh Road	Request to install dual lanes and overtaking lanes in Bacchus Marsh Road.	Regional Roads Victoria	Regional Roads Victoria - To improve capacity in Bacchus Marsh Road, Regional Roads Victoria states that the initial assessment on timing of duplication and upgrade is medium term. Future road duplication will be based on future growth from North West Geelong Growth Areas (NWGGA) developments. There are a number of 'triggers' that are considered when prioritising major upgrades, including the	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
					safety performance, delay and future growth expectations. Regional Roads Victoria continues to monitor the operation of the road.			
97	Traffic Management	Bacchus Marsh Road	Request to review and improve traffic signal timing at the intersection of Geelong Road and Bacchus marsh Road.	Regional Roads Victoria	Regional Roads Victoria to review and make the necessary changes.	Short	Open	2019/20 - 2020/21
98	Traffic Management	Bank Street	Request to investigate and improve vehicle access into Forest Road South from Banks Street. Also remove the existing concrete channelling in Forest Road South to improve driver comfort.	City of Greater Geelong	These conditions are similar to any other side street located near an arterial roadway. The concrete channel is for drainage control as per other streets. No further action will be taken.	Short	Closed	
99	Traffic Management	Broderick Road	Request to re-consider 'On & Off Ramp' at Broderick Road and Geelong Ring Road.	Regional Roads Victoria	Regional Roads Victoria states that a re-assessment of the feasibility of access ramps at Broderick Road are now required. An investigation is also needed to identify ways to improve the current route, and links to the Geelong Ring Road to the Port of Geelong.	Medium	Open	2021/22 - 2024/25
100	Traffic Management	Buckingham Street	Request to investigate and improve vehicle access into Forest Road South. Also review the driveability across the concrete channelling across	City of Greater Geelong	The concrete channel if for drainage control as per other streets. In regard to access, the conditions are similar to any other side street located near an arterial roadway. Additional Local Area Traffic Management (LATM) works programmed 5+ financial years.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
			Buckingham Street. Review on road parking and through traffic conflicts.					
101	Traffic Management	Coles Car Park Access	Request to review vehicle movements between Coles & Woolworths across Waverley Road.	City of Greater Geelong	City to monitor.	Short	Open	2019/20 - 2020/21
102	Traffic Management	Forest Road South	Review the future use of the 'disused train tracks' across Forest Road South.	City of Greater Geelong	Discussed this with Regional Roads Victoria. This would be kept for future Heales Road Industrial precinct users.	Long	Closed	
103	Traffic Management	Gibbons Road	Request to close road due to dust and safety issues. Also review road to be sealed or upgraded.	City of Greater Geelong	Road closed to improve amenity and safety to residents. City officers recommend that Gibbons Road to remain closed permanently. City completed installing 'No Through Road' signs.	Short - Medium	Open	2019/20 - 2024/25
104	Traffic Management	Heales Road	Request to review the long term strategic need to link Heales Road to O'Halloran's Road.	City of Greater Geelong	To review the long term, need for an additional north – south connection. Need further investigation.	Long	Open	2024/25 - 2029/30
105	Traffic Management	Karnton Close	Request Regional Roads Victoria to investigate ways to improve intersection and vehicle accessibility.	City of Greater Geelong	To discuss appropriate solutions with Regional Roads Victoria.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
106	Traffic Management	Kees Road	Request to realign Kees Road to Forest Road North (before the roundabout).	City of Greater Geelong	Regional Roads Victoria do not support Kees Road realignment. Regional Roads Victoria carried out an assessment (including traffic modelling) and found out that limited width in Forest Road north for turning lanes at the new intersection to Kees Road, more delays due to required extra green time for Forest Road North and the increase in total delay at the 6-way intersection.	Long	Closed	
107	Traffic Management	Kees Road off-road car park	Request to re-design off street car park to improve pedestrian safety and vehicle circulation.	City of Greater Geelong	To survey and prepare concept plans to improve parking and pedestrian safety.	Medium	Open	2021/22 - 2024/25
108	Traffic Management	Lara Community Centre	Request to review the location of the bus stop outside Lara community centre. States that this obstructs 'sight view' of cars pulling out of the community centre car park.	City of Greater Geelong	To work with the Community Centre to resolve this issue.	Short	Open	2019/20 - 2020/21
109	Traffic Management	Lara - directional signage	Request the need for directional signage leading people from Avalon Airport to tourism sites, Lara, Little River townships, Serendib & You Yangs Reserve.	City of Greater Geelong	To discuss with key stakeholders to identify the key locations for these signs and funding sources.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
110	Traffic Management	Manzeene Avenue	Request to review and improve 'Left & Right Turn lanes' from Patullos Road.	City of Greater Geelong	Investigated the existing Left & Right Turn lanes from Patullos Road. No safety issues identified.	Short	Closed	
111	Traffic Management	McClelland Avenue	Requests to improve property access from McClelland Avenue. Requests the need for a Service Road for properties located close to Avalon Road.	City of Greater Geelong	To investigate property access. Works to seal a shoulder for those properties between Austin Street and Avalon Road will be considered with the works occurring for McClelland Avenue, subject to funding.	Short	Open	2019/20 - 2020/21
112	Traffic Management	McClelland Avenue	Requests more police enforcement.	City of Greater Geelong	This has a posted speed limit of 80km/average speed of vehicles was 73.2 km/h. (29 Mar 2018), between Austin St & Avalon Rd. CoGG to monitor.	Short	Open	2019/20 - 2020/21
113	Traffic Management	McClelland Avenue	Requests to install 'Left Turn & Right Turn Lanes' in McClelland Avenue to provide safety to turning facilities for vehicles.	City of Greater Geelong	Constructing three turn lanes in McClelland Avenue (Locations: Clover Street, Gum Drive, Austin Street & Abbey Drive) in 2019/20.	Short	Closed	
114	Traffic Management	McClelland Avenue & Abbey Drive	Request to improve intersection treatment to provide safety for turning traffic.	City of Greater Geelong	New requests to be reviewed	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
115	Traffic Management	McIntyre Road	Request to review existing (in-correct) directional signage in Bacchus Marsh Roads which sends motorists via Lara.	Regional Roads Victoria	Signage has been completed by Regional Roads Victoria.	Complete	Closed	
116	Traffic Management	Other	Requests to have more 'entry/exits' from Rennie / Canterbury Road to the Freeway.	Regional Roads Victoria	Further action will be taken after the completion and acceptance of this plan.	Long	Open	2024/25 - 2029/30
117	Traffic Management	Other	Request to investigate the 'caution lights on the corner (behind Coles truck bay), due to cars travelling fast around the corner and other vehicles have to pull up quickly due to congestion. The sight lines is an issue. This happens mainly at school times and at train times.	City of Greater Geelong	To investigate this to identify any safety issues.	Short	Open	2019/20 - 2020/21
118	Traffic Management	Patullos Road	Request to investigate car parking issues in front of the shops. Many cars doing U Turn outside Six Ways.	City of Greater Geelong	To discuss these issues with key stakeholders and Regional Roads Victoria as part of the 6-way designs.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
119	Traffic Management	Patullos Road	Request to provide a 'Left Turn lane' into Bath Street from Patullos Road.	City of Greater Geelong	There are Right Turn lanes from Patullos Road into Bath Street. Introducing a new Left Turn from Patullos Road into Bath Road requires major culvert upgrade works to provide better turning radius. Need further investigation.	Medium	Open	2021/22 - 2024/25
120	Traffic Management	Peak School Road	Request to review the need to upgrade Peak School Road due to Lara Prison Precinct expansion and as a possible East-West connection.	City of Greater Geelong	The Department of Transport identified new truck route revisions would identify the purpose of Peak School Road. To monitor and collect traffic data.	Long	Open	2024/25 - 2029/30
121	Traffic Management	Peak School Road	Request to review and install 'Stop' signs at Mill Road (corner of McIntyre Road) to stop cars speeding through 'Give Way' sign. Also review and change 'directional signage' installed by Regional Roads Victoria in Bacchus Marsh Road.	City of Greater Geelong & Regional Roads Victoria	To review existing 'Give Way' signs in Peak School Road and if required change them to 'Stop' signs as per guidelines. The corresponding intersections are: Forest Road North, Flinders Avenue & Mill Road. to discuss 'Directional Signs' with Regional Roads Victoria and request Regional Roads Victoria to review and change as required.	Short	Open	2019/20 - 2020/21
122	Traffic Management	Peak Street	Accessing Station Lake Road from Peak Street during peak times is an issue. Request to review the provision for 'Right Turn lanes' in Station Lake Road.	City of Greater Geelong	There are gaps in traffic that allows vehicles to merge into Station Lake Road. No action is proposed at this stage. to monitor.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
123	Traffic Management	Plains Road	Request to maintain 5T load limit.	City of Greater Geelong	No changes suggested. This will be investigated further as part of the implementation of the truck route revisions.	Medium	Open	2021/22 - 2024/25
124	Traffic Management	Roundabout - Rennie Rd & McClelland Ave	Request to review school time 'drop off & pick' for safety concerns.	City of Greater Geelong	Installed cameras to identify safety issues during school drop off & pick up times to review this further.	Short - Medium	Open	2019/20 - 2024/25
125	Traffic Management	Sandy Creek Road	Request for Vic Police presence to stop 'Hoon behaviour'.	City of Greater Geelong	Vic Police is aware of 'hoon' behaviour. City and Vic Police to monitor.	Short	Open	2019/20 - 2020/21
126	Traffic Management	Sandy Creek Road	Request to improve driver visibility at the intersection of Branch Road and Forest Road North.	City of Greater Geelong	To investigate this intersection in order to improve safety by installing curve warning signs, upgrade existing drainage infrastructure and improve line marking. This would be considered as a new budget item.	Medium	Open	2021/22 - 2024/25
127	Traffic Management	Smeaton Close	Request to improve parking facilities.	City of Greater Geelong	City investigated - no parking issues.	Short	Closed	
128	Traffic Management	St Laurence Park Retirement Village	Request to review and improve this intersection at 'St Laurence Park Retirement Village' and Station lake Road.	City of Greater Geelong	City to discuss this with Regional Roads Victoria, to identify the intersection treatment and to identify if it meets the warrants for a roundabout.	Short	Open	2019/20 - 2020/21

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
129	Traffic Management	Station Lake Road	Request to review and install 'left turn and right turn turning lanes' in Station Lake Road. This is mainly to reduce damage to shoulders.	City of Greater Geelong	City to investigate these intersections in Station Lake Road to see if it meets the warrants to install turning lanes. If warrants are met, then City will proceed with the work.	Medium - Long	Open	2024/25 - 2029/30
130	Traffic Management	You Yangs Road	Request to install 'directional signage for cyclist' from Werribee and Little River to You Yangs Reserve and Melbourne Road.	City of Greater Geelong	City to investigate this further as part of the Principle Bicycle Network (PBN)	Medium	Open	2021/22 - 2024/25
11. DRAINAGE WORKS								
131	Drainage	Intersection - Forest Road North & Windermere Road	Request to review and improve existing poor drainage issues at the roundabout	City of Greater Geelong	City to review new request.	Short	Open	2019/20 - 2020/21
132	Drainage	Sandy Creek Road	Request to install a new 'culvert' at the low point in Sandy Creek Road to reduce water damage to road.	City of Greater Geelong	Programmed to be installed as per 'Drainage Works Program'.	Medium	Open	2021/22 - 2024/25
133	Drainage	Walkers Road	Request to improve drainage issues (driveway access and particular under trees).	City of Greater Geelong	City to carry out improvement works from Mill Road to Waverley Road include roundabout at east end and finish at rail crossing.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
134	Drainage	Hicks Road	Request to improve drainage along Hicks Road, with a spoon drain.	City of Greater Geelong	New request to be reviewed		Open	
12. ROAD MAINTENANCE ITEMS								
135	Road Maintenance	Avalon Road	Request to investigate and repair the 'dip' in Avalon Road. It's located on the highway in the direction of 'Melbourne bound'.	Regional Roads Victoria	Regional Roads Victoria will determine appropriateness of warning signage	Short	Open	2019/20 - 2020/21
136	Road Maintenance	Bacchus Marsh Road	Request to investigate and repair road surface.	Regional Roads Victoria	Regional Roads Victoria to inspect Bacchus Marsh Road and prioritise works according to safety and risk.	On-Going	Open	
137	Road Maintenance	Forest Road North	Improve road surface between Thomas Road & Patullos Road due to many potholes and edge breaks.	City of Greater Geelong	Raised work orders for edge break and pothole repairs.	Short	Open	2019/20 - 2020/21
138	Road Maintenance	Forest Road South	Request to resurface Forest Road South from Six ways to Heales Road. Improve road surface near both school crossings.	Regional Roads Victoria	To repair Forest Road South, Regional Roads Victoria has identified repairs between Station Lake Road & Canterbury Road and repairs between Canterbury Road and Heales Road, to be prioritised in road upgrade programs.	Short - Medium	Open	2019/20 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
139	Road Maintenance	Intersection McClelland Ave & Avalon Road	Request to improve faded line marking at the intersection.	City of Greater Geelong	Resurfaced McClelland Avenue between Clover Street to Avalon Road under the spray seal program. (Work carried out in May 2019)	Short	Closed	
140	Road Maintenance	McClelland Avenue & Clover Street	Request to improve line marking at this intersection.	City of Greater Geelong	New requests to be reviewed	Short	Open	
141	Road Maintenance	Mill Road	Request to repair damaged road shoulders.	City of Greater Geelong	This will be referred to maintenance unit.	Medium	Open	2021/22 - 2024/25
142	Road Maintenance	Minns Road	Minns Road in Little River, need road maintenance and road upgrading.	City of Greater Geelong	This was referred to maintenance unit. Currently being re-sheeted, however this has been placed on hold until the weather has improved.	Short	Open	2019/20 - 2020/21
143	Road Maintenance	O'Halloran's Road	Review and repair damage road surface within the local area.	City of Greater Geelong	This was referred to maintenance unit.	Short - Medium	Open	2019/20 - 2024/25
144	Road Maintenance	Railway Crossing & McClelland Avenue	Request to repair road surface at the railway crossing section for pedestrians.	Vic Rail	Recent observations showed that Vic Rail has repaired this section. Requires further attention.	Short	Open	
145	Road Maintenance	Sandy Creek Road	Request to repair damaged road surface (pot holes) and shoulders.	City of Greater Geelong	This was referred to maintenance unit.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
146	Road Maintenance	Thomas Road	Request to review and improve road maintenance.	City of Greater Geelong	This was referred to maintenance unit.	Medium	Open	2021/22 - 2024/25
147	Road Maintenance	Bath Street	Request to investigate road surface damage due to the new bus route (both ways)	City of Greater Geelong	The road surface is in good condition. No further action required.	Short	Closed	
148	Road Maintenance	Farras Road	Request to repair damaged road surface between Branch Road and You Yangs Road.	City of Greater Geelong	Maintenance unit issued a 'Work Order' to rectify 'edge breaks' in Farras Road.	Short - Medium	Open	2019/20 - 2024/25
149	Road Maintenance	Flinders Avenue	This road needs a complete resurface due to pot holes.	City of Greater Geelong	Maintenance unit issued Work Orders to repair edge breaks and potholes.	Short	Open	2019/20 - 2020/21
150	Road Maintenance	Little River Ripley Road	Request to repair road surface between Kirks Bridge road and You Yangs Road.	City of Greater Geelong	Maintenance unit - Work Order issued for an edge break which will be addressed by the end June.	Short	Open	2019/20 - 2020/21
151	Road Maintenance	Lara	Requests to improve road surface conditions in – Bath Street, Buckingham Street to Forest Road, Flinders Avenue, Kees Road, McClelland Avenue, Lewton Road, Avalon Road and Station Lake Road.	City of Greater Geelong	This was referred to maintenance unit.	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
13. ROAD UPGRADE WORKS								
152	Road Upgrade	Branch Road (Farras Road – Flinders Avenue)	Request to improve road surface condition and drainage issues.	City of Greater Geelong	This request is included in the 'Road Surfacing Reseal Program'. Work includes 'two coats of spray seal (10mm / 7mm).	Short	Open	2019-2020 (~ \$138,000)
153	Road Upgrade	Constantine Drive	Request to seal this road.	City of Greater Geelong	Constantine Drive would be considered as a 'Special Rates & Charges' (SRC) Scheme.	Long	Open	2024/25 - 2029/30
154	Road Upgrade	Gibbons Road (Bacchus Marsh Road to Gravel Road –Sealed section)	Review and improve road condition from Bacchus Marsh Road to Gravel section.	City of Greater Geelong	Included in the 'Road Surfacing Reseal Program' to complete Two Coats Spray Seal 10mm / 7mm.	Short	Open	2019-2020 (~ \$16,000)
155	Road Upgrade	Gibbons Road (Soccer Club Entry)	Improve condition of road surface near the football club entry.	City of Greater Geelong	This is included in the 'Road Surfacing Asphalt Program' to complete patching & 35mm Overlay –Intersection works.	Short	Open	2019-2020 (~\$11,000)
156	Road Upgrade	Glenoe Drive	Residents in Glenore Drive requested CoGG to review and seal the road to improve dust and corrugations issues.	City of Greater Geelong	Glenoe Drive would be investigated and implemented under a 'Special Rates & Charges Scheme' (SRC).	Long	Open	2024/25 - 2029/30
157	Road Upgrade	Kees Road	Upgrade gravel section (narrow bitumen) up to Windermere Road as per	City of Greater Geelong	This was handed over to City Sub-Divisions unit as per Lara West (Manzeene Village Developments) to review. City of Greater Geelong Maintenance - Work Order raised for	Short - Medium	Open	2019/20 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
			'Lara West Development' plans.		Potholes and Edge breaks to be rectified. These will be addressed by the end June.			
158	Road Upgrade	Lewton Road	Request to review and seal Lewton Road to manage dust and road maintenance issues.	City of Greater Geelong	Lewton Road would be investigated and implemented under a 'Special Rates & Charges Scheme' (SRC).	Long	Open	2024/25 - 2029/30
159	Road Upgrade	McIntyre Road	Request to review and upgrade road surface.	City of Greater Geelong	To commence remedial works.	Short	Open	2019/20 - 2020/21
160	Road Upgrade	McIntyre Road	Review and upgrade road surface between the rail lines in McIntyre Road at the Railway Crossing.	City of Greater Geelong	Vic Rail has repaired this section.	Medium	Closed	
161	Road Upgrade	Perkins Road	Enquiry regarding the on-going works and the delay in completing stage one works.	City of Greater Geelong	Stage one works are completed. The stage two works are included in the 'Federal Roads Program – Stage two'. The stage two sealing works (Old Melbourne Road – McIntyre Road) to commence soon.	Short	Open	2019-2020 (~\$283,500)
162	Road Upgrade	Station Lake Road	Request to plan upgrading Station Lake Road to have two carriageways in 10 years.	City of Greater Geelong	New request to be reviewed	Short	Closed	
163	Road Upgrade	Thomas Road	Request to seal Thomas Road.	City of Greater Geelong	Sealing of Thomas Road would be investigated and constructed under a 'Special Rates & Charges Scheme' (SRC).	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
164	Road Upgrade	Watts Street /Stephenson Street	Requests to seal these roads up to Rennie Street.	City of Greater Geelong	Developed concept designs. Construction is subject to funding availability.	Medium	Open	2021/22 - 2024/25
165	Road Upgrade	Waverley Road (From The Centreway to Walkers Road)	Requests to improve road surface condition.	City of Greater Geelong	Included in the 'Road Surfacing Asphalt Program' to complete patching & 40mm Overlay.	Short	Open	2019-2020 (~ \$100,000)
166	Road Upgrade	You Yangs Road	Request to upgrade road surface.	City of Greater Geelong	Most sections near property entries are re-sealed.	Short	Closed	
14. BRIDGE CONDITIONS								
167	Bridge Condition	Bridge on Peak School Road at Howells creek	Review condition of culvert on Peak School Road.	City of Greater Geelong	City investigated as per inspection levels in 2017. No structural defects identified.	Short	Closed	
168	Bridge Condition	Grants Bridge on You Yangs Road	Request to check for any structural damages to Grants Bridge on You Yangs Rd due to trucks.	City of Greater Geelong	City investigated as per inspection levels. No structural defects identified.	Short	Closed	
169	Bridge Condition	Rothwell Bridge on Old Melbourne Road	Request to assess the bridge for any structural damage due to heavy vehicles.	City of Greater Geelong	City investigated as per inspection levels. No structural defects identified.	Short	Closed	

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
170	Bridge Condition	Windermere Road	Request to review Bridge condition.	City of Greater Geelong	City investigated as per inspection levels in 2017. No structural defects identified.	Short	Closed	
171	Bridge Condition	Curletts Road	Request to 'widen' existing narrow bridge.	City of Greater Geelong	New request to be reviewed	Short-Medium	Open	
15. ENVIRONMENTAL WORKS								
172	Environmental	Bacchus Marsh Road	Request to consider installing new signage to control Illegal dumping.	Regional Roads Victoria	Regional Roads Victoria to investigate and install warning signs.	Short	Open	2019/20 - 2020/21
173	Environmental	Little River Ripley Road	Install warning signs to stop illegal rubbish dumping.	City of Greater Geelong	Waste Management Unit have issued work orders to install warning signs.	Short	Open	2019/20 - 2020/21
174	Environmental	Sandy Creek Road	Request to manage 'rubbish dumping' along this road.	City of Greater Geelong	Maintenance unit have issued work instructions to install warning signs at key locations.	Short	Open	2019/20 - 2020/21
16. LANDSCAPE WORKS								
175	Landscaping	Forest Road North	Request to 'beautify' Forest Road North for the opening of Avalon Airport to International.	City of Greater Geelong	This will be discussed with Parks Unit.	Medium - Long	Open	2024/25 - 2029/30

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
176	Landscaping	Lara Landscaping	Request to provide volunteers to carry out landscaping to all Lara Roundabouts.	City of Greater Geelong	Due to high risk involved, the city does not support this type of request to allow volunteers to carry out works in high risk zones, such as working within roundabouts due to OH & S and high-risk concerns.	Short	Closed	
17. PUBLIC TRANSPORT								
177	Public Transport	Avalon Airport	Request for a new bus services between Lara Train Station and Avalon Airport.	Department of Transport	Department of Transport have reserved land by Public Acquisition Overlay for a long-term future connection to Avalon Airport from Geelong-Melbourne rail line. Avalon Airport have also advocated for a new dedicated train station on the line between Lara and Little River.	Long	Open	2024/25 - 2029/30
178	Public Transport	Lara - Public Transport	Request to review existing bus routes, service timings and weekend services as Lara has grown in the last five years.	Department of Transport	Department of Transport stated that bus services in Geelong have strong connections to trains Monday to Friday.	Long	Open	2024/25 - 2029/30
179	Public Transport	Lara - Public Transport	Request the need for a 'direct' bus from Lara to Geelong.	Department of Transport	During the week, trains provide connectivity from Lara to Geelong Central Business District stations and buses connect to trains at Lara. During the weekend, the patronage on the Geelong bus network does not justify increasing frequencies to 20 minutes. Reducing frequency to 40 minutes to coordinate with trains would not be considered acceptable as it would reduce access in the local area. Department of Transport will	Medium	Open	2021/22 - 2024/25

No.	Mode	Location	Issues	Responsible Authorities	Description	Timing	Status	Year
					continue to monitor patronage in order to adjust frequencies appropriately.			

2. RESTRICTING VEHICLES IN LITTLE MALOP – PROPOSED CHANGES FOR CENTRAL GEELONG LANEWAYS

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

Purpose

1. To seek Council's endorsement of the Restricting Vehicles in Little Malop Amended Proposal & Analysis report January 2020 (**Attachment 2**) to restrict vehicles in Little Malop Street (between Dennys Place and Moorabool Street).

Background

2. At the Community Focus Meeting on 9 April 2019, Council endorsed the commencement of community consultation regarding the provision of vehicle access restrictions in Little Malop Street (between James Street and Moorabool Street).
3. Consultation with the community occurred between 10 April & 1 May 2019. A Restricting Vehicles in Little Malop - Engagement Findings report (**Attachment 3**) has been prepared which summarises the results and community views on the proposed changes.
4. Council requested that a final recommendation be presented to for a decision. A report and final recommendation has been prepared, which analyses the key issues that have been raised by the community.

Key Matters

5. The amended proposal has sought to balance competing interests and views in the Laneways Precinct and seeks to provide an outcome which would deliver a net community benefit.
6. Following approval of the proposal, the capital costs associated with implementing the restrictions will be further investigated and costed, and a capital budget submission prepared for consideration in the 2020-21 Council Budget.

Cr Kontelj moved, Cr Murrhy seconded -

7. That Council:

- 7.1 Endorse the amended proposal to provide vehicle access restrictions in Little Malop Street (between Dennys Place and Moorabool Street); and**
- 7.2 Refer the project to the 2020-21 budget for consideration.**
- 7.3 Request the Chief Executive Officer to provide a report that details options to allow service and tenant access to Lt Malop Street and Shorts Place from Moorabool Street. This should also include the consideration to permanently close off Lt Malop Street to vehicles between Shorts Place and Dennys Place. The report should be presented by 30 June 2020.**

Carried.

Attachment 1

Financial Implications

1. Costs associated with implementing the amended proposal include the installation of bollards, civil and electrical works and new signage, and are estimated to be approximately \$90,000.00 (*Source: Bollard Manufacturer*).
2. A budget submission will be prepared and presented for consideration in the 2020-21 Council Budget.

Community Engagement

3. Engagement with the community associated with this proposal was pivotal to help with understanding how the people who use, live or trade in the Central Geelong Laneways Precinct may be impacted by the proposed vehicle access restrictions.
4. The preparation of the amended proposal has sought to balance the competing interests and views associated with vehicle access in the laneways and produce an outcome which can deliver a net community benefit.

Social Equity Considerations

5. Disabled car parking is currently available in James Street, Ryrie Street and Moorabool Street. There are no disabled parking spaces provided within the proposed area for the vehicle access restrictions.

Policy/Legal/Statutory Implications

6. Approval from VicRoads will be required prior to the implementation of the vehicle access restrictions, given their role in approving major traffic control devices. VicRoads have previously provided in-principle support for this proposal.
7. The Local Government Act 1989 provides Council with the power to place obstructions or barriers on a road, either permanently or temporarily.
8. Implementation of the vehicle access restrictions will impact some owners and occupiers of land located within the affected area. The amended proposal has sought to minimise these impacts, as much as practicable, and without compromising the benefits to the community (as a whole).
9. With regards to the private car park located at the northern end of McLarty Place, access to this car park could be via Malop Street as there is a pre-existing driveway crossover.

Alignment to Council Plan

10. This report aligns with the strategic priorities outlined in the Council Plan 2018-22 with regards to 'A Thriving and Sustainable Economy'. Vehicle access restrictions in the Laneways Precinct will support the continued economic growth and revitalisation of Central Geelong by providing more street space for commercial activities.

Conflict of Interest

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

Risk Assessment

12. Current vehicle movements in the Laneways Precinct are considered to present an elevated public safety risk to pedestrians. Given the area's higher use for alfresco dining and entertainment, and the posted speed of 10 kph Shared Zone, the amended proposal being suggested here attempts to minimise vehicle risk to pedestrians in the area.
13. Vehicle restrictions to private properties may present risks with regards to possible litigation against the City. The amended proposal has sought to minimise property access impacts and preserve a point of entry/exit for all pre-existing private property access and off-street parking areas.
14. Restrictions to delivery vehicle access within the affected area has the potential to present reputational risks associated with impacts to business operations. The amended proposal has sought to provide an acceptable balance between permitting limited deliveries between 4:00am and 10:00am daily.
15. Restrictions to emergency access into the area presents a potential risk regarding public safety. This risk has been mitigated through consultation with emergency services providers, and measures to allow efficient access have been developed.

Environmental Implications

16. The successful implementation of vehicle access restrictions in the area will help to show leadership in developing appropriate ways to remodel urban spaces, providing priority to people and street based activities, including alfresco dining and events, rather than facilitating limited vehicle access at the detriment to those activities.
17. While only providing some incremental changes, the proposed restrictions will also provide some environmental benefits to the area associated with less car congestion and pollution, and lower noise levels associated with a reduction in vehicles.

THE CITY OF
GREATER GEELONG

RESTRICTING VEHICLES IN LITTLE MALOP

AMENDED PROPOSAL & ANALYSIS
REPORT

JANUARY 2020

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Background information

BACKGROUND

The Central Geelong Laneways Precinct is fast becoming a destination for workers and visitors in Central Geelong. Bound by Malop, Gheringhap, Moorabool and Ryrie Streets, the precinct offers a diverse range of places to eat and drink, entertainment venues, and boutique retail offerings.

The ***Restricting Vehicles in Little Malop – Proposed Changes for Central Geelong Laneways*** document presented a proposal to restrict vehicle access to parts of the precinct, with the aim of creating a vibrant and accessible area where people feel safe to be. To do this, the proposal outlined that it would place automated bollards in two locations in Little Malop Street:

- between James Street and Dennys Place
- between Shorts Place and Moorabool Street.

The original proposal outlined that these bollards would restrict vehicle access for 20 hours of the day – between 8.00am and 4.00am. Outside of these hours – between 4.00am and 8.00am – vehicles would have unrestricted vehicle access.

ABOUT THIS REPORT

This report considers the key issues that were raised from the engagement process we undertook to help us understand community views on the proposed changes, and then analyses the key issues, and provides a recommended approach.

This document should be read in conjunction with the following associated documents:

- ***Restricting Vehicles in Little Malop – Proposed Changes for Central Geelong Laneways***
- ***Restricting Vehicles in Little Malop – Engagement Findings Report***



FIGURE 1: PEDESTRIAN ACTIVITY IN THE LANEWAYS PRECINCT

Proposed Changes

ORIGINAL CONCEPT

We outlined a concept for how we think the restrictions of vehicles could work in the council report and subsequent document that we provided to the public, ***Restricting Vehicles in Little Malop – Proposed Changes for Central Geelong Laneways***.

This concept was intended to be a starting point for discussion with the community, which could then be refined to appropriately balance the aspirations for a safe and vibrant amenity in the laneways, with the need to maintain some essential access for businesses and their services.

The following key elements were associated with the draft concept:

- Provision of 4 x automated rising bollards in Little Malop Street (2 x on the western side of the entrance to Dennys Place & 2 x at the Moorabool Street end of Little Malop).
- Provision of timers and swipe card access for the bollards to maintain residential access into Dennys Place.
- Programmed timers for the bollards to rise, restricting public vehicle access, between 8:00am and 4:00am the following morning, allowing public access between 4:00am and 8:00am on any given day only.
- Removal of on-street parking and loading areas within the affected areas.

AMENDED PROPOSAL

As depicted in Figure 2 below, we have listened to those who have spent the time providing us with a submission and sharing their views with regarding the proposed changes. In response to this important feedback, we have revised the proposal to provide a better balance of the competing interests.

The amended proposal should not be misconstrued as a proposal that every respondent will be satisfied with. Achieving an outcome which can deliver the restrictions but also satisfy every respondent's wishes isn't possible. On balance with these competing interests and wishes, the City must also consider whether this can be achieved, operationally and lawfully, and without compromising other strategic directions.

These considerations can often extend far beyond a singular viewpoint and must achieve what is commonly known as the 'net community benefit'. In a literal sense, 'net community benefit' means when the benefits of the community (as a whole) arising from a proposal outweigh the identified disbenefits.

Figure 2 depicts the amended proposal, which notes the following key changes:

- Provision of 2 x automated rising bollards in Little Malop Street (2 x on the eastern side of the entrance to Dennys Place).
- Retention of the pre-existing removable bollards at the Moorabool Street end of Little Malop Street.
- Maintain current access arrangements for Dennys Place.
- Provision of timers only for the bollards, along with a '003 key' access for emergency services (key commonly used by emergency services).
- Provision of a vehicle sensor (or similar) to allow a vehicle to exit only, in the infrequent event that a vehicle may become trapped in the affected area.
- Programmed timers for the bollards to rise, restricting public vehicle access between 10:00am and 4:00am the following morning, allowing public access between 4:00am and 10:00am on any given day.

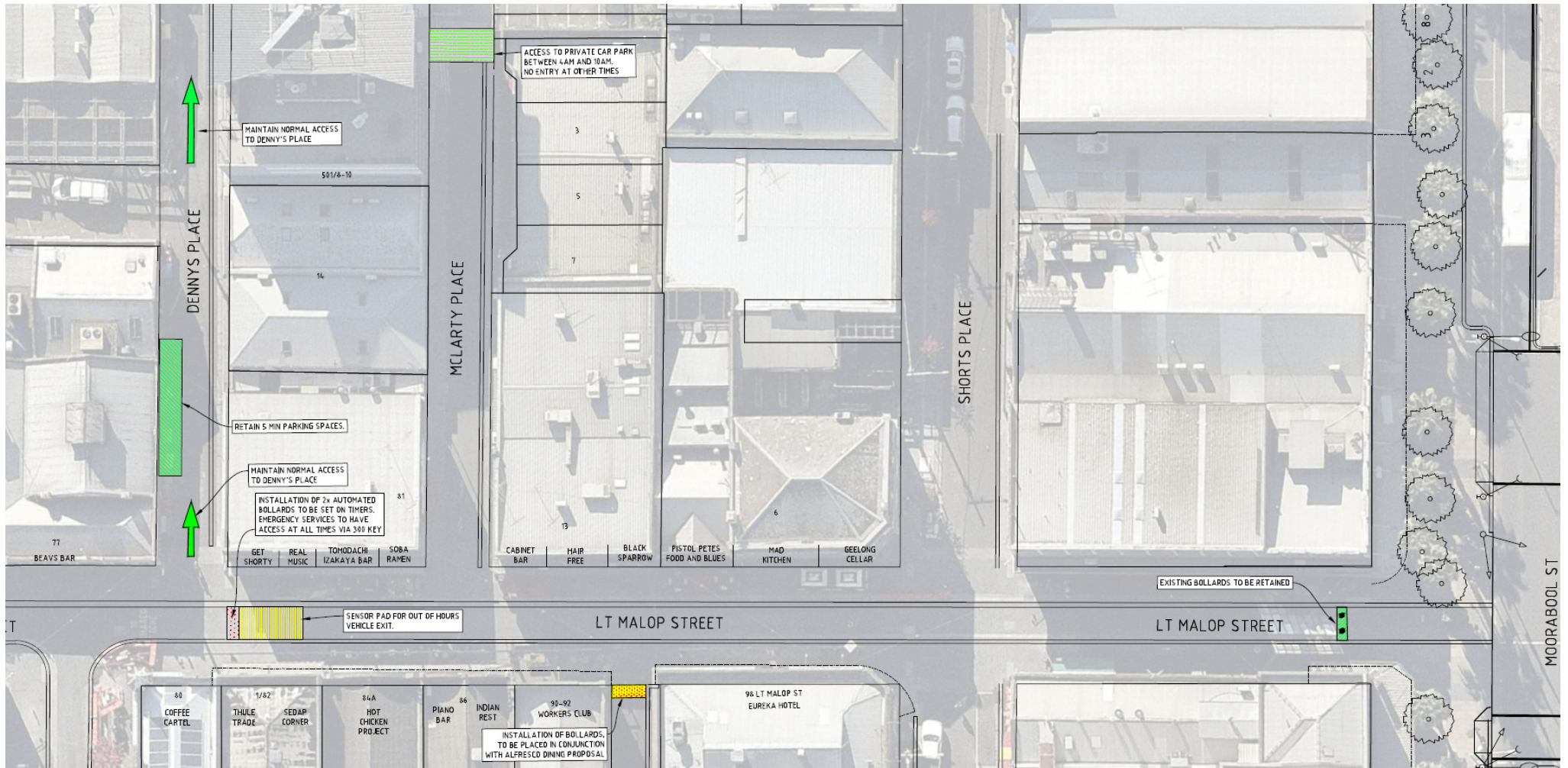


FIGURE 2: LAYOUT PLAN OF AMENDED PROPOSAL (NOTE: REFER TO ATTACHMENT 2A FOR COPY OF FULL PLAN)

Analysis of Key Themes & Discussion

Through our engagement with the community, the following key themes were presented as issues that require some more detailed analysis of discussion:

1. Deliveries and Loading / Unloading;
2. Live Music Venues;
3. Access to Private Car Parks;
4. Opening Vehicle Access to Moorabool Street; and
5. Access for Emergency and Maintenance Vehicles.

DELIVERIES AND LOADING / UNLOADING

Concerns have been raised by a number of traders regarding potential impacts to deliveries as a result of the proposed vehicle access changes. A number of traders are opposed to the restricted times, requesting that the time be extended from 8am to 10 or 11am, while others are fundamentally opposed any restrictions which could impact the ability to receive deliveries.

Concerns have equally been raised by a number of people who use the space, particularly patrons at venues in the precinct, and the general public, who have raised concerns regarding the number of delivery drivers who attempt to navigate through the laneways, become lost, and at times, have posed a safety risk to pedestrians and people who utilise the alfresco dining in the space.

Currently there are a limited number of designated loading zones in the precinct, primarily located at the northern end of Shorts Place, outside the former Reject Shop loading dock, and then at the southern end of Shorts Place.

Short-term parking spaces located in Shorts Place, outside Uncle Donut, were frequently used for deliveries and short-term pick-ups and drop-offs, however these spaces were removed as a result of streetscape improvement works in Shorts Place in August 2019. Other deliveries and loading/unloading appears to often occur illegally, with vehicles frequently observed loading and unloading goods in “No Stopping” areas.

To try and help deter unloading/loading in this way, a loading zone was trialled at the northern end of James Street (closest to Little Malop Street) in December 2017. The provision of the loading zone received complaints from the nearby businesses with regard to more trucks and noise. As a result, a decision was made to reinstate short-term (15min) parking as a way to respond to these concerns, but to also provide parking which can provide short-term spaces for deliveries and pick-ups and drop-offs.

Dedicated loading zones continue to be available in the surrounding street network, including Gheringhap Street, Malop Street, Ryrie Street and Moorabool Street.

We have reviewed the different viewpoints that relate to this theme, and believe that the amendments proposed will provide for an acceptable outcome which will provide a net community benefit.

An ‘acceptable outcome’ will not always mean that it is a ‘perfect’ or ‘ideal’ outcome for everyone. We believe that the amended proposal will provide an outcome that achieves an acceptable balance between providing limited times for delivery vehicles and other essential business services to access the area, while still providing an outcome which can deliver a safer area with a higher overall level of amenity for people in the laneways.

In conjunction with the above proposal, maximum vehicle length restrictions are also considered appropriate, subject to approval from VicRoads. This will ensure that trucks which are too long to navigate the space, do not try to enter and pose a safety risk while trying to manoeuvre through the tight laneways environment.

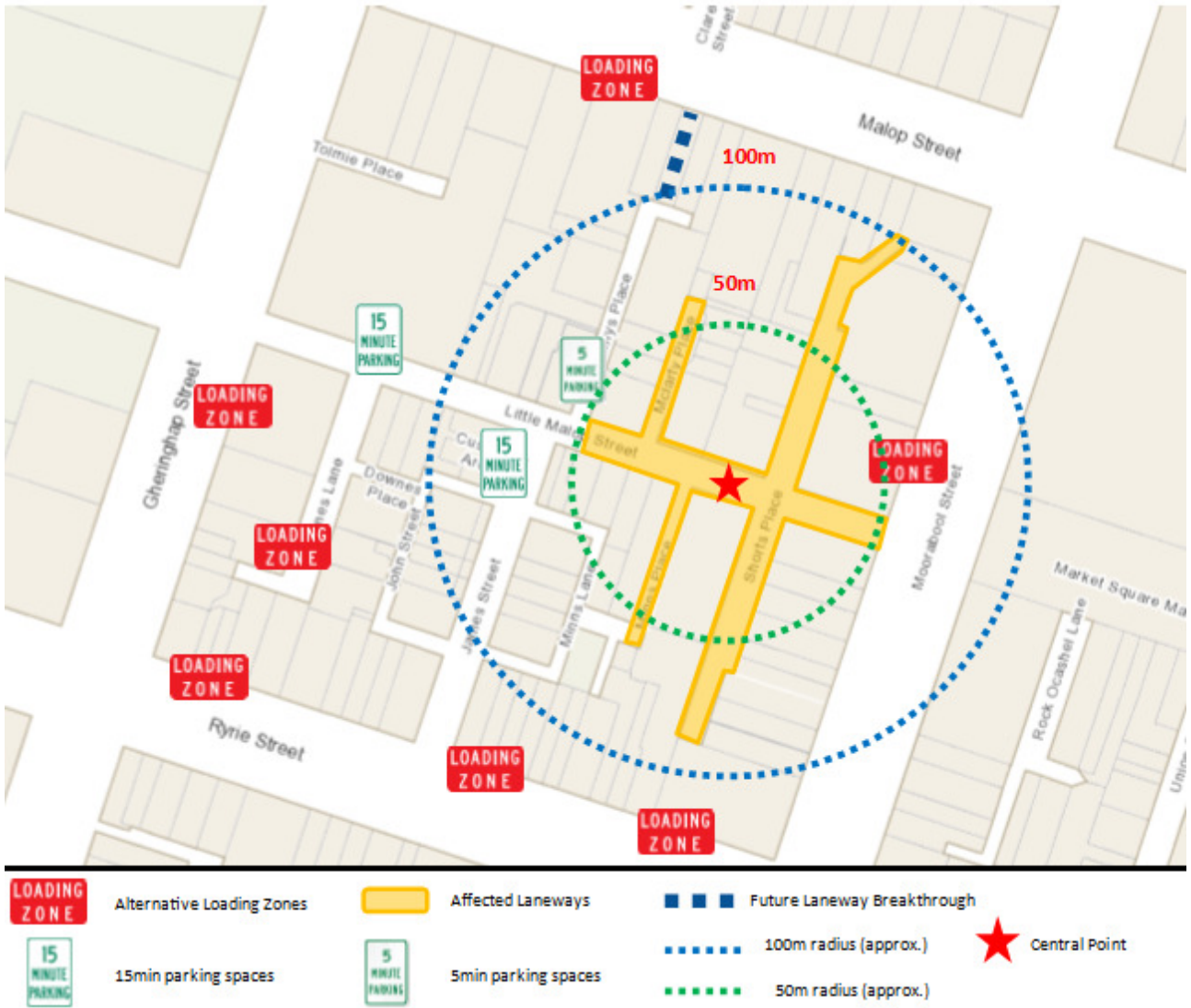


FIGURE 3: AVAILABLE LOADING AND UNLOADING AREAS, INCLUDING SHORT-TERM PARKING IN THE AREA

LIVE MUSIC VENUES

Concerns have been raised by a number of business owners and other stakeholders in the live music industry regarding potential impacts to musicians and bands who need to load and unload equipment in the affected area.

Some business owners and musicians have raised concerns that the proposed restrictions would result in musicians being unable or unwilling to play at these venues, due to the restrictions imposed with regard to their ability to load and unload equipment at the venue.

Discussions with live music venue owners indicated that the status quo is that the bands currently stop in the middle of Little Malop Street directly outside the venue, and unload their equipment. While this current method is acknowledged, it also needs to be noted that this is in contravention of the *Victorian Road Safety Road Rules* (rule 169).

Unless otherwise directed, the area is designated as a “no stopping area” which does not allow cars to be parked for any reason, including any pickups or drop-offs.

No stopping signs

If there is a 'no stopping' sign, you are not allowed to stop or park your car in, or partly in, that area for any reason. Dropping off or picking up passengers or goods in a 'no stopping' area is not permitted.



FIGURE 4: NO STOPPING SIGN RULES (SOURCE: VICROADS)

Notwithstanding this, we have measured the walking distance from the two (2) venues that would be affected, being the Workers Club and Pistol Pete's to the closest legitimate drop-off point, which is a 5min parking space located in Denny's Place. We measured that this parking space is located up to 55m from both music venues. Additional 15min parking spaces are then located in James Street (up to 70m from both venues) and then a loading zone is located in Moorabool Street (up to 100m from both venues).

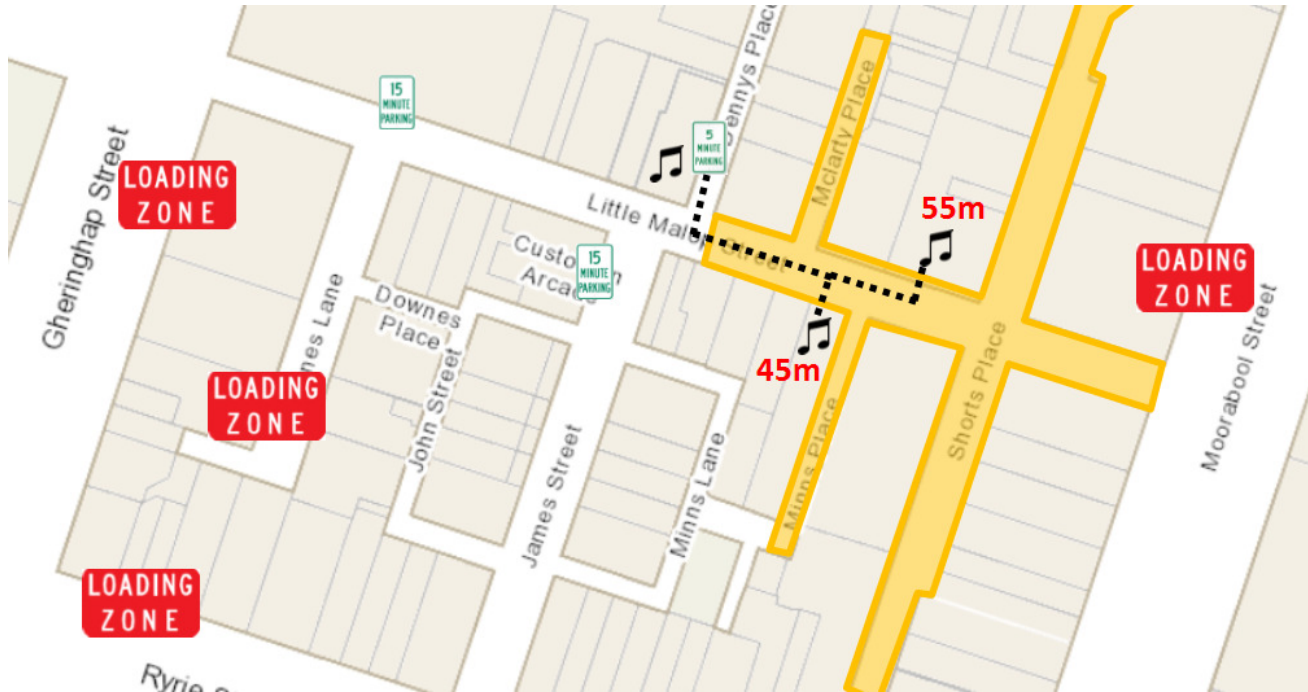


FIGURE 5: LOCATIONS OF CURRENTLY KNOWN LIVE MUSIC VENUES IN THE AFFECTED AREA AND THE ESTIMATED WALKING DISTANCE FROM WORKERS CLUB AND PISTOL PETE'S TO THE NEAREST DROP-OFF POINT

To put this into perspective, this distance equates to a lesser walking distance than crossing Moorabool Street, and then to cross back again. However, what remains difficult to measure is whether these issues that have been raised will result in perceived or actual impacts to the live music venues.

The restrictions will inevitably require some adaptation from the businesses. Our goal is to present an acceptable outcome for the area as a whole, which unfortunately may not be the preferred outcome for everyone.

Live music venues who wish to attract bands and support the accessibility of those bands to their venues, could consider additional things in order to negate this impact, such as providing a courtesy trolley that they could offer to the venues bands and musicians for efficient loading and unloading to their venue.



FIGURE 6: EXAMPLE OF A COURTESY TROLLEY THAT COULD BE USED TO TRANSPORT MUSICAL EQUIPMENT DIRECTLY FROM A VEHICLE TO THE VENUES

Overall, it is considered that the impacts to the live music venues are manageable and will not create an outcome that create unacceptable impacts to the live music venues, and which can't be managed by some adaptation by the businesses.

It is also not considered that this proposal would contravene the strategic initiatives that have been outlined in the City's Central Geelong Live Music Action Plan (2017).

ACCESS TO PRIVATE CAR PARKS

Concerns have been raised by a number of business and property owners regarding the potential impacts to private off-street parking associated with the proposed access restrictions.



FIGURE 7: KNOWN PRIVATE OFF-STREET PARKING WITH ACCESS NEEDS TO THE AFFECTED LANEWAYS (ORIGINAL PROPOSAL)

In its current form, the original concept that was put forward proposed to limit access to a number of private car parks, relying on access via Denny's Place.

The original concept has been reviewed and based on the extent of impacts to a number of private properties, which had off-street parking that would have access restricted as a result of the proposed changes.

The original concept did provide a potential solution though issuing swipe cards to various stakeholders requiring access for different purposes, however through further review of this option, it was decided that this would place a

substantial administrative burden on the City, in terms of managing the access, and determining the grounds and basis with which access would be granted.

On that basis, the amended proposal (as depicted in Figure 8) has removed the option of providing swipe card access into the affected area, by retaining pre-existing vehicle access into Dennys Place and retaining the private car parking that is provided here. The bollards would need to be installed on the eastern side of the entrance to Dennys Place, as opposed to the western side.

Based on the amended proposal, a private car park located at the end of McLarty Place would still be unable to provide vehicle access into the affected laneways during the restricted times. However, a key difference between this car park, and those referred to in Dennys Place, is that the car park has the option available to provide an alternative point of entry/exit from Malop Street.



FIGURE 8: KNOWN PRIVATE OFF-STREET PARKING WITH ACCESS NEEDS TO THE AFFECTED LANEWAYS (AMENDED PROPOSAL)

This car park has been provided with access to Malop Street in the past, and has no physical constraints which would prevent the access being reinstated, should the owners wish to do so.

The property owners for this car park would need to consider removing some introduced hoarding along the property frontage with Malop Street to re-open access, and may need to consider installing a secured gate at this location. However, these changes in themselves do not appear to inhibit the function of a car park in this location, and its ability to provide vehicle access.

The owner of this car park has expressed that they do not wish to make these changes, however in considering the net community benefit associated with the proposal, Council does have the legislative power to limit vehicular access to this car park from McLarty Place. Clauses 9 & 10 of Schedule 11 to the Local Government Act (1989) provide the following:

9. Power to place obstructions or barriers on a road permanently

- (1) A Council may block or restrict the passage of access of vehicles on a road by placing and maintaining any permanent barrier or other obstruction on the road.
- (2) A Council must not exercise this power unless it has considered a report from the Roads Corporation concerning the exercise of the power.
- (3) The exercise of this power is subject to any direction of the Minister.
- (4) This clause does not apply to a freeway or an arterial road within the meaning of the Road Management Act 2004, unless the Council has the consent of the Roads Corporation.

10. Power to place obstructions or barriers on a road temporarily

- (1) A Council may block or restrict the passage or access of vehicles on a road by placing and maintaining any temporary barrier or other obstruction on the road-
 - (a) for as long as is necessary to prevent any injury to any person or damage to any property (including damage to the road itself); or
 - (b) for as long as is necessary for a procession, public ceremony or function; or
 - (c) for a genuine traffic diversion experiment.
- (2) A Council must not exercise the power given to it under subclause (1)(c) unless it has considered a report from the Roads Corporation concerning the exercise of the power.
- (3) This clause does not apply to a freeway or an arterial road within the meaning of the Road Management Act 2004, unless the Council has the consent of the Roads Corporation.

So long as access can be preserved to the car park from Malop Street, we believe that the proposal will retain lawful vehicle access to the car park, while also providing a safer and more actively pedestrianised space in Little Malop Street.

The people who use this parking spaces would also arguably enjoy a much more effective access route to and from the car park, without having to navigate through the tight spaces and the number of pedestrians that traverse though Little Malop Street.



FIGURE 9: AVAILABLE ACCESS TO PRIVATE CAR PARK FROM MALOP STREET (SOURCE: GOOGLE STREET VIEW)

OPENING VEHICLE ACCESS TO MOORABOOL STREET

A number of submissions that were received as part of the engagement regarding the proposed access changes, called for a revised proposal, which:

1. Re-opened Little Malop Street to vehicle access from Moorabool Street;
2. Retained vehicle access between Moorabool Street > Little Malop Street > Shorts Place; and
3. Provided a permanent road closure in Little Malop Street between Shorts Place and Dennys Place.

The rationale for this alternative proposal stated that the retention of the access into Shorts Place via Moorabool Street would provide additional car parking, property access and delivery/maintenance vehicle access, but also assist with future proofing the area for any future development requiring vehicle access and off-street car parking.



FIGURE 10: ALTERNATIVE CONCEPT WITH VEHICLE ACCESS FROM MOORABOOL STREET AND PERMANENT CLOSURE BETWEEN SHORTS PL & DENNY'S PL

This alternative is acknowledged as being provided with some merit as a concept for managing traffic for the precinct. In properly considering the concept, the City engaged Traffix Group to undertake an independent traffic engineering review of this alternative.

Traffix Group were originally engaged by the City in November 2016, to undertake a traffic assessment of the Laneways Precinct, prior to the streetscape improvement works which took place in 2017.

In its original assessment in 2016, Traffix Group reviewed a number of potential traffic access scenarios for the laneways, one of which proposed something similar, referred to in their assessment as Scenario 1A, as detailed in Figure 10 below.

In finalising their review of Scenario 1A, Traffix Group provided the following concluding comments:

It is our view that the provision of a two-way traffic link to Moorabool Street is a fatal flaw in this scheme. This scenario cannot provide an adequate pedestrian connection to Moorabool Street while facilitating vehicle access within the space available. This option should be discounted.

The east-west pedestrian link provided by Little Malop Street is of key importance to the function of the area. Scenario 1A jeopardised this function by introducing two-way traffic into the link between Shorts Place and Moorabool Street and in our view was therefore fundamentally flawed.

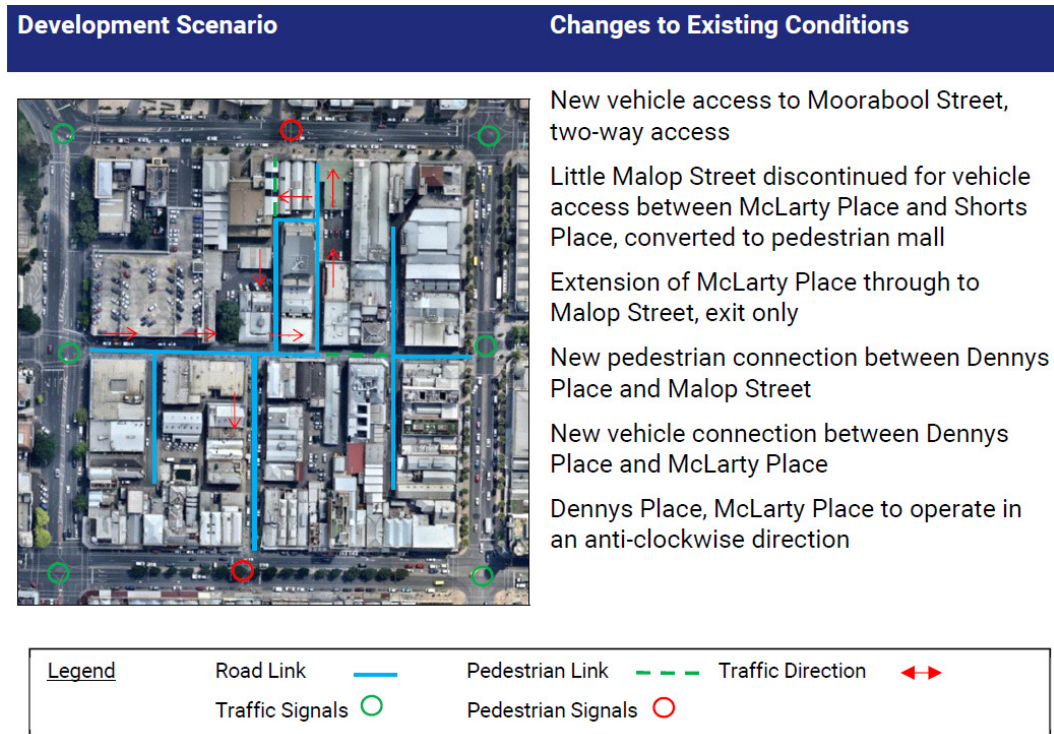


FIGURE 11: TRAFFIX GROUP SCENARIO 1A

In reviewing the alternative concept that has been presented through submissions, Traffic Group commented that the alternative shared many of the same characteristics as the Traffic Scenario 1A.

Unfortunately this means that the alternative also shares the same shortcomings as Scenario 1A, in particular the problems associated with a need to convert the pedestrian only space in Little Malop Street, between Shorts Place and Moorabool Street.



FIGURE 12: MOORABOOL STREET ENTRY TO LITTLE MALOP STREET

Overall, Traffix Group did not support the alternative, noting that the proposal for a two-way vehicle access along Little Malop Street between Moorabool and Shorts Place would have the following negative implications:

- ***The road reserve width of Little Malop Street in this section is narrow and providing a twoway vehicle link would provide inadequate space for pedestrians in an activity centre context. There would be further impacts on pedestrians crossing Little Malop Street and Moorabool Street as a result of this change.***
- ***It would mean creating a four-legged intersection at Moorabool Street, with the western side of Little Malop Street incorporated into the existing traffic signals, which would be expensive.***
- ***The modified traffic signals would pose additional delays to buses. This section of Moorabool Street is a highly important bus route, serving 17 of the 18 bus services accessing central Geelong.***
- ***The intersection would not operate in an optimal manner due to its offset from the other side of Moorabool Street.***

This concluding comments from Traffix Group regarding the creation of an access to Moorabool Street, are also reiterated in the West End Action Plan (2017) which was adopted by Council in December 2017. Action 4 of this Plan states the following:

Creating additional outlets from the precinct onto Moorabool and Malop Streets would sever pedestrian priority routes at key entrances into the precinct, and is not recommended.

On this basis, the views regarding the potential road opening to Moorabool Street are acknowledged, however they are not supported in the context of providing this amended proposal.

With regard to future development and the need to accommodate competing demands for vehicle access and off-street car parking, Traffix Group also acknowledged that future development on sites within the affected vehicle access restrictions area, would not be able to accommodate on-site car parking which relies on access through this space, suggesting that any new development within the affected areas may have to either:

- Provide very limited (or no) on-site car parking; or
- Have alternative vehicle access outside the laneways network to Ryrie, Moorabool or Malop Streets.

The negative implications associated with future development and on-site parking requiring vehicle access into the Laneways Precinct, requires some reflection on the function and longer term vision for the precinct.

The Laneways Precinct is a unique area within Central Geelong, providing an inviting space for people to dine, shop and explore. The streetscape has been purposely designed to prioritise people, as opposed to prioritising vehicle access. With this in mind, increased vehicle access and demand for parking within the Laneways Precinct, could jeopardise the amenity of this space, making it less inviting for people, and impact on business investment.

Future development proposals will need to be considered in regarding any amenity implications associated with proposed vehicle access into the Laneways Precinct.

ACCESS FOR EMERGENCY AND MAINTENANCE VEHICLES

A standard (and commonly used) key for emergency services, known as a '003' key, is considered to be the most effective method of enabling a bollard override and allowing emergency services to access the area at all times.

Removable bollards provided at the eastern end of Little Malop Street, are currently able to be accessed via this key.

It is proposed to provide this key access to the automated bollards to enable emergency access at all times.

In addition to this, further consultation and notification in advance of any bollard installation will be undertaken with emergency services, to ensure that they are fully aware of the changes and can inform their personnel.

The same will apply for emergency repairs and the like, requiring access for Barwon Water, Powercor and the like.

Access for routine/planned maintenance vehicles, garbage collection, and the like, will be able to access the area between the permitted times of 4am and 10am.

Access outside of these times, can also be provided, subject to prior approval by the City.

Conclusion

Today, Central Geelong's Laneways Precinct provides a diverse range of places to eat and drink, entertainment venues, and boutique retail offerings. This growth trend in business investment in the Laneways Precinct is expected to continue, with the area fast becoming a destination for people in Central Geelong.

More alfresco dining and pedestrian foot traffic in the space is becoming more evident, requiring the need to re-visit the allowance for cars and other vehicles, and whether a more appropriate balance can be achieved between the essential need for vehicle access into the precinct, and achieving a vibrant and accessible area where people feel safe to be.

This report seeks to consider the key issues that have arisen through engagement with the people who have a key interest in the use and function of the space, and seeks to provide an amended proposal for Council to consider.

The key themes that have arisen through the engagement with the community have been considered in detail, and the proposal amended with the aim of balancing the competing interests.

The amended proposal that is being presented in this report seeks to provide an outcome which, if supported, would deliver a net community benefit for the Laneways Precinct.

The amended proposal seeks to minimise off-street car parking issues and allow for limited pick-ups deliveries during off peak trading hours, but also continues to provide an amenity outcome which will deliver a higher and better use of the space for people, rather than for vehicles. The amended proposal will also assist with reducing the potential risk of conflict between vehicles and pedestrians in the space.



FIGURE 13: LANEWAYS PRECINCT LOOKING WEST FROM CORNER OF LITTLE MALOP AND SHORTS PLACE

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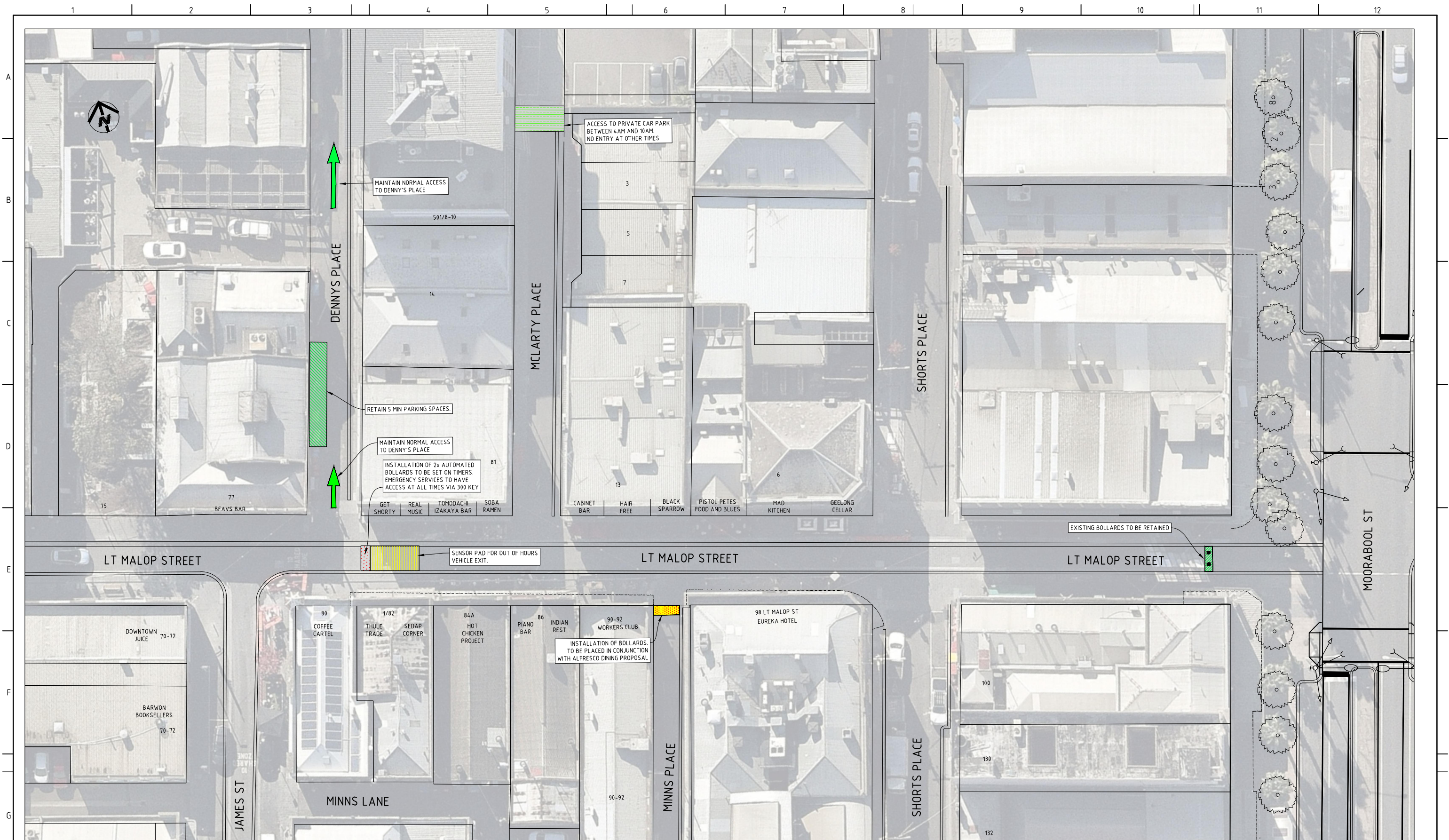
CUSTOMER SERVICE CENTRE

Geelong
100 Brougham Street
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LITTLE MALOP STREET CONCEPT

CONCEPT DRAWING

CA	DEC 19	CONCEPT ISSUE			
VER	APPD.	DATE	AMENDMENT	VER	APPD.
13/2/2020	9:59 AM				

REFERENCES: Co-ordinate datum MGA Level datum AHD Directory MELWAY Map Cad File & Ext. 2018113-CB.dwg	Designed: JM Drawn: JM Checked: Co-ordinator: Date:	Date: FEB 20 Date: FEB 20 Date: Date:
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GEELONG DESIGN UNIT ENGINEERING SERVICES	PROJECT TITLE: MOORABOOL / LT MALOP / MARKET SQUARE MODIFICATIONS DRAWING TITLE: CONCEPT LAYOUT PLAN	PROJECT No. PRJ-18-XXX DRAWING No. 2018113 REVISION No. CA SHEET OF 1 1
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THE CITY OF
GREATER GEELONG

RESTRICTING VEHICLES IN LITTLE MALOP

ENGAGEMENT FINDINGS REPORT

JULY 2019

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Background information

BACKGROUND

The Central Geelong Laneways Precinct is fast becoming a destination for workers and visitors in Central Geelong. Bound by Malop, Gheringhap, Moorabool and Ryrie Streets, the precinct offers a diverse range of places to eat and drink, entertainment venues, and boutique retail offerings.

To create a vibrant and accessible area where people feel safe to be, we are proposing to restrict vehicle access to parts of the precinct. Automated bollards would be installed in two locations in Little Malop Street:

- between James Street and Dennys Place
- between Shorts Place and Moorabool Street.

Bollards would restrict vehicle access for 20 hours of the day – between 8.00am and 4.00am. Outside of these hours – between 4.00am and 8.00am – vehicles would have unrestricted vehicle access.

ABOUT THIS REPORT

This report summarises the results from the engagement process we undertook to help us understand community views on the proposed changes.

Central to the engagement was the ***Restricting Vehicles in Little Malop – Proposed Changes for Central Geelong Laneways*** document.



FIGURE 1: PEDESTRIAN ACTIVITY IN THE LANEWAYS PRECINCT

How we engaged

The engagement period was from 10 April to 1 May 2019. A call for public submissions was promoted to business owners, residents, property owners and the general public.

PARTICIPATION

We received a total of 33 submissions - mostly through our website, with some via mail and email.

TABLE 1: ENGAGEMENT ACTIVITIES AND INFORMATION

Approach	Engagement level	Activities
General communications	Inform	<ul style="list-style-type: none">• Promoted via Have your Say on www.geelongaustralia.com.au• Media release• Notice sent by mail to all owners and occupiers• Notice sent by email to all business owners
Engagement	Consult	<ul style="list-style-type: none">• Opportunity to provide written submissions


Key information about the engagement

21 day *community engagement period*

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

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

33 *written submissions received*



**CENTRAL GEELONG LANEWAYS
RESTRICTING VEHICLES
IN LITTLE MALOP**

HAVE YOUR SAY

**HAVE YOUR SAY ON THE PROPOSED VEHICLE ACCESS CHANGES
FOR CENTRAL GEELONG LANEWAYS**

We are seeking your views on a proposal to change the way that vehicles currently access our laneways precinct.

View the Proposed Changes online at www.geelongaustralia.com.au/yoursay or at Council's Offices at 100 Brougham Street, Geelong.

Tell us your views and lodge a submission either:
Online at www.geelongaustralia.com.au/yoursay
By Email to contactus@geelongcity.vic.gov.au
By Letter to City of Greater Geelong, PO Box 104, GEELONG VIC 3220

Opportunity for submissions closes **Wednesday 1 May 2019**

www.geelongaustralia.com.au

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FIGURE 2: COPY OF NOTICE MAILED TO AFFECTED OWNERS AND OCCUPIERS IN THE LANEWAYS

Who we engaged with

Respondents were not asked to identify who they were, or their interest in the proposed changes. However, it was often clear from the comments made. We grouped them to help us analyse the data, categorising those that were unclear into 'unknown'.

As shown in Figure 3 (below), we believe that the majority (54 per cent) of respondents were business owners/managers in the laneways precinct.

■ Business Owners ■ Property Owners ■ Residents ■ Delivery Drivers & Musicians ■ Unknown

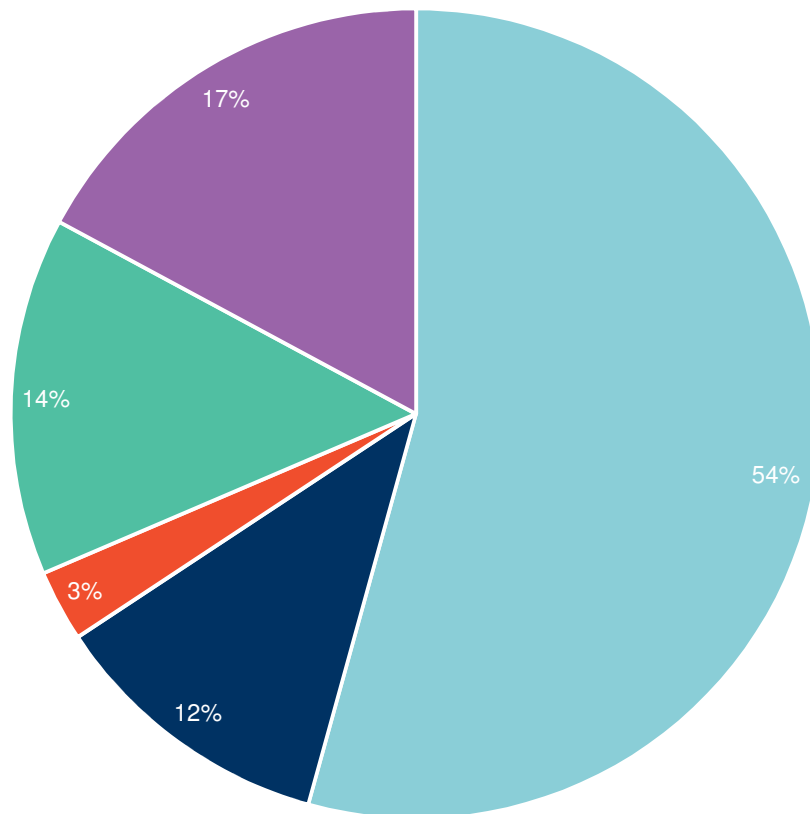


FIGURE 3: RESPONDENTS

What we heard

OVERALL SENTIMENT ANALYSIS

Sentiment analysis, also known as opinion mining, is a process that helps to identify and categorize subjective opinions from text. In this instance, it was used to help work out whether the submissions received were positive, negative or neutral. Specialised software counted the number of positive and negative words in each submission, then subtracted the negative from the positive to generate a sentiment score.

The results were as follows:

Overall sentiment from submissions

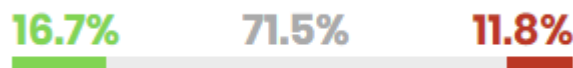


FIGURE 4: OVERALL SENTIMENT FROM SUBMISSIONS (GREEN = POSITIVE, GREY = NEUTRAL, RED = NEGATIVE)

Reducing opinions to a number is bound to result in some level of error. For example, the software used to analyse the submissions can't detect sarcasm. However, it can reveal patterns in the responses and give an overall sense of what people think.

We didn't ask respondents to identify whether they supported or opposed the proposal. It is therefore unsurprising that the majority (**71.5 per cent**) of submissions were neutral. However, according to this analysis, there were more submissions expressing a positive sentiment to the change (**16.7 per cent**), than a negative one.

SUMMARY OF SUBMISSIONS RECEIVED

Table 1 (below) summarises the key themes and issues raised in each individual submission.

TABLE 2: SUMMARY OF SUBMISSIONS RECEIVED

No.	Key themes and issues
1	<ul style="list-style-type: none">• Objects to the proposed restrictions.• Claims loss of income resulting from proposal, impacts to commercial car park, traffic impacts, impacts to trade and maintenance vehicles.• Requests a public hearing to invite submissions and further discussion.
2	<ul style="list-style-type: none">• Raises concerns with potential loss of loading zone in Shorts Place (Nth).• Suggests that the proposed restrictions be altered to allow vehicle access between 2am and 11am.
3	<ul style="list-style-type: none">• Supports the proposed restrictions.• Suggests expanding the restrictions to include James Street.
4	<ul style="list-style-type: none">• Supports vehicle access restrictions in principle.• Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then restricting access between Shorts Place and Dennys Place.
5	<ul style="list-style-type: none">• Supports vehicle access restrictions in principle.• Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then permanently restricting vehicle at all times between Shorts Place and Dennys Place.

No.	Key themes and issues
6	<ul style="list-style-type: none"> • Raises concerns about the current mix of pedestrians, alfresco dining and large vehicles in the laneways. • Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then permanently restricting vehicle access at all times between Shorts Place and Dennys Place.
7	<ul style="list-style-type: none"> • Supports the proposed restrictions. • Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then permanently restricting vehicle access at all times between Shorts Place and Dennys Place.
8	<ul style="list-style-type: none"> • Supports the proposed restrictions. • Raises concerns regarding waste/bin issues.
9	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Raises concerns about access for musicians and the ability to load/unload. • Suggests providing access for musicians.
10	<ul style="list-style-type: none"> • Raises concerns with the proposed start time for vehicle restrictions. • Suggests restrictions be delayed until 10:30am or 11am. • Suggests that additional loading zones be provided in the area.
11	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then permanently restricting vehicle access at all times between Shorts Place and Dennys Place. • Suggests that the restrictions be limited from 11am to 3am (the following morning).
12	<ul style="list-style-type: none"> • Supports the proposed restrictions. • Suggests an alternative traffic access arrangement to allow alternative one-way access from Ryrie to James, and then exit via Gheringhap Street.
13	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Suggests that the proposed bollards be placed on the eastern edge of the entrance from Little Malop Street to Dennys Place, so as not to interfere with access to Dennys Place. • Raises concerns with residential access to apartments for Airbnb customers.
14	<ul style="list-style-type: none"> • Raises concerns about the proposed restrictions and impacts on deliveries. • Suggests more loading zones in James Street and other areas. • Suggests better enforcement of current parking restrictions.
15	<ul style="list-style-type: none"> • Raises concerns about additional traffic, parking and loading impacts to the area as a result of the proposed restrictions. • Suggests that the restrictions commence at 1pm on any given day.
16	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Suggests that commercial and residential car parks in Dennys Place be provided with access. • Suggests that commercial car park at the end of McLarty Place be re-directed to access Malop Street only. • Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then permanently restricting vehicle access at all times between Shorts Place and Dennys Place. • Raises concerns about the the number of new building developments with access to Shorts Place that will need vehicle access.
17	<ul style="list-style-type: none"> • Raises concerns about the proposed restrictions and impacts to deliveries. • Suggests that the restrictions commence at 11am on any given day.

No.	Key themes and issues
	<ul style="list-style-type: none"> • Comments on misuse of parking and loading zones in the laneways by traders and workers. • Suggests better enforcement of current parking restrictions.
18	<ul style="list-style-type: none"> • Raises concerns about the proposed restrictions and impacts to deliveries, both to and from the business. • Suggests the need to consult with Uber Eats and Deliveroo.
19	<ul style="list-style-type: none"> • Objects to the proposed restrictions – in particular, restricting access to Dennys Place. • Raises concerns about access to business fronting Malop Street and deliveries. • Raises concerns about development potential of site if vehicles are restricted. • Suggests that traders should be provided with a number of swipe cards for access.
20	<ul style="list-style-type: none"> • Objects to the proposed restrictions – in particular, restricting access to Shorts Place. • Raises concerns about deliveries. • Suggests an alternative proposal to open vehicle access from Moorabool Street into Little Malop Street and Shorts Place, and then permanently restricting vehicle access at all times between Shorts Place and Dennys Place.
21	<ul style="list-style-type: none"> • Objects to the proposed restrictions. • Concerns with limiting delivery access and customer pick-ups.
22	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Reiterates need for emergency vehicle access. • Suggests need to consider grocery deliveries for residents in apartments accessed from Dennys Place.
23	<ul style="list-style-type: none"> • Raises concerns about the times for the restrictions and impacts on deliveries. • Suggests need for afternoon/night restrictions only.
24	<ul style="list-style-type: none"> • Objects to the proposed restrictions. • Raises concerns about impact on deliveries, which occur around 9am.
25	<ul style="list-style-type: none"> • Raises concerns about the restriction times and impacts on deliveries. • Suggests that access be allowed between 4am and 11am.
26	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Raises concerns about loss of loading zones and impacts to loading/unloading for businesses in James Street. • Suggests that access be allowed until 12pm.
27	<ul style="list-style-type: none"> • Raises concerns about impacts on musicians needing to unload/load musical equipment to laneway venues.
28	<ul style="list-style-type: none"> • Suggests need for additional loading zones.
29	<ul style="list-style-type: none"> • Supports the proposed restrictions. • Suggests expanding the restrictions to the Gheringhap Street entrance of Little Malop Street.
30	<ul style="list-style-type: none"> • Raises concerns about trucks and vehicles currently in the laneways. • Reports on an unsafe space for people and a lot of near misses between vehicles and pedestrians. • Suggests need for better traffic signage.
31	<ul style="list-style-type: none"> • Raises concerns about impacts on musicians needing to unload/load musical equipment to laneway venues.
32	<ul style="list-style-type: none"> • Supports the proposed restrictions.
33	<ul style="list-style-type: none"> • Supports vehicle access restrictions in principle. • Raises concerns about losing deliveries to Shorts Place. • Suggests that times be altered to commence restrictions at 4:30pm.

KEY THEMES AND ISSUES

There were consistent themes and issues raised in many of the submissions. These are:

- public safety and amenity
- deliveries and loading/unloading
- live music venues
- access to private car parks
- emergency service access and other and
- alternative proposal to open vehicle access to Moorabool Street.

Below are some of the comments expressed about each theme. They are intended to represent comments received overall, as well as the different viewpoints that relate to each issue.

Theme: Public safety and amenity

"The cars driving down Lt Malop are mainly visitors unaware that Lt Malop is a no through road, and all eventually work it out and turn back to exit via James St. Heavy vehicles driving down Lt Malop St are for deliveries and waste pickup from Shorts Place; they barely fit, look hideous and are a safety hazard."

"Closing the street to traffic will not only enhance the consumer experience, but we are of the opinion that it is necessary to ensure safety as these new venues start to operate and attract more patrons to the area."

"Currently, there are 14 hospitality businesses that have access via Little Malop St and Shorts Place after Dennys Place, with a combined seating capacity including the alfresco of approximately 700 patrons."

Theme: Deliveries and loading/unloading

"What you are proposing is needed, but how it is implemented is crucial to the ongoing success of businesses that are already here (and) rely on access to the area for deliveries."

"Majority of the time they are unable to park in Little James St as it is always full."

"Vehicles need to have access to parking so they are able to collect the food."

"The parking spots in Shorts Place are vital to our business. We need them for deliveries, Deliveroo and Uber pickups."

"By opening up the Moorabool St entrance, all deliveries services can continue to use Shorts Place as a base to deliver/pick up in the precinct."

"The current proposal for restricting vehicles in Little Malop is not suitable for delivery to the businesses operating in that precinct as the majority of them do not open before 10am."

"The delivery of trade and other supplies to premises in Dennys Place, McLarty Place and Shorts Place will be denied and the loading zones set aside as an alternative will simply not function in a practicable, sensible and useful manner."

"As part of closing the street off, I feel council should provide extra loading zones for any deliveries along Little Malop Street, between Gheringhap St and James St, to allow for couriers AND trade people to deliver and unload with more ease outside of street closing times."

"If a driver is unable to get access to a park they will cancel the pickup and someone else has to be allocated before the food is picked up."

Theme: Live music venues

"Musicians need direct access to venues to be able to unload/load often heavy and cumbersome equipment."

"Currently, a band playing at the Workers Club or Pistol Petes Food N Blues can drive down Little Malop, unload their equipment quickly and safely (with minimal lifting/carrying time and without having to leave equipment unattended for long periods of time) and then park in one of the several side streets."

"If musicians don't believe that their equipment is safe, and if they know they may have to park well away from the venue and lug heavy gear in multiple trips from their cars to the gig, it is likely bands will look at venues elsewhere in Geelong to perform at, meaning a decrease in the musical talent and attraction of Little Malop St."

"Drummers, guitar players, keyboardists and many other types of musicians travel with between 5 to 10 road cases and bags, containing cymbals, drums, stands, guitars, heavy amplifiers, keyboards and many of the other necessary pieces of equipment used to make live music."

"I firmly believe that denying vehicle access to Little Malop St outside of the suggested early morning time window, will have a devastating, negative effect on the live music scene in that area."

"The multi storey car park at the end of the Little Malop Street does not stay open late enough for musicians to be able to use it."

Theme: Access to private car parks

"Car park at the rear of 34 Malop St twenty cars, these are accessed via McLarty place, should be redirected to Malop St."

"Little Malop St after James St provides vehicle access for the following: Car park for 71 Lt Malop (six cars); car park for the SOHO apartments (ten cars); car park for the rear of 28 Malop (one car)".

"The closure of Little Malop Street will deny access to vehicles entering and departing the rear of 20-24 Malop Street, Geelong, via Dennys Place."

"Why doesn't the car park at the end of McLarty Place take down part of the fence at the end of Dennys Place, allowing cars to enter the car park via Dennys Place."

"The closure will result in it losing or sacrificing a number of income earning carpark places at 34-36 Malop Street, Geelong, at the rear of its premises."

"The back of our building, where we have our loading dock and also a private carpark that holds up to six cars, runs off Dennys place."

Theme: Emergency service access and other

"Access for emergency vehicles to SOHO Apartments McLarty Street entrance is essential 24/7, fire and ambulance."

"The closure, when in place, will stifle the free movement of traffic for maintenance service vehicles, such as for servicing elevators, air-conditioning units, heating systems, electrical supply, specialist lighting equipment and security doors and safes, when their presence may be required during the day, particularly if there is an electrical breakdown or fault that impacts upon the utilisation of computers, heating equipment, security facilities, such as electronic doors and safes and elevators."

"Insofar as the closure impedes the entry of urgent services, such as fire fighting vehicles, it is inevitable insurers will substantially increase premiums for those users of premises conducting cooking and heating facilities as entry to them, in the event of a fire, may be substantially delayed whilst such vehicles attempt to gain entry to the precinct, past the automatic-rising bollards."

Theme: Alternative proposal to open vehicle access to Moorabool Street

"The best solution would be to close Little Malop Street permanently between Dennys Place and Shorts Place and open up entry to Shorts Place via Moorabool Street."

"Shorts Place is very important for vehicle access, not only for the current businesses that face Moorabool St, but for future proofing development in Moorabool and Shorts Place."

"Another option could be to open up the laneway for cars into Shorts Place from Moorabool St, as this is partly closed off."

"In between the Eureka Hotel and Geelong Cellar Door should be open for consideration, as this leaves access open to Shorts Place North South for deliveries and vehicle access at all times, as well as parking for public and professional trades people who constantly need access to this area and their work vehicles, which in my opinion is a better outcome for all."

"At the same time allow access to Shorts Place via Moorabool St. 24/7."

"There is the potential to open access to Moorabool from Shorts to aid deliveries and add car parking that has been removed from other areas."

Next steps

This engagement was an important step in helping us to understand how the people who use, live or trade in the Central Geelong laneways area may be impacted by these proposed changes.

Our next steps will be to:

- further investigate the themes and issues raised and use this information to help us refine our draft proposal.
- continue discussions with emergency services, to make sure that any changes do not impact on their ability to respond to laneway emergencies.
- present a draft proposal to Council for their consideration.

—

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3. 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 Murrhy moved, Cr Kontelj seconded -

7. **That Council endorse the draft Pakington Street (Geelong West) and Gordon Avenue Urban Design Framework for community consultation for a period of no less than six weeks.**

Carried.

Attachment 1

Financial Implications

1. The preparation of the (UDF) was funded in the 2018/19 and 2019/20 budgets. This included technical studies and community consultation activities.
2. Future streetscape upgrades, short term activations, transport and drainage upgrades will be subject to future budgets.

Community Engagement

3. An extensive schedule of stakeholder engagement has informed the preparation of the draft UDF. Community consultation workshops and on-line surveys first occurred in March 2018, which helped the City understand how the community uses and interacts with the area, what they value and what they would like to see improved. A workshop was also undertaken with local traders in April 2019 to understand their priorities and insights on the area. Place Experience and Care Factor surveys were undertaken in December 2018 and April 2019 to further understand the key issues and the best and worst performing attributes of each precinct.
4. Key issues raised through community engagement include:
 - 4.1 the general character, facilities and events are highly valued and need to be promoted;
 - 4.2 poor pedestrian connectivity and train station access;
 - 4.3 some safety improvements are needed including better street lighting;
 - 4.4 a lack of trees and vegetation in some areas;
 - 4.5 a village “vibe” with more local residents is desired;
 - 4.6 making pedestrians a priority and allowing for safe and convenient walking and cycling;
 - 4.7 a focus on businesses remaining local and connected to the character of the area;
 - 4.8 more open spaces and community spaces including places to sit and relax;
 - 4.9 extended trading hours;
 - 4.10 improving signage and way finding;
 - 4.11 better maintenance and improvement of the footpath;
 - 4.12 reactivating the street to allow safe and convenient movement;
 - 4.13 designating areas and design for outdoor dining;
 - 4.14 providing more bicycle parking and improving bike safety;
 - 4.15 improvements to car parking supply and usage;
 - 4.16 improved access to public buildings and facilities; and
 - 4.17 celebration of history of the place and the heritage buildings.
5. A wide range of government stakeholders have participated in stakeholder engagement. Stakeholders include Vic Track and Transport for Victoria (TfV), and various internal departments at the City.
6. The draft UDF will be released for further consultation for at least 6 weeks.

7. The planning scheme amendment to implement the UDF into the Greater Geelong Planning Scheme will include further community input, subject to Council endorsement for a final UDF.

Social Equity Considerations

8. The project contains significant social equity considerations by contributing to Greater Geelong's significant growth rate by planning for the future provision of diverse and affordable housing in a location well served by infrastructure and services.
9. The UDF also recognises the City's draft Social Housing Plan and recommends social housing via an inclusionary zoning process and potential voluntary housing agreements with interested parties. Further work will be undertaken to determine the nature and style of social housing needs in this area.
10. The UDF highlights the importance of universal design and aims to improve the walkability and cyclability of Geelong West.

Policy/Legal/Statutory Implications

11. The final UDF will inform a planning scheme amendment to give statutory effect to the land use and built form planning controls recommended.
12. The strategies and actions in the UDF also aim to contribute to and support Geelong's UNESCO City of Design designation and our commitment to the UNESCO Creative Cities Network (UCCN) Sustainable Development Goal #11 – Sustainable Cities and Communities.

Alignment to Council Plan

13. The draft UDF aligns with the 'planned sustainable development' strategic priority of the Council Plan. It will assist in delivering the following key priorities:
 - 13.1 ensuring housing supply, diversity and affordability can meet the needs of our growing community;
 - 13.2 promoting infill housing and renewal of industrial areas;
 - 13.3 improving the environmental performance of new developments; and
 - 13.4 improving transport connection and accessibility and managing the impact of development on the unique character of the precinct.
14. The UDF also aligns with several other strategic priorities of the Council Plan:
 - 14.1 improved health and safety of our community;
 - 14.2 informed social infrastructure and planning;
 - 14.3 effective environmental management; and
 - 14.4 integrated transport connections and a thriving and sustainable economy.

Conflict of Interest

15. No Council officers involved in the development of the UDF and preparation of the report have declared a direct or indirect interest in the issue to which this report relates.

Risk Assessment

16. Comprehensive community consultation was undertaken to understand expectations of the community and to reflect their desires in the draft UDF. Subject to Council's endorsement, the draft UDF will be presented to the community for comment and suggested changes. This robust process of community consultation and technical reporting minimises the risk that the community's desires and expectations have not been considered.
17. The UDF has been carefully considered to ensure that the scale of infrastructure is commensurate with community needs, while the cost and burden on the City does not present any significant financial risks.

Environmental Implications

18. The UDF features "urban greening and sustainable outcomes" as one of its core guiding principles. Outcomes proposed by the draft UDF include:
 - 18.1 significant tree planting and landscaping on the street;
 - 18.2 the provision of more public open space;
 - 18.3 improving the public realm to promote health and wellbeing benefits; and
 - 18.4 environmentally sustainable design.

THE CITY OF GREATER GEELONG

PAKINGTON ST (GEEELONG WEST) & GORDON AVE

URBAN DESIGN
FRAMEWORK

MARCH 2020

The Greater Geelong municipality is located on the traditional lands of the Wadawurrung people. The land was created by the great ancestor spirit, Bunjil, the wedge tailed eagle.

Wadawurrung territory extends from the Great Dividing Range in the north, to the coast in the south, from the Werribee River in the east to Aireys Inlet in the west - including the major regional cities of Ballarat and Geelong.

The City acknowledges the Wadawurrung people as the Traditional Owners of this land who to this day practice their culture and uphold the dignity of their ancestors.



- image: ferne millen photography 2018

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INTRODUCTION

FRAMEWORK PURPOSE

The Urban Design Framework (UDF) has been prepared to help shape the continued development and renewal of the Geelong West extents of Pakington Street and Gordon Avenue. Supporting implementation of the aspirations in the Greater Geelong: A Clever and Creative Future 2047 vision and the strategic priorities identified in the Council Plan 2018-2022.

Recognising the importance of strengthening the role of our existing inner urban areas by creating more compact liveable neighbourhoods. Well connected to Central Geelong, key public and community infrastructure and each other.

This UDF outlines a future focus for three distinct precincts; the Heritage Core, North Pakington, and Gordon Avenue, providing recommendations and urban design strategies. It can be used to guide future investment and design decisions to achieve broader urban renewal and community benefits. Providing new lifestyle and business opportunities for our growing population.

The UDF is committed to three overarching outcomes:



BETTER PLACES & STREETS

Creating great people-friendly places and streets that encourage diversity, build social cohesion, connect people with nature and heritage values, and attract investment and innovation. Contributing to the liveability and attractiveness of our neighbourhoods.



LIVING LOCALLY

Continuing to offer unique lifestyle choices for a diverse and growing population in neighbourhoods that can meet their daily needs within an easy and safe walking or cycling distance. Allowing existing and future residents to live, work and play 'locally'.



INFILL DEVELOPMENT & DIVERSITY

Actively managing and guiding population growth and development to our existing urban areas. Fostering diversity, design excellence and sustainability. Building on existing character without the loss of amenity that makes Geelong a great place to live.

The UDF consists of:

- An Introduction which presents a larger strategic framework for the study area and the overarching Vision and Guiding Principles.
- A discussion of Existing Conditions.
- Three place-based sections on each of the Precincts which presents design concepts, recommendations and design guidelines.

The UDF aims to balance multiple agendas and priorities, presenting actions for consideration.

KEY DRIVERS FOR CHANGE

Situated only 75km southwest of Melbourne, Geelong is Victoria's second largest city and the gateway to the famous Great Ocean Road. Its varied landscapes offer multiple lifestyle opportunities, ranging from wilderness, rural, coastal, suburban and city environments.

As Victoria continues to experience population growth and development pressure, Geelong plays an important role in accommodating future growth. The City's latest estimates project an annual growth of 2.5 per cent, resulting in an additional 152,600 people who will be calling Geelong home by 2036.

Growth presents a significant challenge, including the need to provide an additional 73,400 dwellings and ensure access to employment, services, education, recreation, and entertainment opportunities for a diverse community in a way that reduces car dependence. Currently, 86 per cent of all trips in Greater Geelong are in private vehicles, despite the fact that 35 per cent of all car trips are only covering short distances of 1-2kms.

There is a significantly lower environmental, social and economic 'cost' of 'infill development'; providing new housing in areas which are within a walking or cycling distance to existing services, public transport and activity centres.

Pakington Street in Geelong West plays an important role as Greater Geelong's only Specialised Retail Centre. The Centre has grown over time from a traditional shopping strip serving the local community, to a 'hub' for retail, civic and community uses capturing niche trade from the wider region. Slow and cultural retail, which are based on customers' 'experience', have the greatest potential to develop the strongest links to the local economy and improve local employment outcomes. Future planning and design in this Centre must focus on enhancing this 'experience' of place.

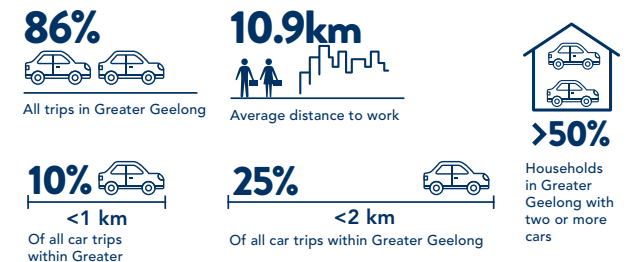
In terms of housing, considering almost 85 per cent of our housing stock consists of single storey detached homes, any future medium and high rise developments must positively contribute to the character of existing urban areas, while delivering a genuine mix of housing types that cater for a diverse range of lifestyles and demographics.

Increasing housing diversity and facilitating infill development contribute to sustainable development. Both are measures of success for the Clever and Creative Vision, which aims to increase the contribution infill development makes to housing supply by approximately 15 per cent in order to increase its overall contribution to 50 per cent by 2047.

FUTURE POPULATION GROWTH



MOVEMENT PATTERNS



KEY INFLUENCES AND TRENDS

SUSTAINABLE DEVELOPMENT

- Significant social and environmental benefits of 'infill' development around public transport corridors and activity centres.
- Adopting ESD principles can reduce the negative impacts of development on both people and the environment.
- Actively reducing car dependence and advocating for improvements to active and public transport.
- Walkable, compact neighbourhoods.
- Increasing tree canopy cover across the region.

NEW TECHNOLOGY

Taking advantage of new technology:

- Renewable energy and alternative transport.
- 'Green' infrastructure and taking a systems approach.
- Private "shared" transport options and an interest in "autonomous" vehicles.
- "Smart city" infrastructure that can provide live updated data.
- Widespread use of hand held device 'apps'.

CLIMATE CHANGE

Key impacts Geelong is likely to face:

- Declining annual rainfall.
- Increased intensity of extreme rainfall events.
- More extreme hot days.
- More bushfire risk days.
- Greater coastal exposure to shoreline erosion and inundation from sea-level rise.
- Continued loss of biodiversity.
- Increased demand for water.

GEELONG APARTMENT MARKET

- Must be located in areas with great amenity.
- Developments below 5 storeys are likely to be economically unfeasible.
- Revenue for apartments in Geelong is lower than in Melbourne, while construction costs are the same.
- High construction cost of basement car parking.
- Difficult to consolidate fragmented and small parcels.

STREETS FOR PEOPLE

Evidence from research in the US, UK, Canada, and recently Australia has shed light on the positive impacts of creating "streets for people", some of which include:

- Decrease in social isolation.
- Increase in social equity as it caters for everyone, not only those who can drive / own a vehicle.
- 'Green' streets that contribute to our urban forest.
- Lower costs for governments, businesses and residents.

RETAIL

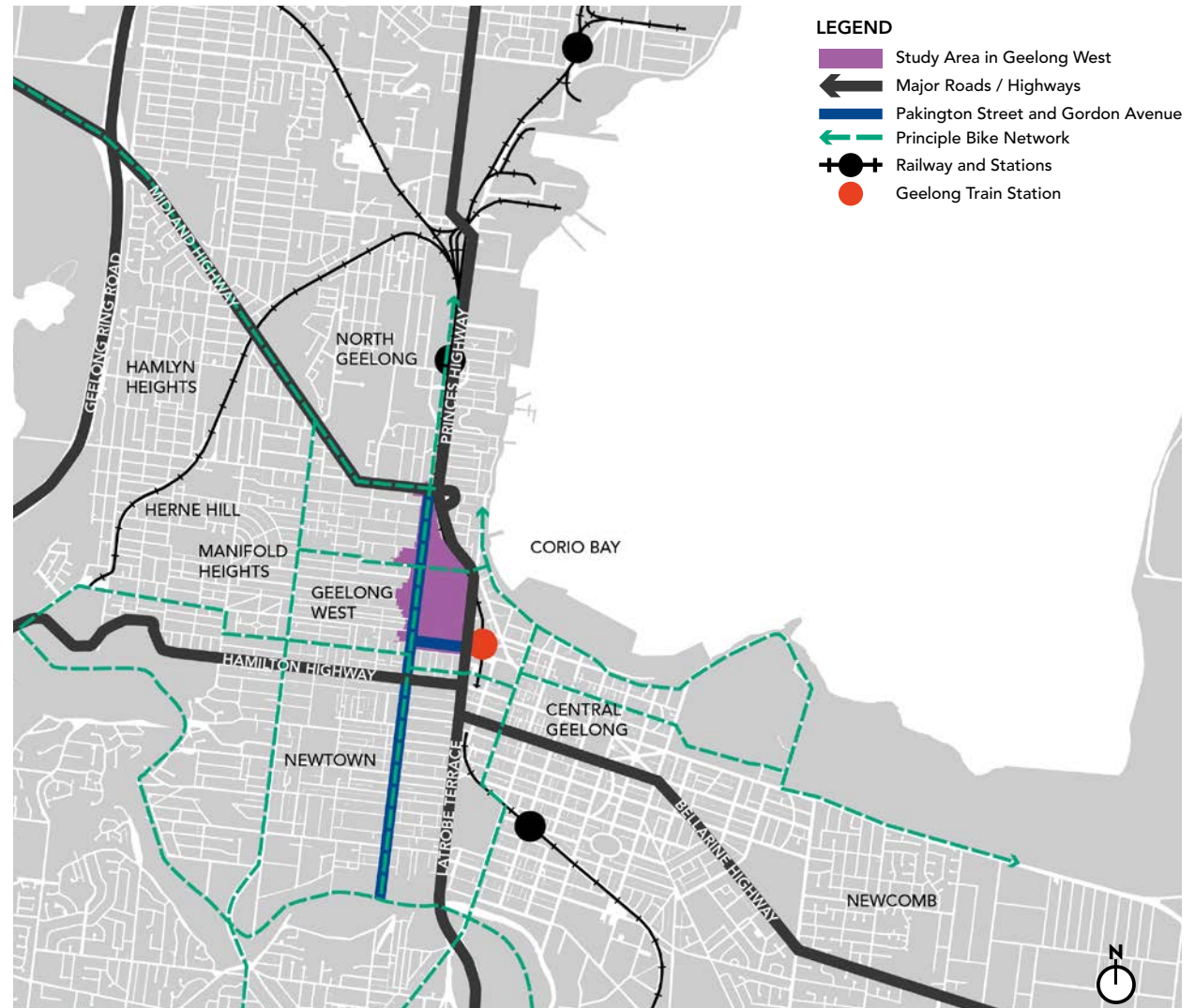
- A change in focus towards "experience" over "convenience" shopping.
- Online retail growth and competition.
- Evidence highlighting the benefits of "small" retail in local shop-strip environments over "big-box" retail or "malls".
- Rise in demand for 'unique' and artisan products and supporting local businesses.
- Significantly contributes to Geelong's employment.

STUDY AREA

The study area for this Framework is located in the established inner suburb of Geelong West and includes two key streets; Pakington Street and Gordon Avenue. Pakington Street is a key north-south connection that stretches as far north as Church Street and as far south as the Barwon River. Gordon Avenue is a key east-west connection between Pakington Street and Latrobe Terrace. They both play important roles in providing connections for the 'West' to key destinations including; the Geelong train station, Central Geelong, the waterfront, and the many shops and businesses in 'Pako' itself.

The area contained by these two key streets has a long history, with many of the established residential areas having significant heritage character. The areas along Pakington Street and Gordon Avenue are established commercial areas; the 'central' part of Pakington Street is a recognised specialised retail centre, while Gordon Avenue and the northern section of Pakington Street serve as areas for secondary services and bulky goods.

The area's key location and access to existing services, public and active transport infrastructure, and established community are some of the factors that highlight its infill development potential, contributing to Geelong's sustainable growth.



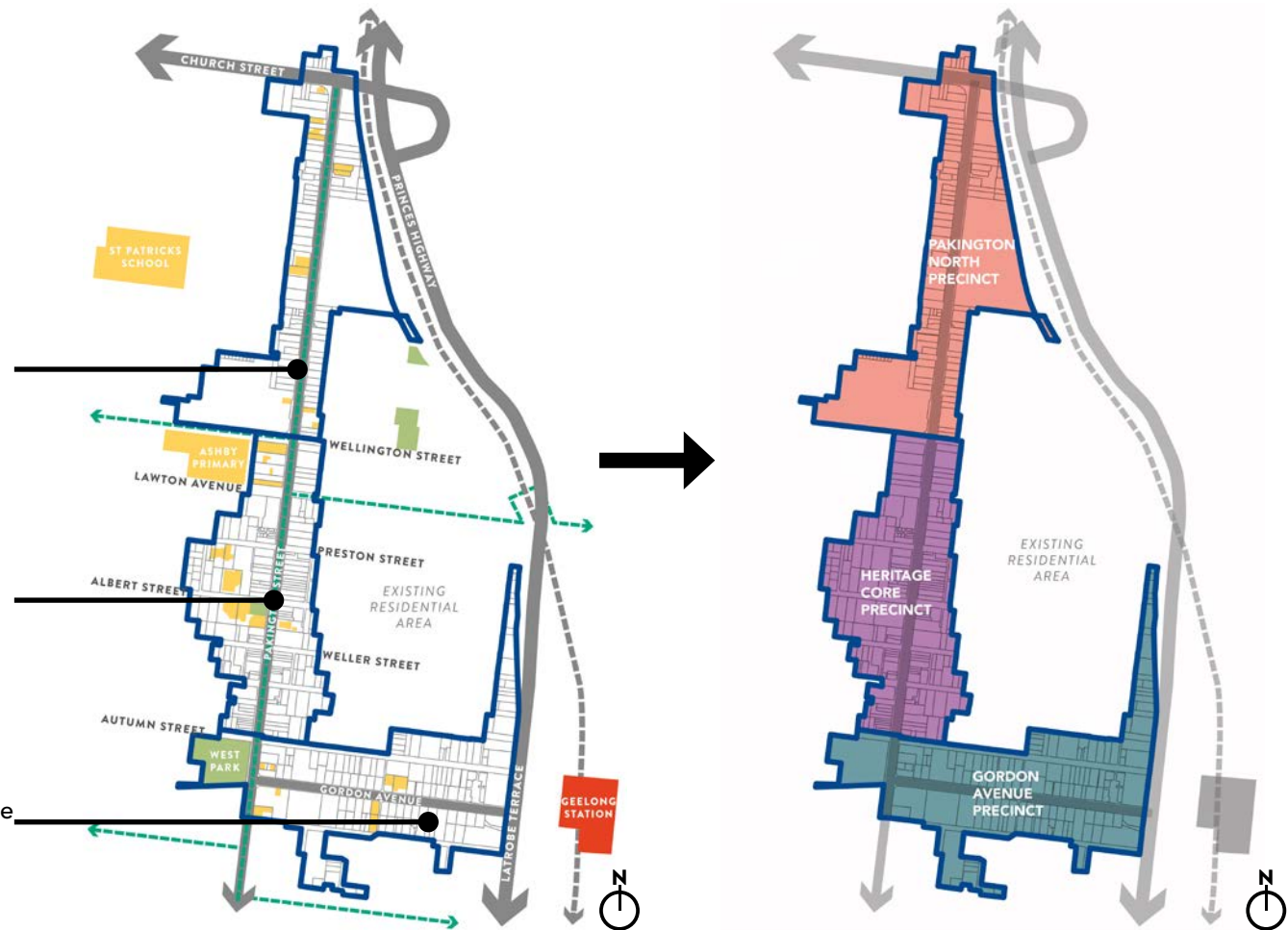
ENHANCING AND CONNECTING THREE PLACES

The UDF recognises the existing distinct character of three areas which are referred to as 'precincts'. The boundaries generally reflect transitions in character, land use and built form, informing potential to enhance their character. The approach is to enhance these distinct areas, to maximise what they each have to offer and improve their connections to each other and key attractors such as Central Geelong.

The Pakington North Precinct stretches along Pakington Street from Church Street to Waratah/Wellington Street; with a mix of office, restricted retail, and emerging cafés and restaurants. This precinct is currently in a Commercial 2 Zone.

The Heritage Core Precinct is the area that comes to mind when you hear the term 'Pako' - stretching along Pakington Street from Waratah/Wellington Street to Autumn Street; with a mix of locally owned specialty retail, cafés and restaurants, the Town Hall, library and post office, among others. This precinct is currently in a Commercial 1 Zone.

The Gordon Avenue Precinct stretches along Gordon Avenue from Pakington Street to Latrobe Terrace; with a mix of large format retail, warehouse and office space. This precinct is currently in a Commercial 2 Zone, though parcels opposite West Park are currently in a Commercial 1 Zone.



POLICY CONTEXT

There are nine key Council policy documents that justify the development of a UDF for Pakington Street (Geelong West) and Gordon Avenue.

1 *A Clever and Creative Future*

Sets out a **Vision** for the **Greater Geelong Region** to be internationally recognised for being **forward looking, enterprising and adaptive**, and **caring** for its **people and environment** by 2047.

2 *Settlement Strategy Oct. 2018*

Directs **50 per cent** of future **growth** to 'infill' areas which are directly inside or within a 20 minute walk; to our **train stations** and **activity centres**.

3 *Housing Diversity Strategy 2007*

Supports a **range of housing** typologies and increasing supply in areas that are well serviced by infrastructure and facilities.

4 *Urban Forest Strategy 2015 - 2025*

Sets out a **strategy** to **enhance** and **protect** the public and private **tree population** and **vegetation** across all of **Greater Geelong** to **25 per cent** canopy cover.

5 *Social Infrastructure Plan 2014 - 2031 (Under Review)*

The **provision** of new **social infrastructure** in 'infill' areas will rely heavily on **redevelopment** and **re-purposing** of existing **facilities**, due to the limited land availability in established areas and the increasing price of land.

6 *Integrated Comprehensive Transport Plan 2015*

Promoting the **change** from **car** use and **dependence** to **active** and **public transport** begins with **prioritising streets** for the **safety** and **convenience of people** instead of for the safety and convenience of cars.

7 *Retail Strategy 2016 - 2036*

Recommends further **investigation** to **transition** the **Gordon Avenue** area into one which allows **residential, office** and **retail**.

Considers the **Pakington Street Specialised Retail Centre** as extending from **Autumn Street** to **Church Street**.

8 *Access and Inclusion Action Plan 2018 - 2022*

Sets out **actions, strategies** and **initiatives** that continue to **build accessible** and **inclusive communities** in the Greater Geelong Region.

9 *Municipal Public Health and Well-being Plan 2018 - 2021*

Goals include, **supporting social connection** to **improve mental health**, increase participation in **physical activity**, improving **access to safe and healthy local environments, services** and **food**.

The strategies and recommendations in the UDF aim to contribute and support Geelong's UNESCO City of Design designation and our commitment to the UNESCO Creative City Network (UCCN) Sustainable Development Goal #11 - Sustainable Cities and Communities.

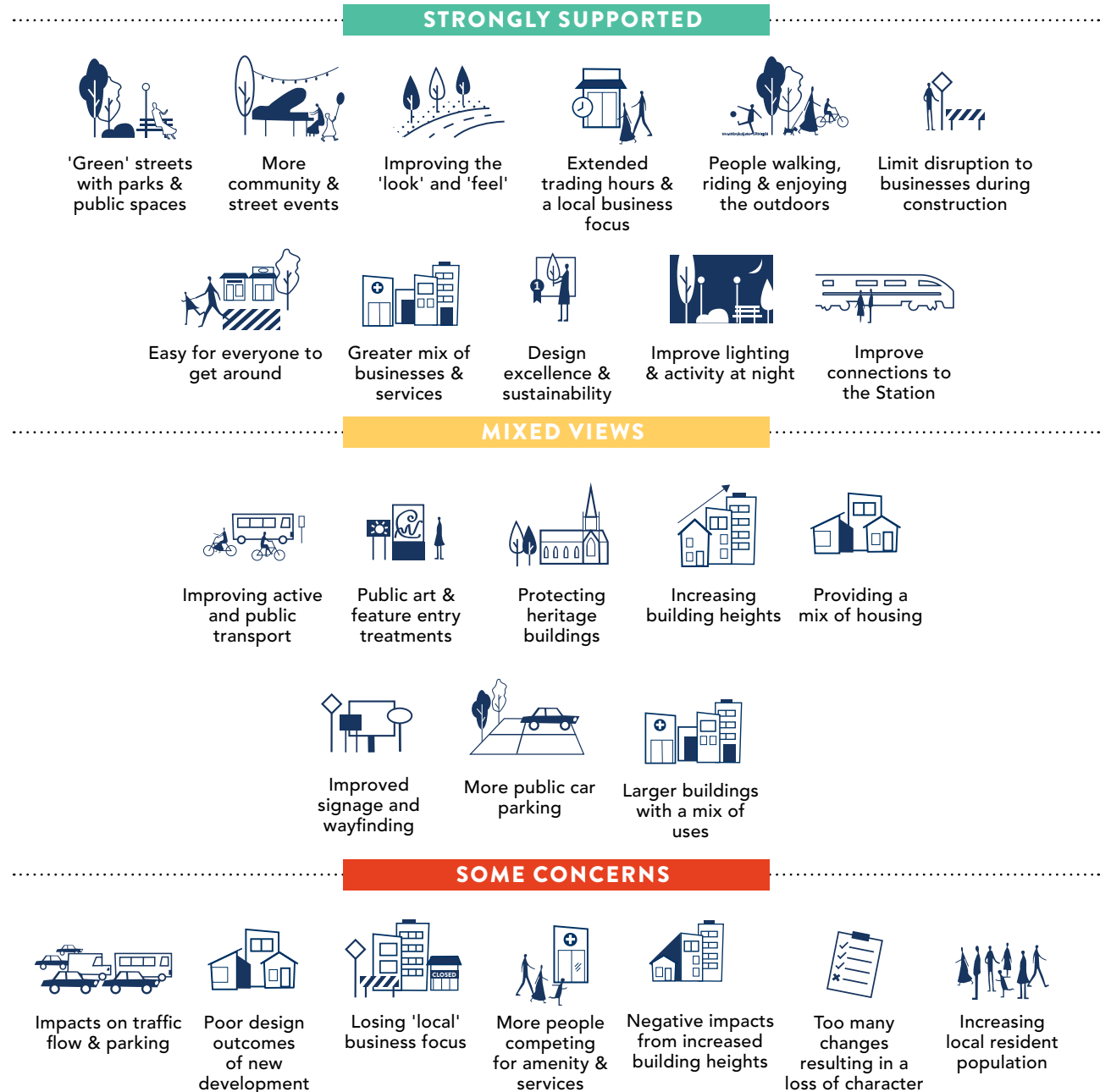
THE PROCESS TO DATE AND WHAT WE HEARD

A key part of the engagement process was to identify key issues, opportunities and desired future outcomes from a wide range of community members and key stakeholders

The engagement process for developing a Draft UDF involved a wide range of activities including 'Visioning' workshops, an online survey, a trader workshop and 'Place Assessment' and 'Care Factor' surveys which involved:



Key messages are summarised and have helped inform the strategies and actions discussed in this UDF.



GUIDING PRINCIPLES

WORK TOGETHER

The long term success of the Precincts requires collaboration between the local community and the public and private sectors, who all have an interest in the area and benefit from ensuring it continues to thrive. Recognising that three successful and thriving Precincts are better than one.

THRIVING BUSINESS AND ACTIVITY

There is a unique range of niche specialised retail, offices and cafés in the Precincts that benefit from the exposure and address of Pakington Street. Improvements to the public realm, better access for everyone and a growing residential population will continue to support growing local businesses.

STREETS AND PLACES FOR PEOPLE

'Streets' should be designed for people to enjoy outdoor public life. Attractive, friendly and safe streets play a key role in providing amenity for residents and visitors of all ages and abilities. Having the potential to attract and retain business and activity. There are many opportunities for public and private investment in the Precincts.

URBAN GREENING AND SUSTAINABLE OUTCOMES

Apart from the aesthetic benefits of incorporating more trees and landscaping in the Precincts, quality green urban areas positively impact biodiversity, human health and well-being and the liveability of Geelong West. In order to build a better future for the area, we must advocate and support sustainable development and outcomes.

A GREAT PLACE FOR EVERYONE

As the Precincts continue to develop into people - friendly environments, serving a diversity of local residents and visitors, their built environment and streetscapes must showcase universal design. To ensure services and public infrastructure is safely and conveniently accessible to everyone.

DESIGN EXCELLENCE

Well designed and maintained buildings are a key part of what creates local identity and influences the attractiveness of the area as a place to visit or invest in. Built form should respect the human scale, showcase heritage buildings and invite activity to spill out onto the street.

IDENTITY AND PLACE

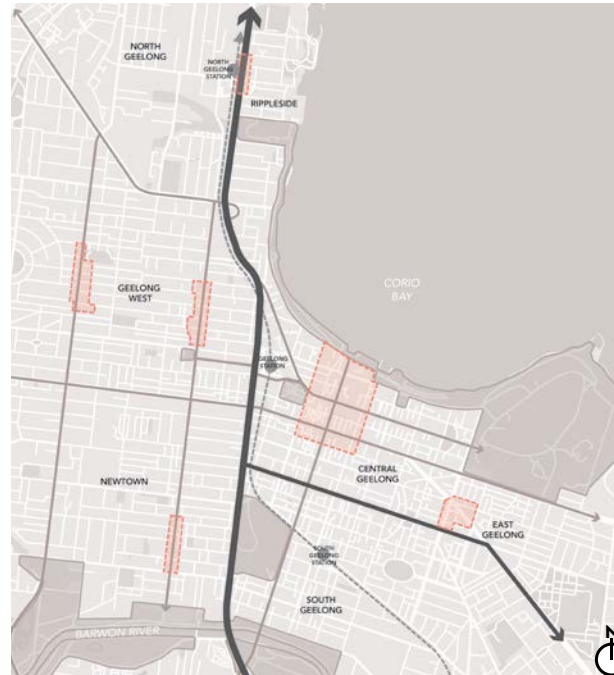
There are many opportunities to enhance the sense of identity and 'place' in the area. Celebrating its history and adding public and community art that promotes local creative talent and supports more events.

A WIDER FRAMEWORK

As government-led plans to revitalise Central Geelong continue to bring significant opportunities for investment and growth, we must also plan for the future of our inner city urban areas. To create a network of walkable compact neighbourhoods.

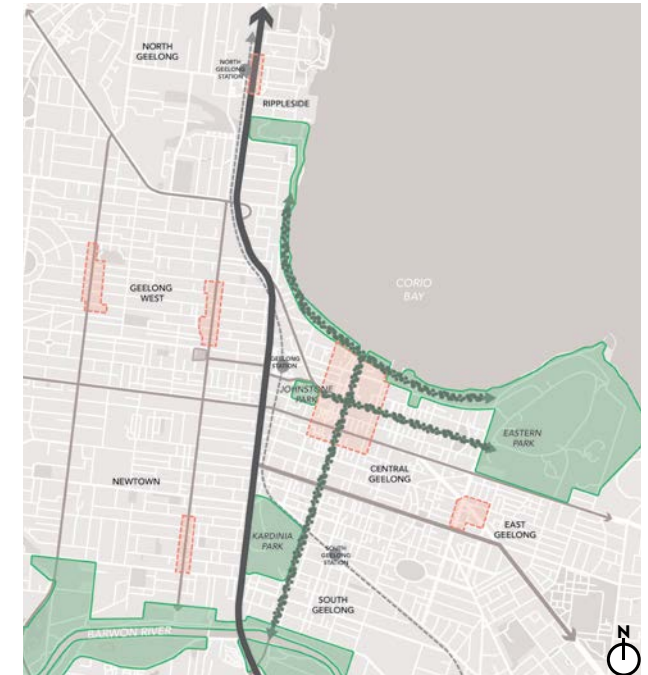
The City acknowledges the need to continue to invest in our streets, transforming them into a safe, inclusive, and attractive part of the public realm. The 'public realm' relates to places that belong to everyone, comprising streets, squares, parks, green spaces and other outdoor places that are accessed without charge and available for everyone to use.

Offering space for people to move while facilitating a variety of uses and activities. Unlocking their potential to become people-oriented 'green' streets is key to building a more sustainable and liveable future for our existing and future communities.

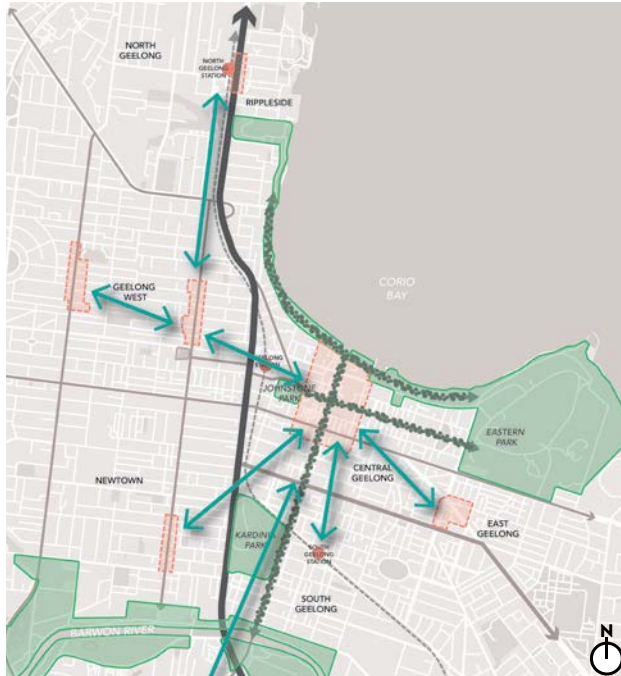


The structure of 'urban' Geelong consists of a central city surrounded by established residential neighbourhoods with local activity centres ranging in size from small shopping strips to iconic specialised retail centres like 'Pako'.

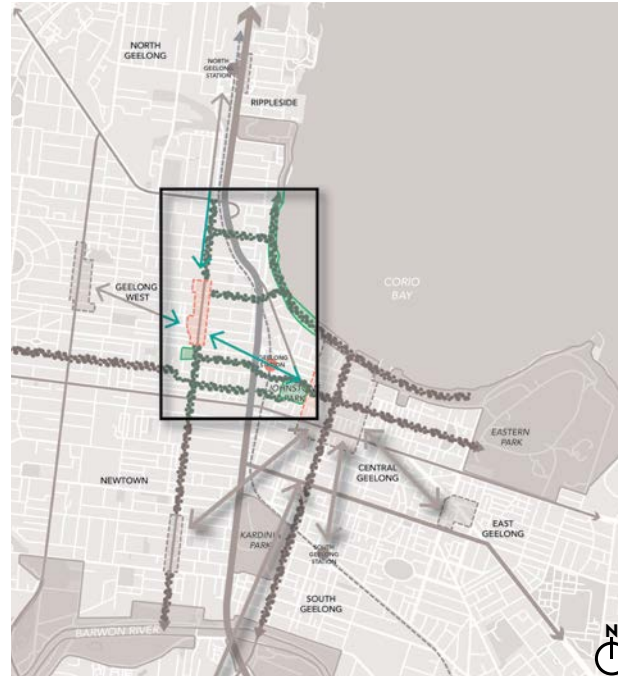
Latrobe Terrace, McKillop Street and the railway corridor are significant barriers for people-friendly movement.



A key vision for revitalising Central Geelong is to create a 'City in a Park'. Creating 'green' people - friendly and environment - friendly activated streets connecting public open spaces.



Looking outside the 'city' boundaries to create a network of well-connected 'places' where people live, work and play. Acknowledging that together, they create a more resilient, diverse and adaptive urban and 'city' environment.



This UDF seeks to transform Pakington Street and Gordon Avenue into green links that connect people to key destinations. Building on their different roles and unlocking their capacity to accommodate new infill development that contributes to housing diversity.



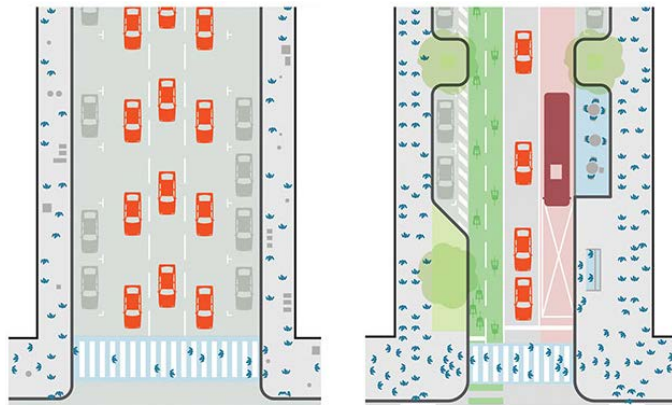
THE APPROACH

STREET AS "PLACE"

- Adopting a more flexible approach to how we design and experience Pakington Street and Gordon Avenue.
- Taking a people-oriented approach that caters to a range of transport modes, shifting our priorities to put people, not cars, first.
- Creating 'nodes' of activity with seating and vegetation that add interest

INCREMENTAL CHANGE IN THE PUBLIC REALM

- Recognising that large-scale projects can be costly, disruptive and difficult to implement.
- Maximising the opportunity to partner with the community and stakeholders.



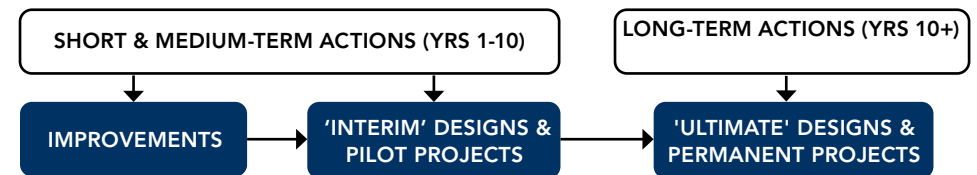
CAR-ORIENTED STREET

MULTI-MODAL STREET

- Global Street Design, Global Designing Cities Initiative, Island Press 2016.



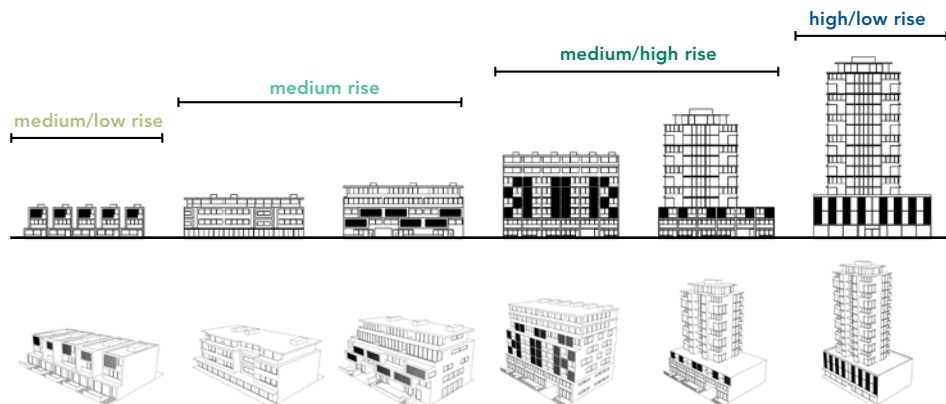
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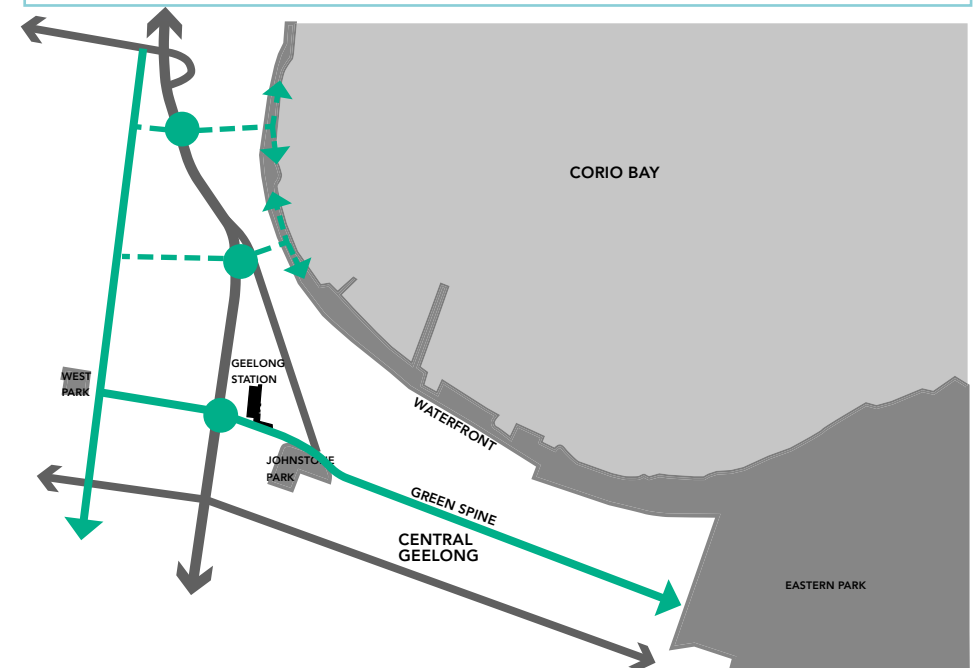
INFILL DEVELOPMENT AND HOUSING CHOICE

- Recognising the development potential in areas along Pakington Street and Gordon Avenue.
- Ensuring future development responds to context and adds to existing or desired character.
- Increasing housing type mix to cater for a wider variety of lifestyles



CONNECTING KEY DESTINATIONS

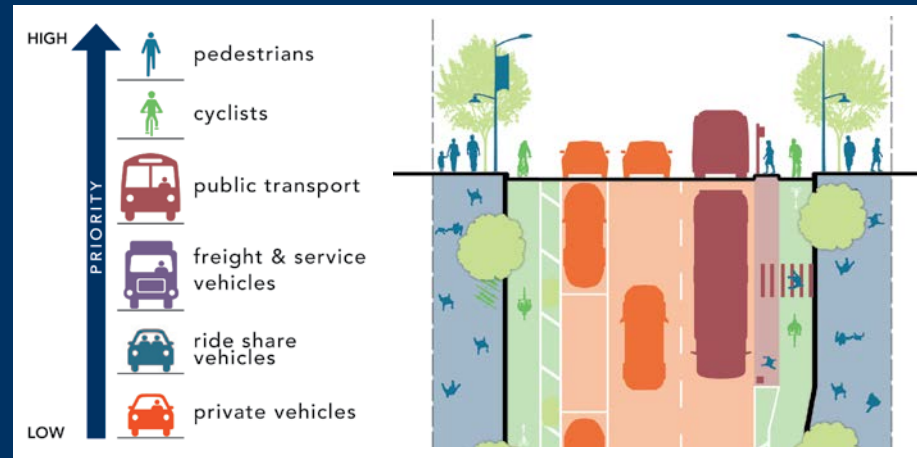
- Advocating for better connections from the 'West' to the Geelong Station, Central Geelong and the open space reserve along Corio Bay.
- Recognising the need to redesign the Geelong Station to allow better access across Latrobe Terrace, including upgrades to the Gordon Avenue intersection.
- Highlighting the opportunity for a new connection across the top of Latrobe Terrace.



THE APPROACH - PAKINGTON STREET

ASPIRATION

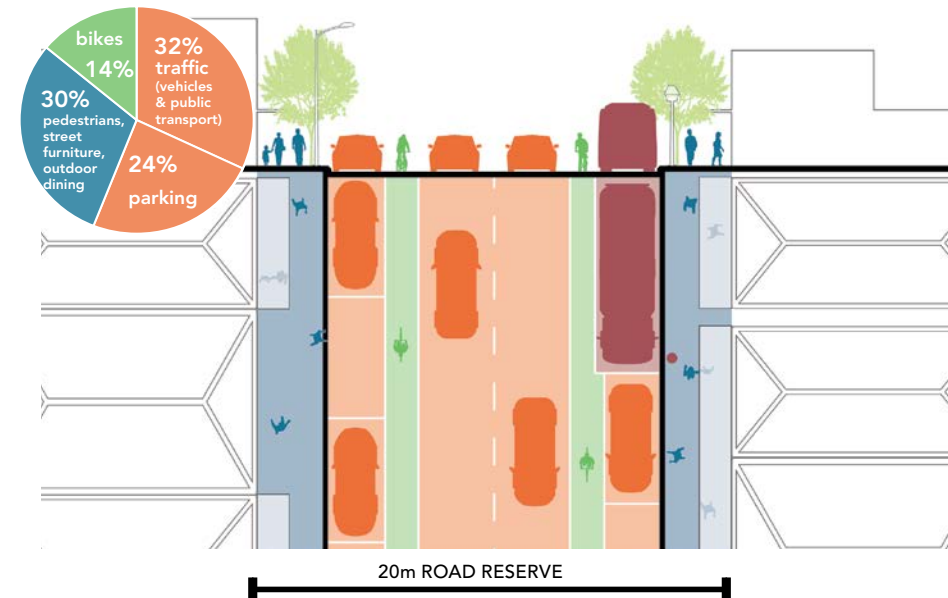
Best practice approach to sharing space. Works to deliver this aspirational design does not form part of the UDF. This would be subject to future design and planning processes following implementation of the short term and 'interim' actions.



- Pedestrians: wide footpaths (3.5m - 3.8m), allowing clearance zone (1.8m - 2m) for wheelchair, pram, mobility scooter access. Greater opportunity for seating, outdoor dining and/or street trading.
- Cyclists: buffered bike lanes located adjacent to footpath provide safest design. Note that 'buffer' is at-grade and delineated with line-marking to avoid tripping hazards.
- Public transport: bus stop design and treatment optimises level of service.
- Vehicles: on-street parking provision and loading zones, recognising on-street parking works towards visitor convenience and can help calm traffic speeds.

EXISTING

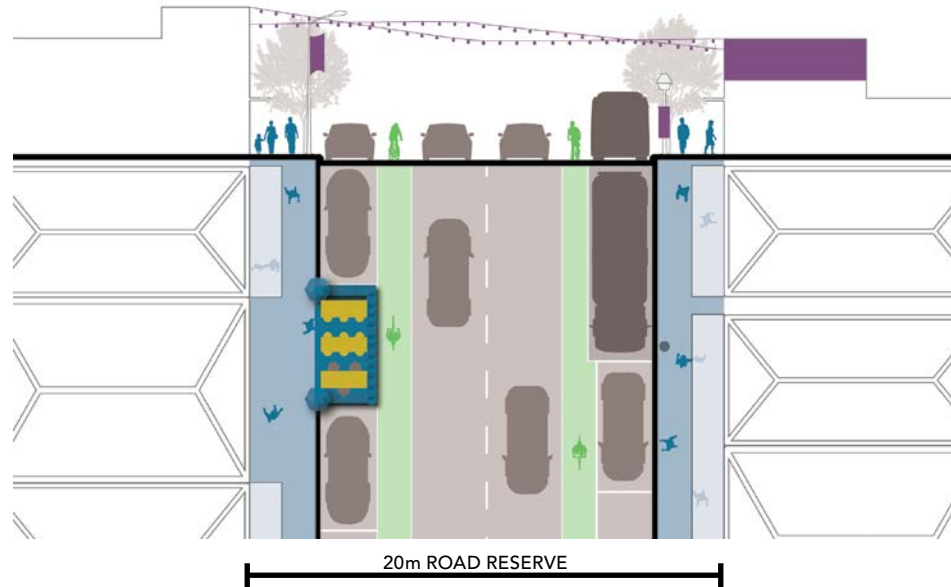
Pakington Street's current space allocation and characteristics.



- Pedestrians: average 2.8m wide footpaths allow limited opportunity for street trading and outdoor dining whilst maintaining the 1.8m clearance zone for wheelchair, pram, mobility scooter access.
- Cyclists: average 1.4m on-road bike lane located between parked vehicles and traffic with no clearance for opening doors.
- Public transport: bus stop design requires buses to leave and enter traffic lanes.
- Vehicles: average 3.2m two-way carriageway with on-street parking provision on both sides of the street.

SHORT-TERM (1-3 years)

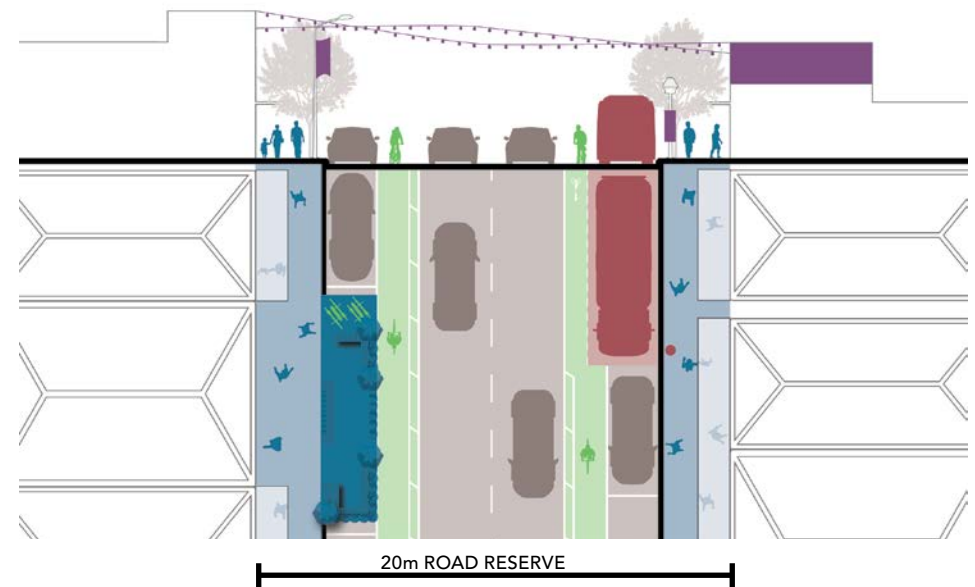
Streetcape projects and pilots geared towards improving 'experience'



- Pedestrians: improve footpath design to maximise accessibility. Extend seating and/or outdoor dining through voluntary temporary 'parklet' pilots.
- Cyclists: existing bike lanes remain. Improve safety by increasing visibility through paint treatment.
- Public transport: improve seating provision and signage at bus stops.
- Vehicles: existing on-street parking remains on both sides of the street. 'Parklet' pilots capped at a maximum of 6 spaces.

INTERIM (MID-TERM) (4-9 years)

Formalising 'successful' elements of short-term projects, including side-street design.



- Pedestrians: side-street upgrades. 'Parklet' program formalised with both temporary and long-term options.
- Cyclists: introduce at-grade buffer next to traffic lane and improve signage.
- Public transport: pilot project - bus priority.
- Vehicles: existing on-street parking remains on both sides of the street. Potential to use up to 5% for temporary voluntary 'parklets' in temporary or long-term options.



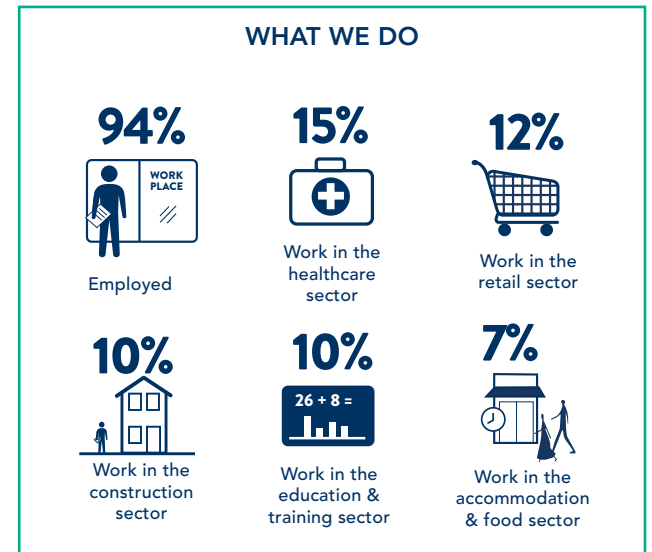
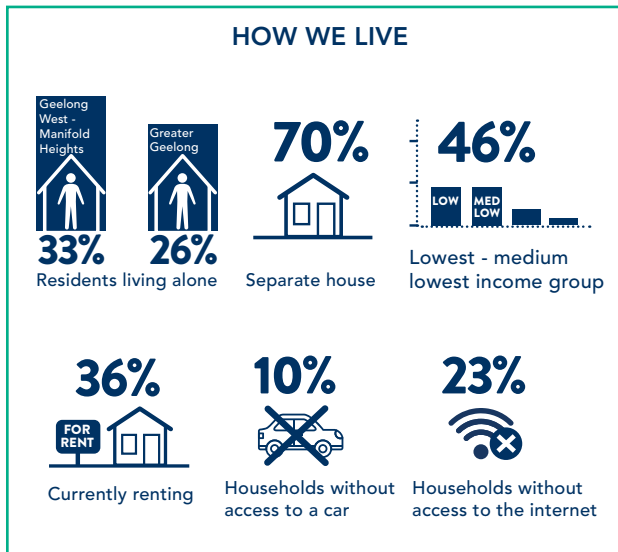
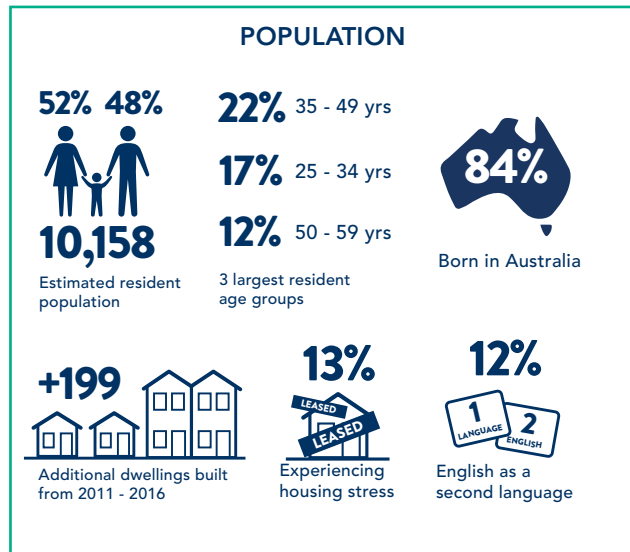
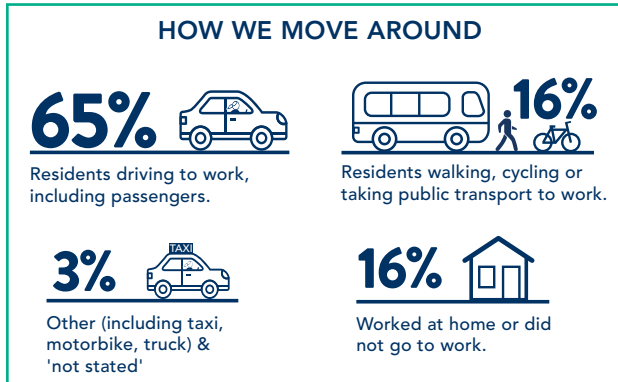
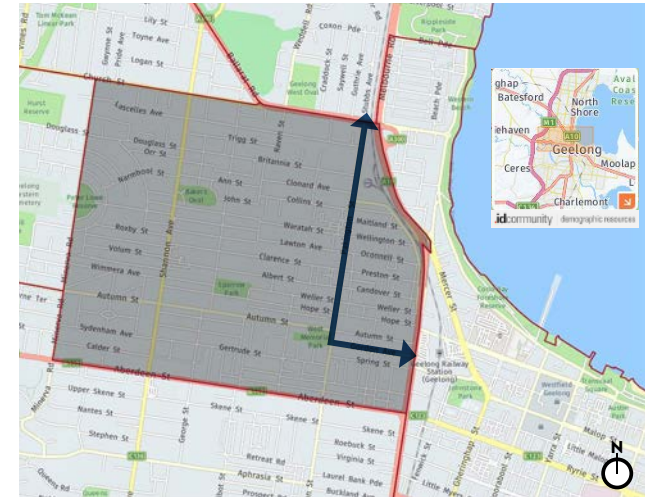
EXISTING CONDITIONS

GEELONG WEST SNAPSHOT

The established suburbs of Geelong West and Manifold Heights are considered together as a Profile Area.

This section provides a summary of key characteristics of the Geelong West - Manifold Heights resident composition based on 2018 ABS statistics.

Appropriate planning for the future of an area and its residents begins with an understanding of its current composition and key emerging demographics. This is particularly relevant for established existing urban areas if we are to have a better understanding of 'who', 'what' and 'where' we are planning for.



PAKINGTON STREET'S HISTORY

The history of an area plays an important role in its ongoing 'identity' and character. When planning for the future of the Pakington Street retail core precinct, it is vital to reflect on its history.

The traditional owners, the Wadawurrung people, lived in the Geelong and Bellarine region for over 2,000 generations before European contact, making use of the natural environment and managing the land as the original custodians.

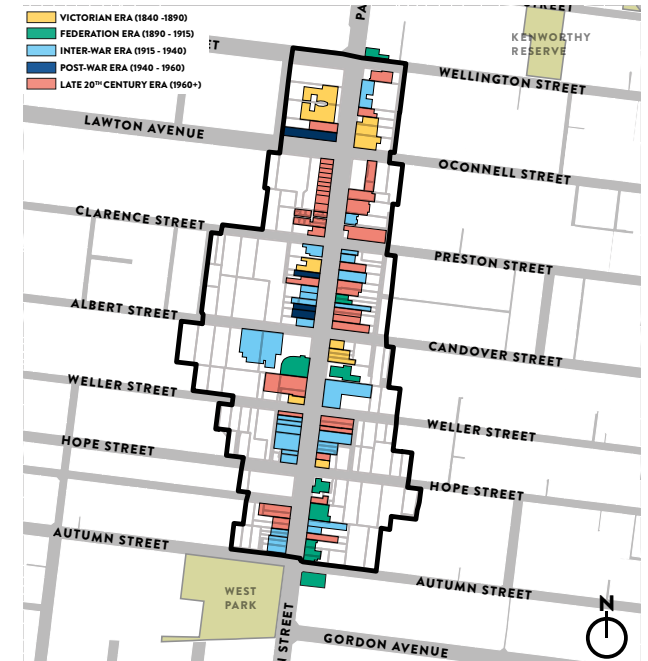
In 1837, the suburban area now known as Geelong West was first surveyed and subdivided into 22 separate 25 acre allotments following a grid layout by Port Phillip Senior Surveyor, Robert Hoddle. By 1841, these allotments had grown into a little suburban village known as "Ashby", which became a viable business alternative to the Town of Geelong; today's Central Geelong. With the introduction of a tram in 1912 and continued growth in businesses offering employment opportunities, Geelong West continued to grow, becoming a Town in 1922 and a City in 1929.

The area of Pakington Street in the retail core precinct is in Heritage Overlay 1634: Pakington Street Commercial Heritage Area. This policy sets objectives to preserve key elements that contribute to the character of the area and recognises the long history of this precinct as a 'main' street catering for the daily needs of the local community

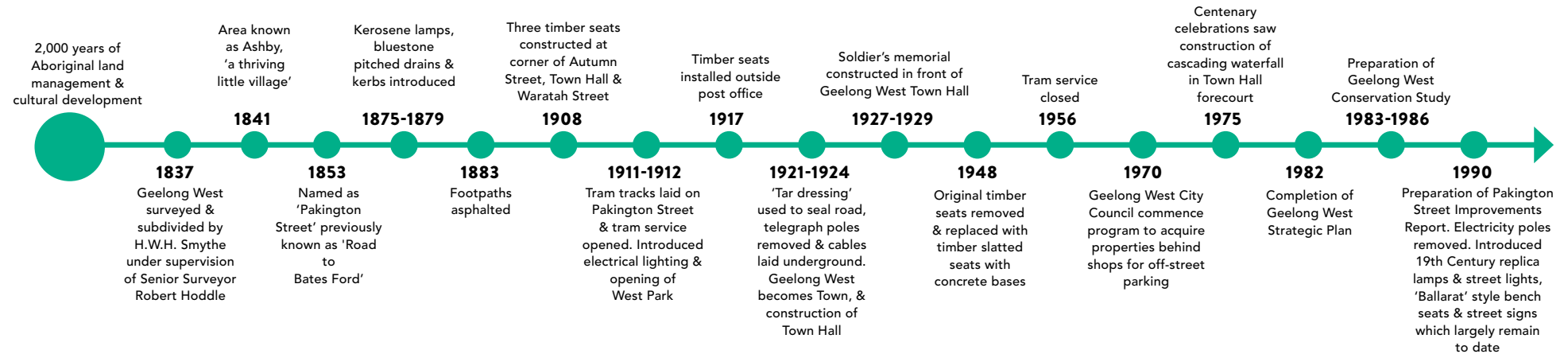
and plays an important role in generating a sense of community in Geelong West. The remaining buildings are representative examples of each of the major periods of architectural styles, from early Victorian to Post War, with some of considerable regional or local significance. These buildings, along with the mix of commercial, institutional and community uses contribute substantially to the character of 'Pako'.

Percentage breakdown of building eras:

- Victorian (1837-1895): 14%
- Federation (1895-1918): 10%
- Inter-war (1918-1945): 32%
- Post War (1945-1960): 5%
- Late 20th Century (1960-2000): 37%
- Vacant sites: 2%



GEELONG WEST & PAKINGTON STREET COMMERCIAL HERITAGE AREA TIME-LINE



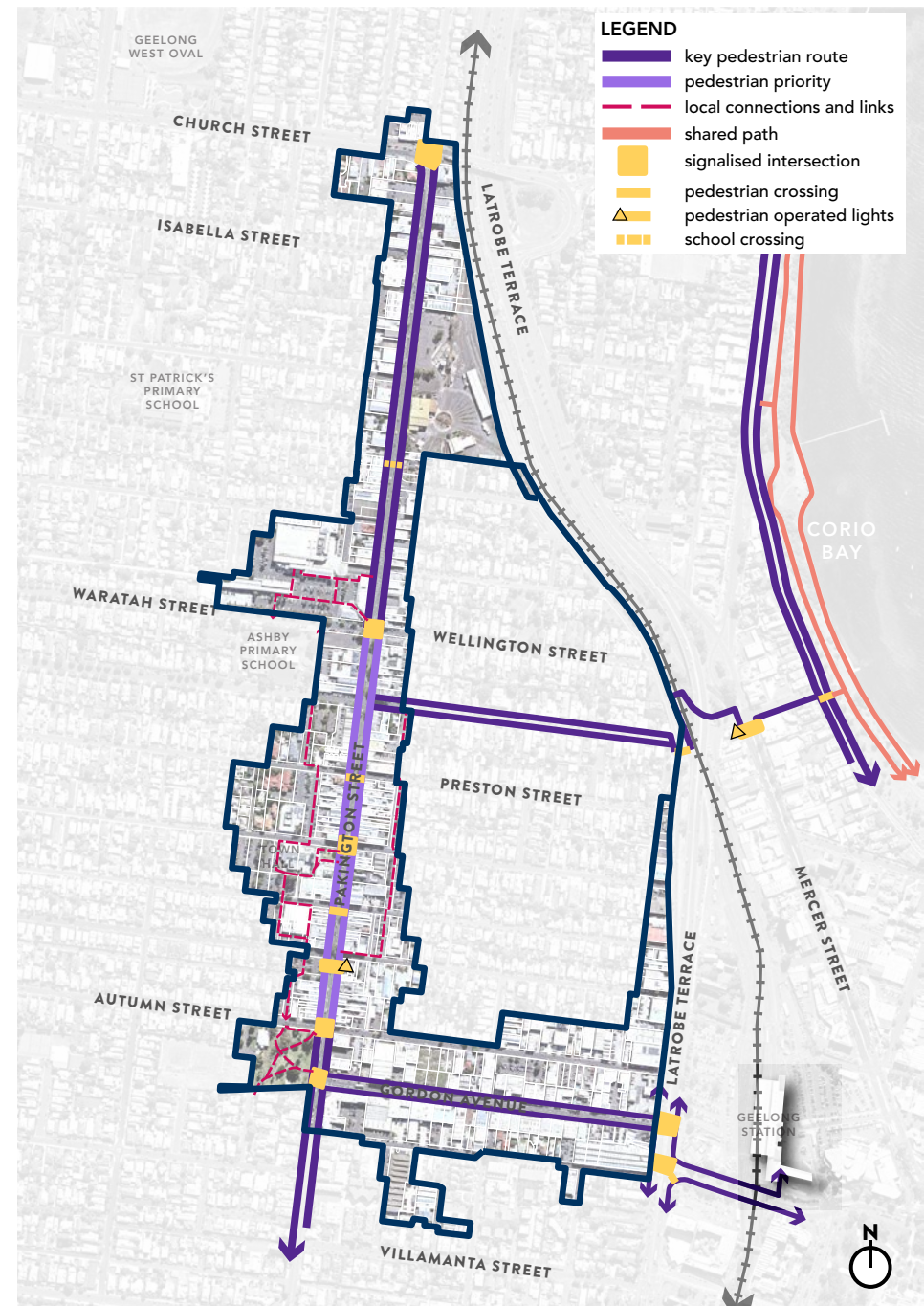
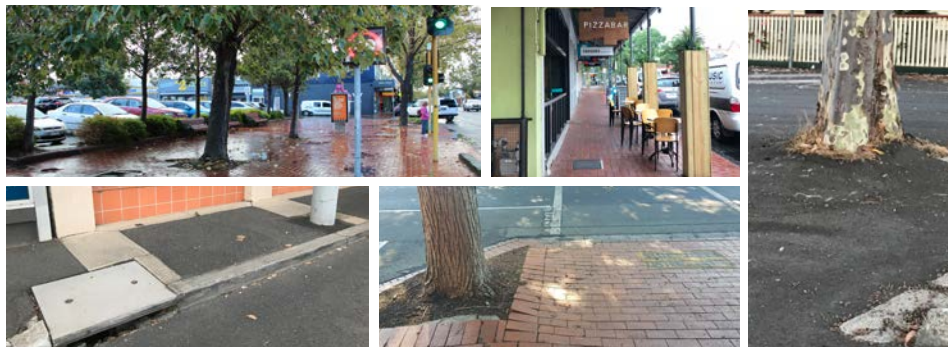
EXISTING PEDESTRIAN MOVEMENT

Pakington Street (Geelong West) and Gordon Avenue play an important role within the wider pedestrian network; providing connections to the Geelong Train Station and Bus Terminal, West Park, the retail area, and Central Geelong. The pedestrian and cyclist overpass at the end of O'Connell Street is an important connection across Latrobe Terrace.

At a more local scale, Pakington Street and Gordon Avenue connect pedestrians to key destinations within the area which generate high levels of foot traffic. The retail and community hub function of the area relies heavily on its ability to provide a safe, connected, walkable and attractive pedestrian environment. The City has recently constructed two additional raised pedestrian crossings in the activity 'core' of Pakington Street to enhance mobility across both sides of the street.

With the exception of a few local laneways, the pedestrian network includes paved footpaths on both sides of every street and road. The existing footpath condition varies throughout the study area. Raised pavers, protruding tree roots, and level changes in the existing footpaths are creating tripping hazards and present significant barriers for safe mobility for everyone. The surface and design of footpaths in busy retail strips is vital in ensuring everyone can safely and conveniently access shops, services and facilities in various weather conditions.

Even where the footpath is generally in good condition, signage, outdoor seating or trading and street furniture compete for space within a limited width, and can make it difficult and uncomfortable for people to move around; particularly the elderly, those with mobility aids or prams. By providing a more balanced allocation of street 'space' that recognises all road users; pedestrians, cyclists, public transport passengers and drivers, we can create streets that are safe, attractive and economically vibrant 'places'.



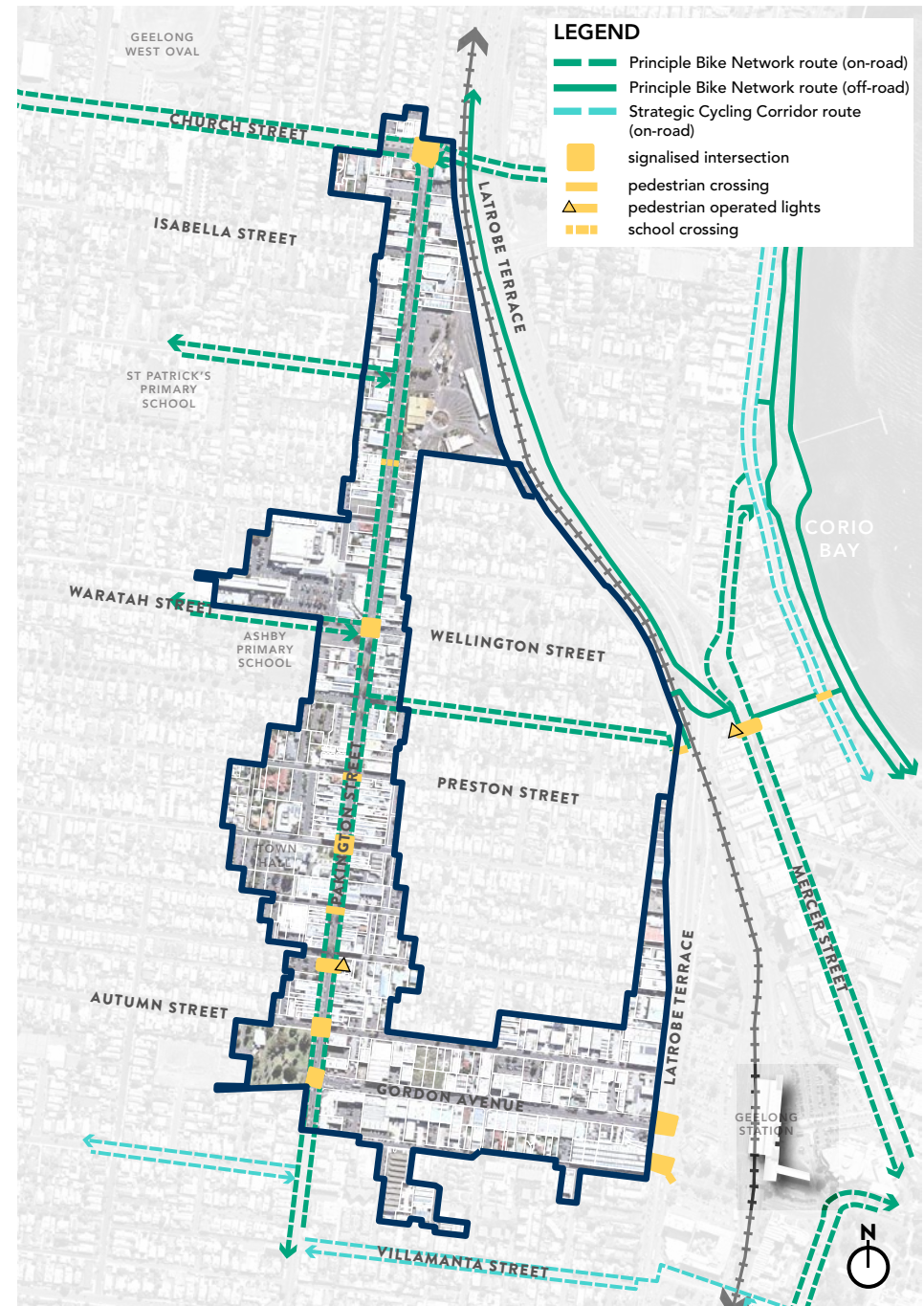
EXISTING CYCLIST MOVEMENT

Greater Geelong has an extensive existing network of bike paths and shared paths that connect people to key local and regional destinations through cycling. However, of the roughly 40,000 trips made every day in and out of Central Geelong by workers, only two per cent of these trips are made by bike despite the fact that seventy per cent of these trips are within easy cycling range.

Pakington Street (Geelong West) forms part of the Principal Bicycle Network; which aims to serve a commuter purpose. There is a pedestrian and cyclist overpass at the end of O'Connell Street along Madden Avenue that connects to the bike path on Mercer Street, the Esplanade, and along the Waterfront. On road bike paths along Villamanta Street, Gertrude Street and The Esplanade form part of the Strategic Cycling Corridor; which aims to serve a recreational purpose with strategic connections to key destinations including the Geelong Waterfront, and the Bellarine. However, there are limited safe east-west connections across Latrobe Terrace.

Though Pakington Street forms part of the Principle Bike Network and is a key north-south connection, existing cycling infrastructure in the study area is limited. The existing on-road bike lanes along Pakington Street are not clearly visible and sit between parked and moving cars, with a limited provision of parking facilities and directional signage.

The City is committed to adopting best practice design to encourage cycling as a viable local alternative to driving, recognising that a safe and well connected cycling network can help alleviate traffic congestion, reduce carbon emissions and promote healthy lifestyles.



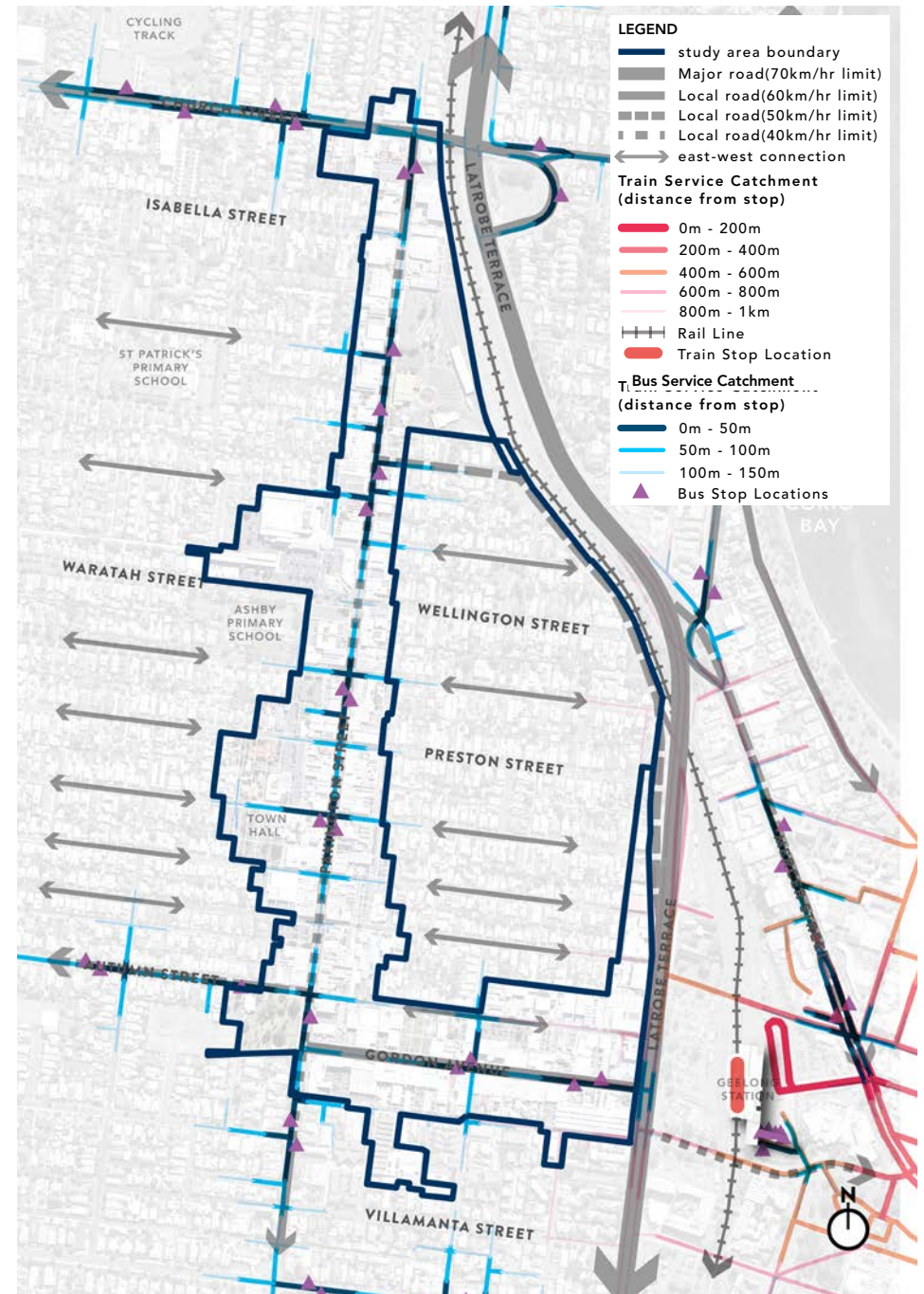
EXISTING ROADS AND PUBLIC TRANSPORT

Movement within the study area is defined by its street grid layout which creates a range of street widths and scales, with varied options for east-west movement through local roads, while north-south movement is limited to Pakington Street and a few others like Elisabeth Street. The street grid layout also has a significant impact on public transport infrastructure, like buses, which depend on road.

Pakington Street is a key north-south 'spine' that runs through the study area and the neighbouring suburb of Newtown down to the Barwon River, offering connections to Church Street (Midland Highway) and Aberdeen Street (Hamilton Highway). Gordon Avenue is a key east-west street connecting the study area to Latrobe Terrace (Princes Highway), the Geelong Train Station and Central Geelong, and is a link between Johnstone Park and West Park.

Vehicle speed limits often reflect the 'function' of a street in terms of its environment and purpose within the network; whether it is primarily for 'moving' traffic from one place to another or whether the street itself is a destination or 'place'. Vehicle speed limits on Pakington Street have recently been reduced to 40km/hr.

In terms of public transport, the 'service catchment' area relates to the 'reach' public transport infrastructure can cover through walking distances from individual stops through existing street networks. The area is currently covered by two bus routes, route 22 from Geelong Station to North Shore Station travels down Pakington Street turning onto Gordon Avenue. Route 1 runs along Gordon Avenue and Autumn Street, offering connections to Deakin University in Waurn Ponds and North Shore Station through Central Geelong. Existing bus stop infrastructure consists of timetable and 'hailing' signs with limited shelter or seating and inconsistent Tactile Ground Surface Indicators (TGSI's) for people with vision impairments. The current design and orientation of the Geelong Train Station's entry and exit points limit easy access from Geelong West.



EXISTING STREETScape CHARACTER

We often tend to think of streets only as the surfaces vehicles drive on when moving from one destination to another. Ignoring the fact that even 'drivers' become 'pedestrians' at some point in their journey, and that not everyone in our community has access to a vehicle or are able to drive. Streets are actually the basic unit through which 'people' experience urban areas, stretching from one property line to another, offering space for movement while facilitating a variety of uses and activities.

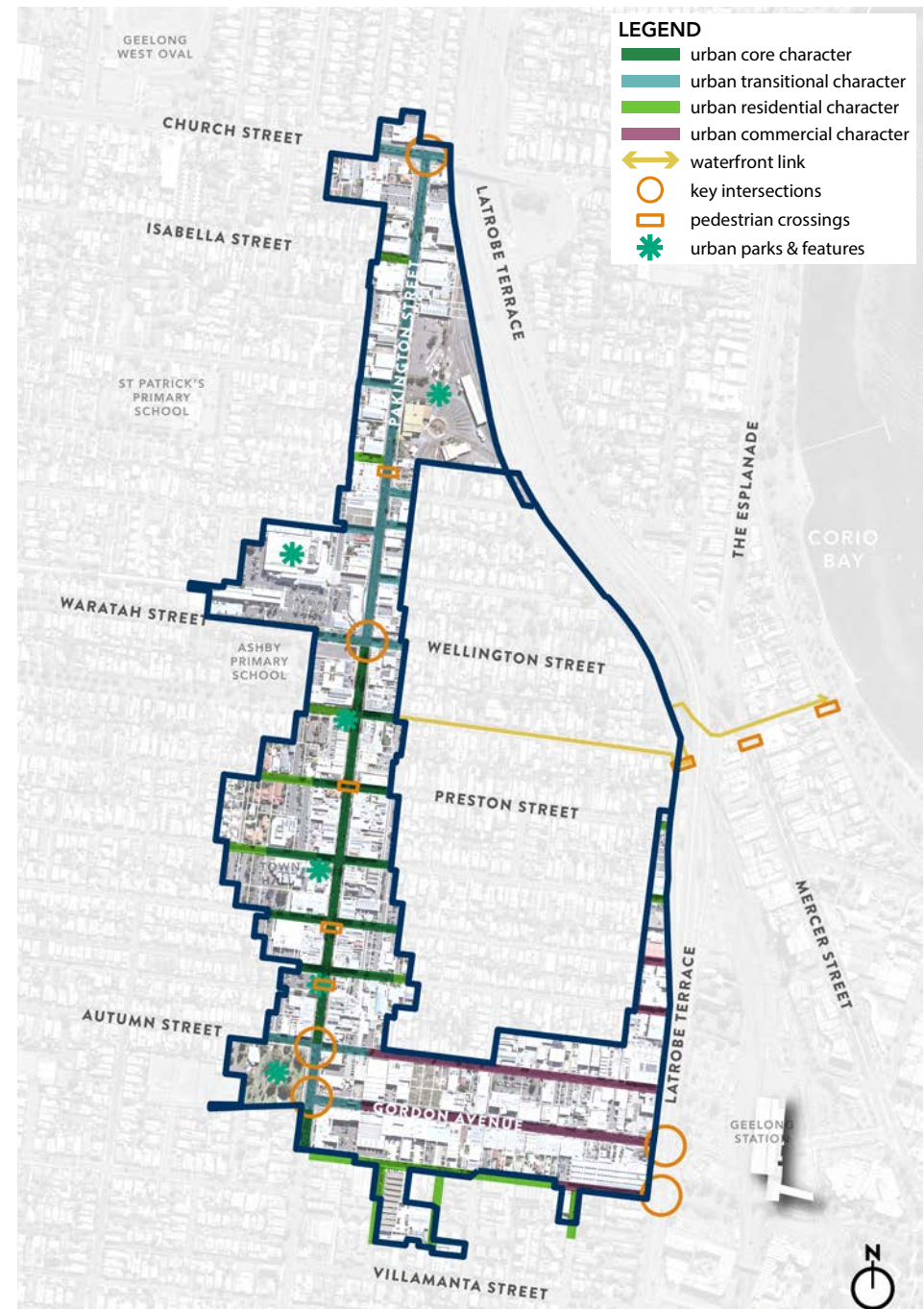
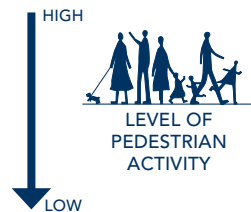
The collective 'look' of all the different elements of the street including buildings, footpaths, trees, signage, landscaping and pedestrian activity are often referred to as the 'streetscape'. These elements all come together and give a visual identity to the streets, creating a sense of place. Well designed streetscapes play a key role in encouraging street life and providing amenity for residents and visitors of all ages and abilities, and have the potential to attract and retain business and activity.

The areas around Pakington Street and Gordon Avenue have developed their existing streetscape character over time. Given their focus as commercial and retail centres, the existing streetscapes in the study area have been categorised by level of pedestrian activity.

More intense character has wider footpaths, buildings fronting the street with no setback, more street furniture, canopy cover, while less intense character actually discouraging pedestrian activity with narrow footpaths, no canopy cover, multiple vehicle cross overs and blank walls.

The four categories are as follows:

- Urban Core Character
- Urban Transitional Character
- Urban Residential Character
- Urban Commercial Character



EXISTING CHARACTER AREAS

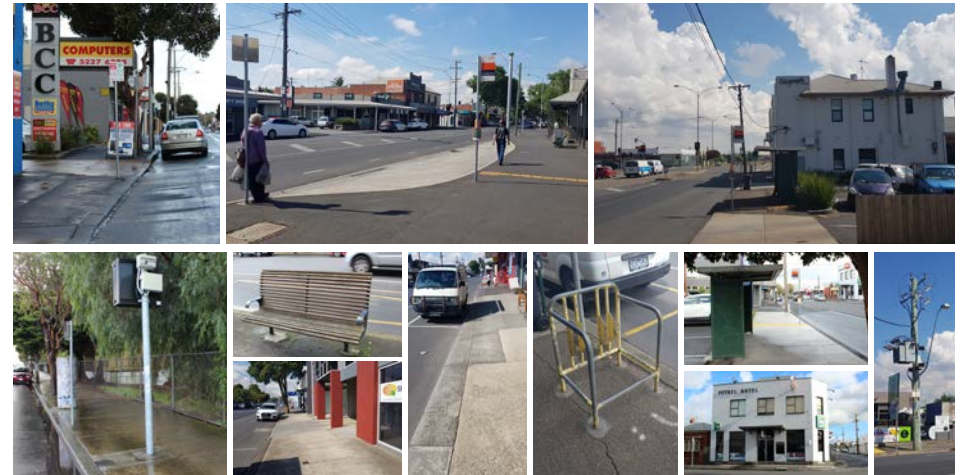
URBAN CORE CHARACTER (HERITAGE CORE PRECINCT)

- Continuous building frontages with zero setback create defined 'street wall'.
- Predominantly one and two storey heritage buildings with architectural elements and narrow activate frontages.
- Wider footpaths, average 2.8m with some areas used for outdoor dining.
- On-street parallel parking and on-road bike lanes.
- Mature canopy trees in kerb out-stands in large areas of brick paving.
- Mix of street furniture design, both replica 19th or early 20th century and contemporary.
- Raised pedestrian crossings and pedestrian operated lights.



URBAN CORE TRANSITIONAL CHARACTER (PAKINGTON NORTH PRECINCT)

- Building frontages with varied setbacks create an undefined 'street wall'.
- Predominantly one and two storey buildings with a mix of narrow and wide frontages with varying levels of activation.
- Wider footpaths, average 2.8m with limited use for outdoor activities.
- Approx. 200m of inactive frontage along the Rail Siding Yard.
- On-street parallel parking.
- On-road bike lanes and limited parking facilities.
- Inconsistent street tree canopy.
- Predominantly asphalt pavement though there are areas where brick has been used.
- Powerlines and limited street furniture and signage provided.



URBAN RESIDENTIAL CHARACTER (PARTS OF GORDON AVENUE PRECINCT)

- Varying setbacks, with predominant front setback with green space for front gardens and parking.
- Predominantly one and two storey residential buildings with a few 3 storey buildings along the Spring Street area.
- Mixed residential, office and parking.
- Intermittent street tree planting with species variety.
- Narrow footpaths and informal on-street parking.
- Asphalt footpaths.
- Limited street furniture and lighting.



URBAN FRINGE CHARACTER (GORDON AVENUE PRECINCT)

- Generous building setbacks with on-site car parking.
- Predominantly one and two storey buildings with wide frontages and blank walls.
- Narrow footpaths and constant vehicle cross overs.
- On-street parallel parking and limited street trees.
- Powerlines and limited street furniture and signage provided.
- Mixed residential, office, warehouse, commercial and parking.
- Inconsistent and 'patchy' pavement with various materials though predominantly asphalt.
- Powerlines and limited street furniture and signage provided.



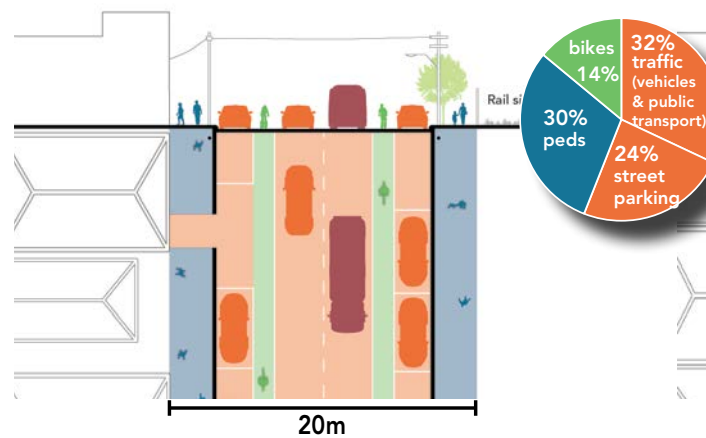
EXISTING STREET SPACE DISTRIBUTION

Pakington Street and Gordon Avenue play numerous roles within the movement network and currently accommodate different transport modes within a tightly set width, which makes every bit of room on the street a 'contested space'. Generally, most of that space is allocated to private vehicles, with wide lanes for traffic and little room for people.

As the local population in Geelong West continues to grow, we must work to make these streets safer and attractive to improve the walking and cycling experience. Inviting the local community to walk and cycle to 'Pako' and recognising that not everyone in our existing and future communities will have access to a vehicle, have the ability to drive or wish to do so. This means providing a more balanced allocation of street 'space' that recognises all users; pedestrians, cyclists, public transport passengers and drivers.



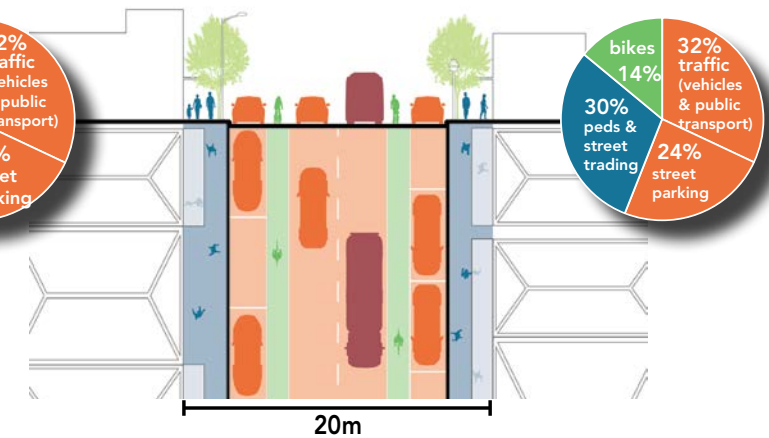
Pakington Street in Pakington North Precinct



Footpaths make up around thirty per cent of the space. Street trees, power poles, signage, street furniture, outdoor dining, bus shelters and pedestrians compete for usage of this space.

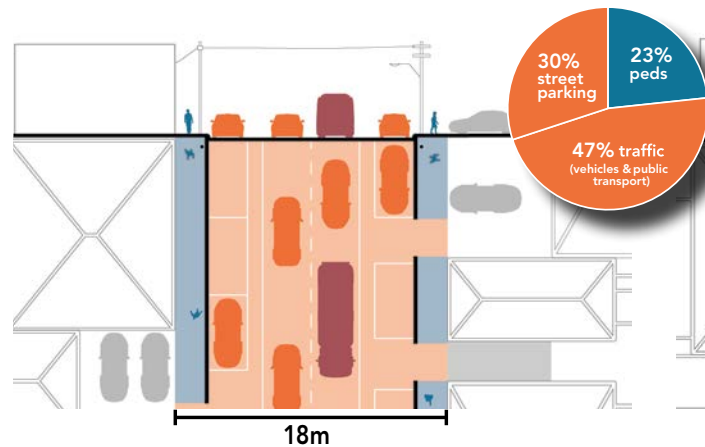
Existing on-road bike lanes are narrow, not clearly visible and sit between parked vehicles and moving traffic. There is limited bicycle parking provided.

Pakington Street in Heritage Core Precinct



Over half of the space is allocated to private vehicles, though traffic lanes and street parking are shared with buses running along route 22.

Gordon Avenue

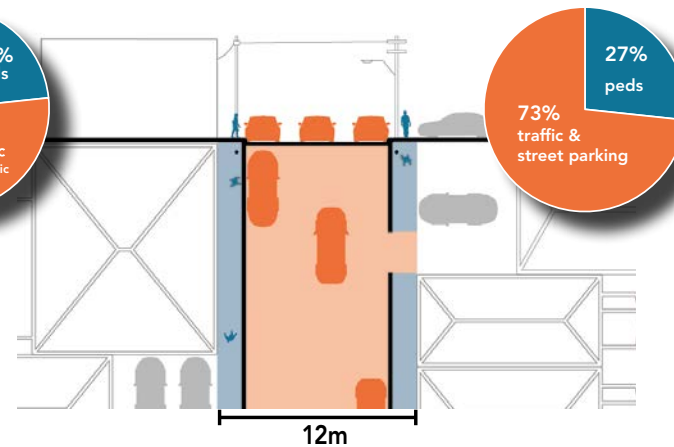


Footpaths make up around twenty per cent of the space. Power poles, signage and pedestrians compete for usage of this space. There is a lack of street trees or any other form of weather protection.

There are currently no designated bike lanes, though Gordon Avenue is a key connection to the Geelong Train Station and Central Geelong.

Almost eighty per cent of space is allocated to private vehicles, though traffic lanes are shared with buses running along routes 1 and 22.

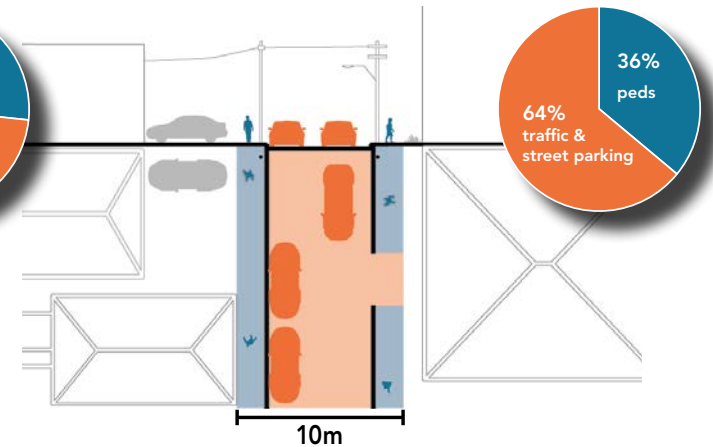
Autumn Street in Gordon Avenue Precinct



Footpaths make up almost thirty per cent of the space. Power poles, signage and pedestrians compete for usage of this space. There are currently very few street trees.

Over seventy per cent of space is allocated to private vehicles, with on-street parking allowed along both sides of the street. Two-way traffic is mostly 'local'.

Spring Street in Gordon Avenue Precinct



Footpaths make up almost forty per cent of the space. Power poles, signage and pedestrians compete for usage of this space. There are currently very few street trees.

Over sixty per cent of space is allocated to private vehicles, with on-street parking allowed only along one side of the street. Two-way traffic is mostly 'local' and can only access Latrobe Terrace in a left-in, left-out arrangement.



Library

HERITAGE CORE PRECINCT



Kubra

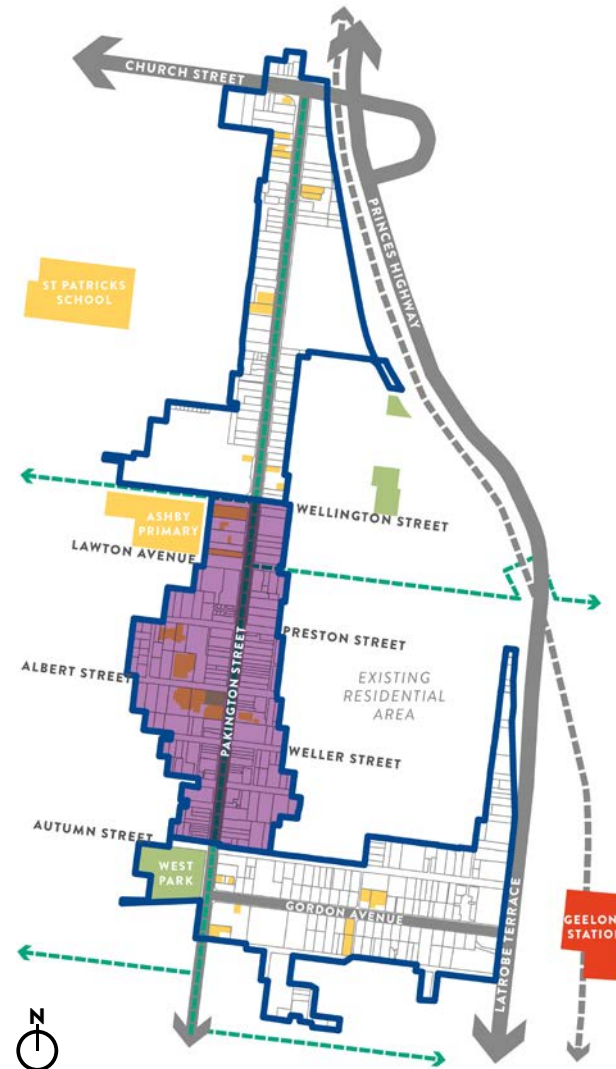
INTRODUCTION

The activity "core" of Pakington Street (Geelong West), stretching from Wellington / Waratah Street to Autumn Street is the area that comes to mind when you hear "Pako". It's home to one of Geelong's biggest celebrations of cultural diversity and offers some of the best shopping and dining experiences in a backdrop of heritage buildings and community spirit.

Pakington Street itself is the glue that brings everything together, the space between the buildings that belongs to everyone and from where shops and services are accessed and where interactions and activity take place.

The retail and community 'hub' function of this section of Pakington Street requires it to be a safe, inclusive and attractive part of the public realm. Embracing its role and catering for the different ways people move, with 'nodes' offering seating, shelter and interest.

Recognising that this is a successful and well-known part of Geelong with a distinct character and strong community 'feel', design interventions should focus on improving, rather than changing the area in order to ensure the precinct continues to thrive.



CHALLENGES AND OPPORTUNITIES

Key challenges and opportunities that were identified through analysis of existing conditions, the community engagement process and review of existing policy are summarised.



OUR FUTURE VISION

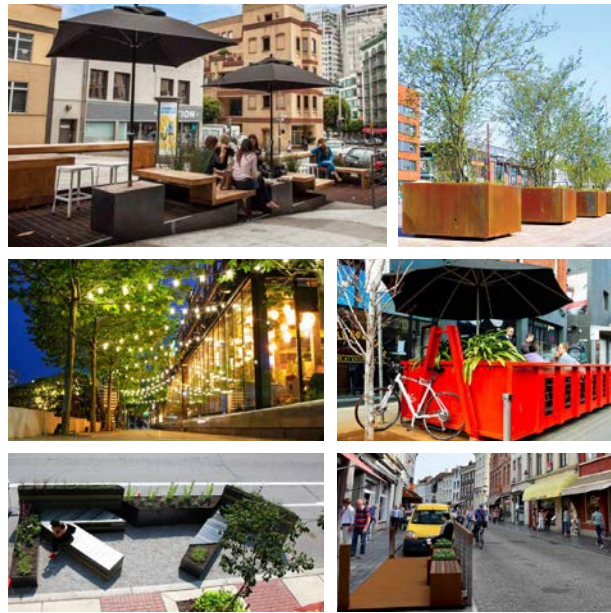
The Heritage Core Precinct will continue to play an important role as a premier shopping strip and community hub in a backdrop of heritage buildings, based around a safe, leafy and 'people' friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. Enhancing and celebrating its unique built form and cultural heritage through a high quality public realm that connects people with nature and offers opportunities for 'life' to spill out onto the street. Providing attractive and comfortable urban public spaces that become iconic places for people to meet.



KEY MOVES

The following outlines the key moves for the Heritage Core Precinct, which aim to 'act' on the Vision and Guiding Principles to ensure Pakington Street continues to evolve into a great people-friendly street that encourages diversity, builds social cohesion, connects people with nature and heritage values and attracts investment and innovation. Also recognising the need to protect the 'low' rise scale of existing heritage buildings that significantly contribute to the 'look' and 'feel' of the area.

STREET ACTIVATION AND INCREMENTAL CHANGE



- images: Google images

Encouraging further street activity and space for outdoor dining and seating through temporary or 'pilot' projects. 'Parklets' are an extension of the footpath which allows more room for seating and planting in a temporary arrangement. Existing kerb out-stands with increased planting. Investigate introducing feature lighting.

STREET IMPROVEMENTS



- images: Google images

Addressing the existing slip/trip hazards and issues raised by the universal access audit along the footpaths. Replacing existing materials with contemporary, practical and longer-lasting materials for a buzzing and attractive shop-strip environment.

URBAN RENEWAL PROJECTS



Key renewal projects that aim to transform currently underused or inactive spaces into urban 'pocket' parks. Addressing the issue of connectivity across side streets, including 'greening' and activating kerb out-stands. The designs presented in the UDF are 'concepts' only and presented for discussion.

UNIFIED WAYFINDING



Establishing a suite of signage for Pakington Street and integrated wayfinding. Capitalising on existing services and public infrastructure by ensuring directional signage is visible, easily understood and does not clutter the streetscape. The designs presented are 'concepts' presented for discussion.

ADDITIONAL HERITAGE DESIGN GUIDELINES



Improve existing policy and heritage guidelines to further enhance these heritage buildings that play a key role in 'Pako's' identity and character.








As there is no existing streetscape infrastructure of heritage value, there is an opportunity to replace kerb and channel, footpath paving and street furniture.

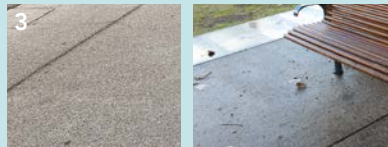
From a heritage perspective, it is recommended that replica 19th or early 20th century designs are avoided.

MATERIALS



Kerb and channel following the City's Engineering Services Unit standard design

- 1  MAIN FOOTPATH
 - asphalt
 - feature bluestone
 - bluestone kerb
 - coloured concrete channel
- 2  SIDE FOOTPATH
 - asphalt
- 3  KERB OUTSTAND
 - exposed aggregate
- 4  SIDE STREET THRESHOLD CROSSING
 - bluestone flat top
 - rough bluestone pitchers
- 5  COLOURED BIKE LANE
 - coloured pavement
- 6  EXISTING TREES
-  SIDE STREET IMPROVEMENTS & THRESHOLD CROSSINGS



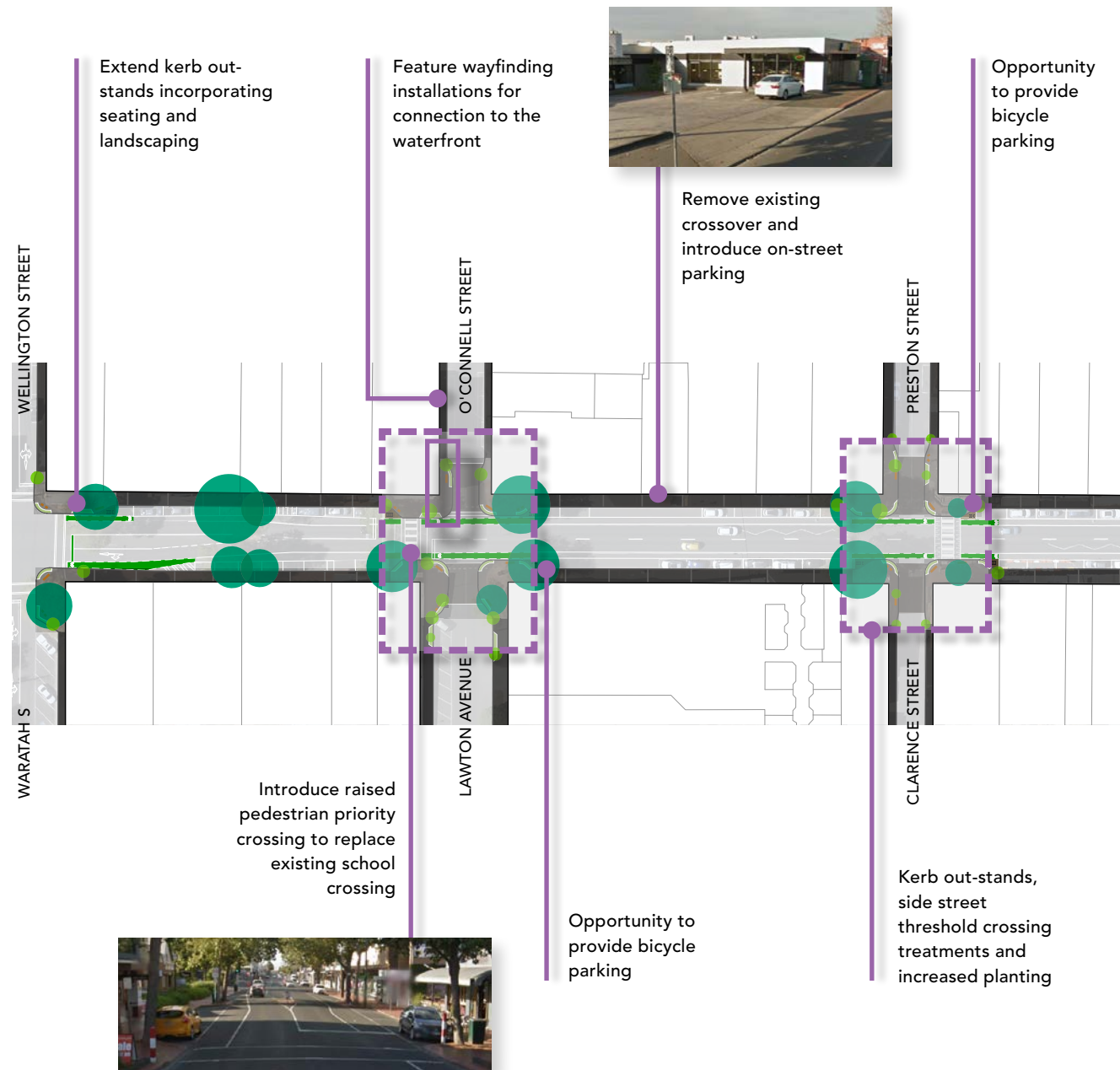
Following design of Town Hall Civic Square



Side street threshold crossing



Existing Swanston Street treatment



Improve safety and visibility of existing bike lanes through coloured treatment at 'conflict' points and intersections

Extend kerb out-stands, side street threshold crossing treatments and increased planting



Replace pedestrian signals with raised pedestrian priority crossing

Provide bike 'starting' boxes at intersections for safer cyclist movement

CANDOVER STREET

AUTUMN STREET

ALBERT STREET

WELLER STREET

HOPE STREET

AUTUMN STREET



Extend kerb out-stands incorporating seating and landscaping

Upgrade space between Town Hall and Library into 'pocket' park



Upgrade 'pocket' park, retain existing trees and extend footpath on Yuille Street



Extend kerb out-stands incorporating seating and landscaping

URBAN RENEWAL PROJECTS

PROJECT B



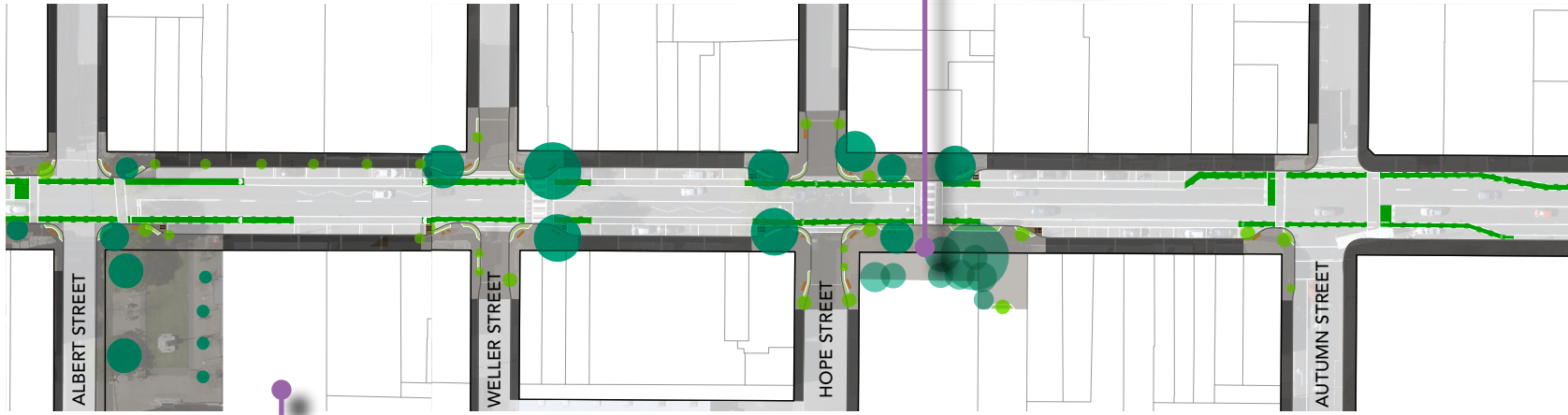
PROJECT A



PROJECT C



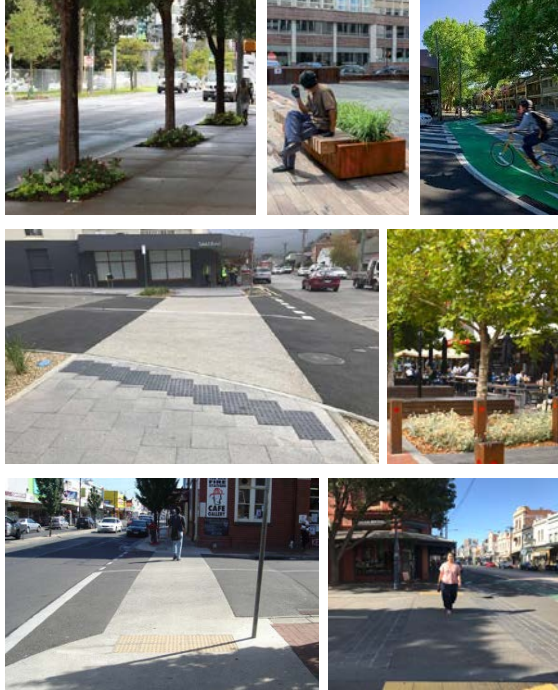
PROJECT D



PROJECT E



PROJECTS A & B - BETTER CONNECTIONS TO THE WATERFRONT AND STANDARD SIDE STREET TREATMENT



- images: Google images

PROJECT B



EXISTING

Side street crossings can present a challenge for people to move around the Precinct, having to change levels twice and move across a wide length of carriageway. There is an opportunity for side streets to reflect the leafy pedestrian-friendly character of the Precinct.

The design intent is:

A raised threshold crossing prioritises pedestrians and allows for a seamless connection between side streets and the main footpath. Kerbside planting and additional street trees enhance the 'look' and 'feel', announcing arrival to the wider Precinct.



EXISTING

PROJECT A

PROJECT C - 'GREEN' BIKE STATIONS



EXISTING



- images: Google images

Existing no-standing areas, including those near raised pedestrian crossings present opportunities to extend the kerb, using this space to introduce more planting, trees and bicycle parking.

The design intent is:

Introducing convenient bike parking stations featuring planters for additional vegetation and street trees provide an interesting, contemporary and 'green' element to enjoy.

PROJECT D - POCKET PARK



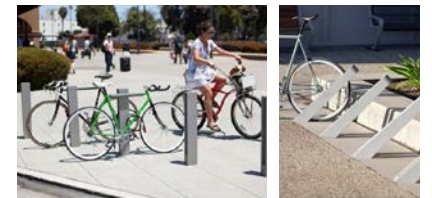
EXISTING



The space is currently underutilised, with limited seating or interesting features. Existing footpath along Yuille Street is narrow, limiting activity to spill out.

The design intent is:

Raised concrete beds, a shelter structure and paved areas create a green urban pocket park that seamlessly ties in urban living and the natural environment, creating a small oasis with plenty of seating and shade in a busy and active street.



- images: Google images

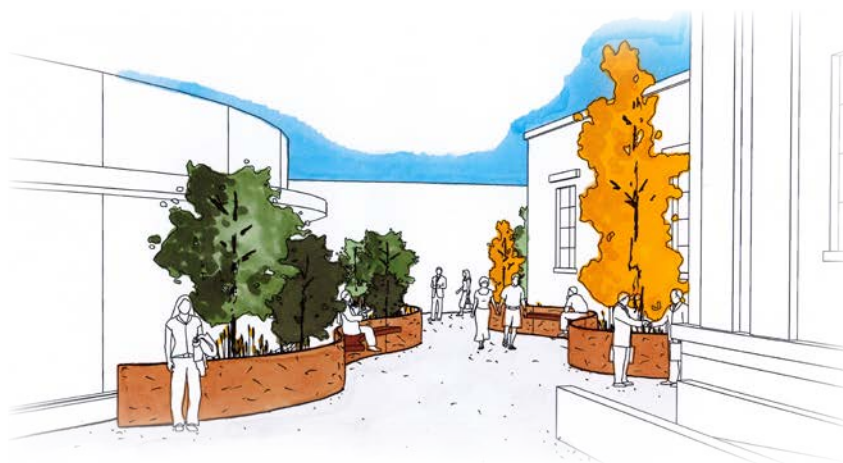
PROJECT E - TOWN HALL AND LIBRARY POCKET PARK



- images: Google images



EXISTING



The space is currently underutilised with little vegetation or interesting features despite it providing entry to the Town Hall and access to the public toilets. Directional signage is lacking.

The design intent is:

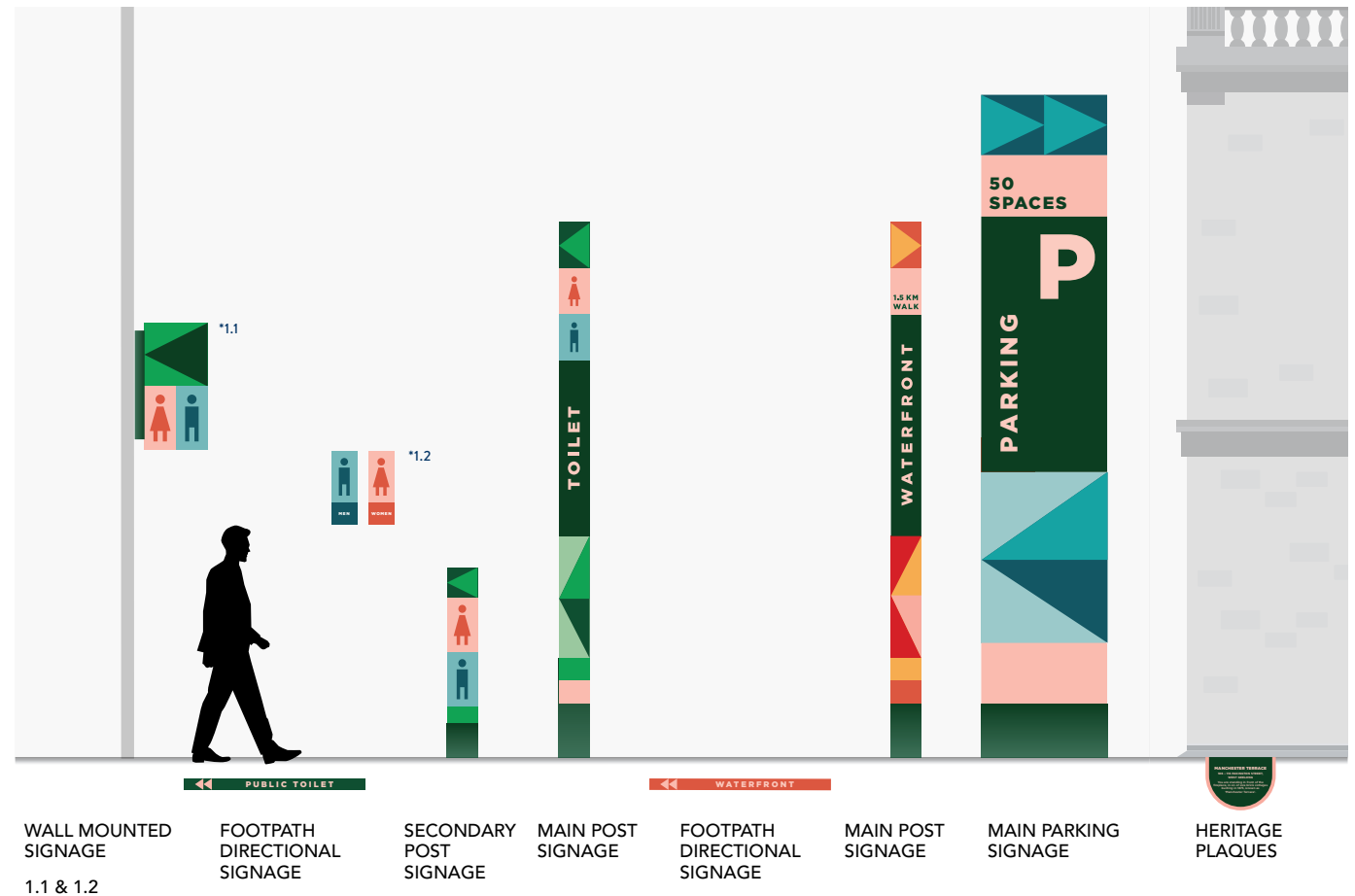
Raised garden beds weave through the space, connecting the Geelong West Library and Town Hall, creating pockets where people can sit and rest surrounded by elements of native flora and fauna. Integrated signage directs locals and visitors to key destinations including, Town Hall and library entrances.

UNIFIED WAYFINDING

These concepts illustrate how a unique wayfinding and signage 'look' could be implemented to Pakington Street in order to unify the Street, promote sense of place and build on existing character. These concepts illustrate how wayfinding elements and signage could be seamlessly and effectively integrated into the streetscape.

These concepts are indicative and have been provided as a guide to how unified wayfinding could be implemented.

PROPOSED SIGNAGE



PROPOSED SIGNAGE LOCATIONS

1 Gateway / Entrance Signage

2 Main Parking Signage

3A Main Waterfront Post Signage

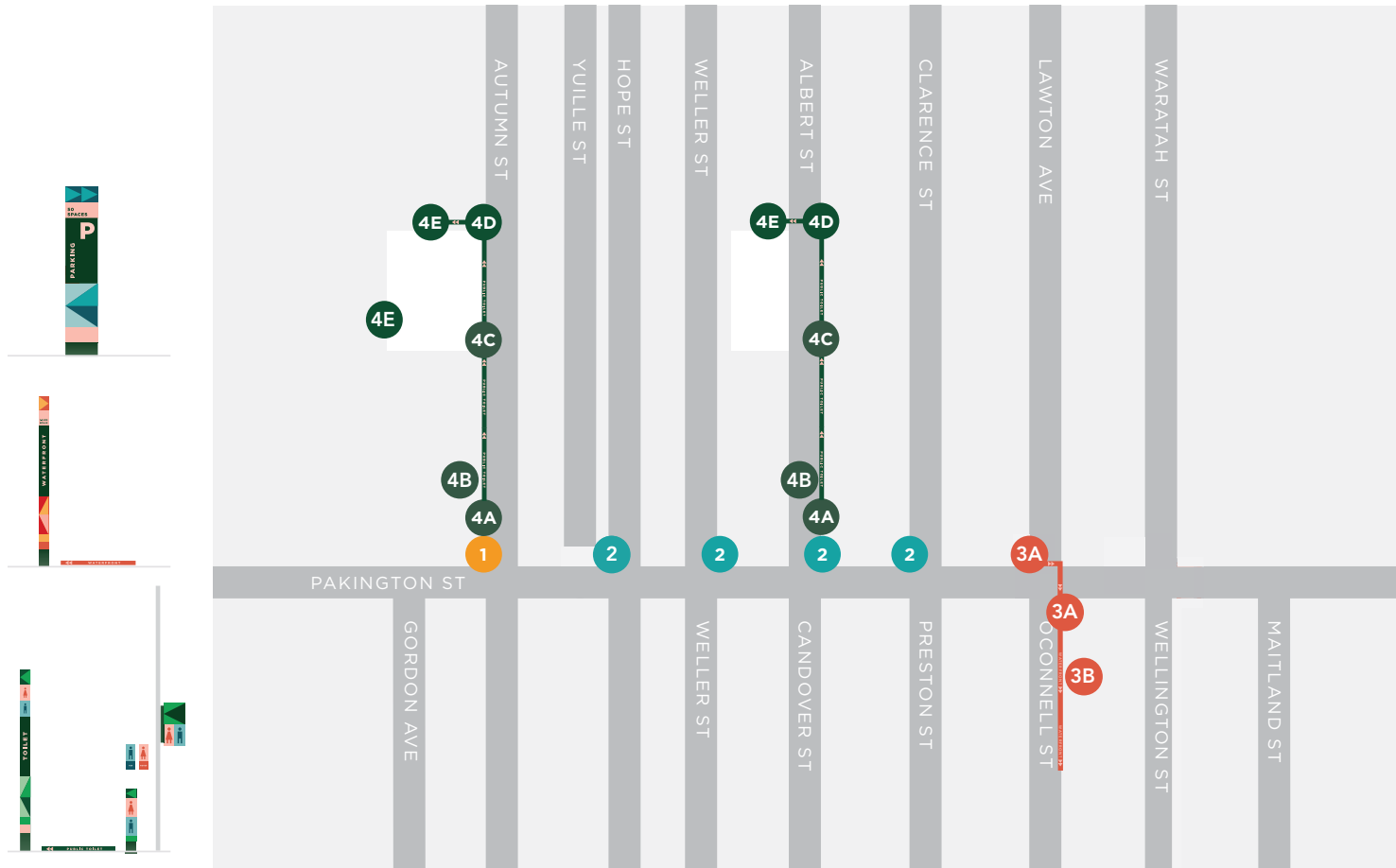
3B Footpath Directional Signage

4A Main Toilet Post Signage

4B Footpath Directional Signage

4C Secondary Post Signage

4D & 4E Wall Mounted Signage



ADDITIONAL HERITAGE DESIGN GUIDELINES

- Encourage paint removal on masonry walls and parapets by approved chemical methods for the following significant buildings:
 - 109-113 Pakington Street.
 - 126 Pakington Street.
 - 1-3/138-140 Pakington Street.
 - 142-144 Pakington Street.
 - 163 Pakington Street.
 - 165 Pakington Street.
 - 167A-171 Pakington Street.
 - 172-176 Pakington Street.
 - 175-177 Pakington Street.
 - 204-206 Pakington Street.
 - 208A Pakington Street.
- Encourage the removal of introduced parapet cladding and repairs to currently obscured parapets for the following significant buildings:
 - 152-154 Pakington Street.
 - 168-170 Pakington Street.
- Encourage the retention of original signage lettering on significant building parapets.
- Encourage the removal of introduced panel sign on parapet at 167A-171 Pakington Street that disguises the original signage lettering.
- Encourage originally painted surfaces to significant buildings to be painted in colours compatible to their era and design.
- Encourage the retention of existing original shop-fronts to the following significant buildings:
 - 106-116 Pakington Street (except one shop-front bay of this six bayed building).
 - 1-3/138-140 Pakington Street.
 - 142-144 Pakington Street (except the window frames).
 - 148 Pakington Street (the glazed tile surrounds to the sides of the shop-front have been removed).
 - 149 Pakington Street.
 - 151A Pakington Street (except the introduced tile surrounds and doors).
 - 199 Pakington Street.
 - 206 Pakington Street.
- Encourage the reconstruction of the standard cast iron post-supported convex verandahs for the following buildings:
 - 137A Pakington Street.
 - 159 Pakington Street.
 - 163 Pakington Street.
 - 165 Pakington Street.
 - 167A-171 Pakington Street.
 - 167 Pakington Street.
 - 168-170 & 172-174 Pakington Street.
 - 173 Pakington Street.
 - 175-177 Pakington Street.
 - 208A Pakington Street.
- Encourage the reconstruction of verandahs with timber signage valances and posts (applicable to the scale, design and era of the buildings) for the following buildings:
 - 138-140 Pakington Street.
 - 142-144 Pakington Street.
 - 143-147 Pakington Street.
 - 197-199 Pakington Street.
 - 151 Pakington Street.

- Encourage the retention of cantilevered verandahs for the following buildings:
 - 106-116 Pakington Street.
 - 148 Pakington Street.
- Encourage no verandahs for the buildings located at:
 - 126 Pakington Street.
 - 149 Pakington Street.
 - 200-202 Pakington Street.
- Encourage new development at one and two storey building heights to complement the significant heritage buildings in the Precinct.

Additional signage is allowed as long as it complies with the following:

- Does not obscure any architectural detailing on the façade.
 - Are in proportion to the building and are framed by architectural elements (such as building parapets and verandah fascias).
 - Are not in excessively bright colours.
 - Are not internally illuminated panels and boxes (apart from below verandahs). Consideration may be given to back-lit individually illuminated letters (but not illuminated flashing) so long as the installation has no physical impact on significant building fabric.
 - Floodlight and spot lights may be appropriate alternatives to internally illuminated signs.
 - Use clear, simple lettering styles and include not more than two type faces.
 - Are placed no higher than the fascia line of a verandah unless affixed to the façade and conform to 1 above.
- Sky signs should be avoided.
 - Projecting signs perpendicular to a wall should be modest in scale and suspended from a bracket attached in a manner that has no physical impact on significant building fabric.
 - Do not involve blocking out entire window shop-fronts.
 - Photographic and digital imagery should be avoided.

FURTHER RECOMMENDATIONS

IMPROVED ACCESS AND CONNECTIONS

- Ensure upgrades and concept designs for streetscape upgrades retain existing car parking provisions where safe to do so.
- Increase shorter - stay parking (1P and 2P) in off street car parks to promote turn over.
- Work with key stakeholders to produce an 'access' map.
- Consolidate delivery schedules to better utilise 'loading' zones as additional on-street parking.
- Investigate the removal of existing cross overs onto Pakington Street where possible.
- Vehicle cross overs are not allowed onto Pakington Street from Autumn Street to Wellington / Waratah Streets.
- Increase trees and vegetation in existing off-street parking areas.
- Review existing outdoor dining and street trading guidelines.
- Secure funding and prepare detailed designs for side street improvements.

ENCOURAGE CLEVER AND CREATIVE INITIATIVES TO ATTRACT MORE ACTIVITY

- Work with key stakeholders to deliver a proactive anti-graffiti campaign for the area.
- Work with key stakeholders to identify appropriate locations for a 'parklet' pilot project.
- Develop a 'parklet' program and guidelines.
- Develop specific Design Guidelines to activate and 'green' existing laneways.
- Support community-led events.
- Investigate developing a waste management strategy for the Precinct in order to consolidate pick up points and reduce waste.
- Introduce 'smart' parking signage and sensors that update availability and allow visitors to plan ahead.
- Introduce 'smart' poles in the Heritage Core Precinct, which are multifunctional poles that can include intelligent LED lighting, wi-fi connectivity and charging stations.

IMPROVE ACTIVE AND PUBLIC TRANSPORT

- Improve the safety and visibility of existing bike lanes along Pakington Street and intersections.
- Provide more bicycle parking throughout the area in convenient and visible locations.
- Upgrade bus stop infrastructure.
- Organise a 'safe streets' awareness campaign highlighting the importance of 'sharing' the road with pedestrians and cyclists.
- Ensure wayfinding elements are universally legible, reflect the local context and are integrated into the built form or landscape to avoid clutter.

BUILD ON AND CELEBRATE HERITAGE & IDENTITY

- Work with key stakeholders to organise and design a 'Heritage Walk' that showcases heritage buildings in the Precinct.
- Investigate appropriate locations for public and community art, including gateway treatments and utility boxes.
- Organise a street art competition in publicly owned land.
- Install a community board in a visible public building.
- Organise a 'Pako: Then and Now' exhibition that highlights how the area has changed over time.
- Commission two public art projects that focus on celebrating the Indigenous Heritage of the area.
- Investigate funding and grant opportunities for restoration of significant buildings in the Precinct.

IMPROVE THE URBAN ENVIRONMENT & PUT PEOPLE FIRST

- Ensure findings from the Universal Access Audit are addressed through the Pakington Street upgrade.
- Reduce the speed limit to 30km/hr along this section of Pakington Street.
- Include pedestrian links and improved lighting in off-street car parking.
- Increase street trees and landscape planting along Pakington Street and side streets.
- Create visual cohesion in the streetscape through street furniture design, materials and signage.

HERITAGE CORE PRECINCT IMPLEMENTATION STREET IMPROVEMENTS AND KEY RENEWAL PROJECTS

PROJECT DESCRIPTION	1-3 YEARS	4-9 YEARS
Street construction Stage 1 (footpath improvements and materials)		
'Short-term' pilot projects (temporary 'parklet' installations)		
'Interim' street design (bicycle lane improvements and established 'parklet' program)		
Project A - better connections to the waterfront		
Project B - standard side street treatments		
Project C - 'green' bike stations		
Project D - 'pocket' park upgrades		
Project E - Town Hall and Library 'pocket' park upgrades		



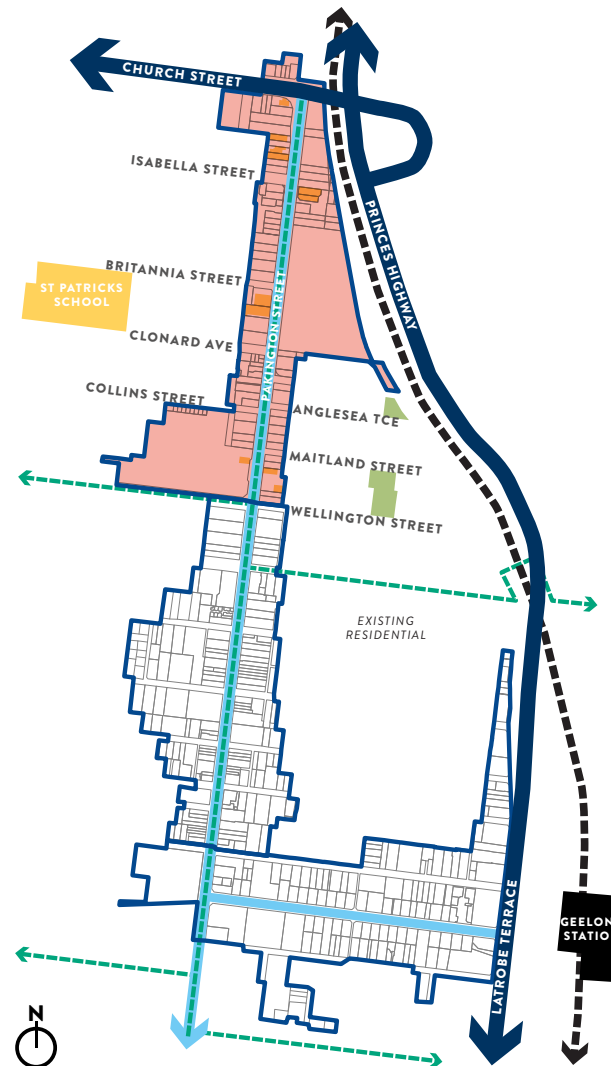
PAKINGTON NORTH PRECINCT

INTRODUCTION

The Pakington North Precinct stretches along Pakington Street from Church Street to Waratah/Wellington Street. The precinct developed over time as a peripheral area to the Heritage Core Precinct, traditionally incorporating office and restricted retail, but has gradually 'transitioned' to more retail and hospitality uses.

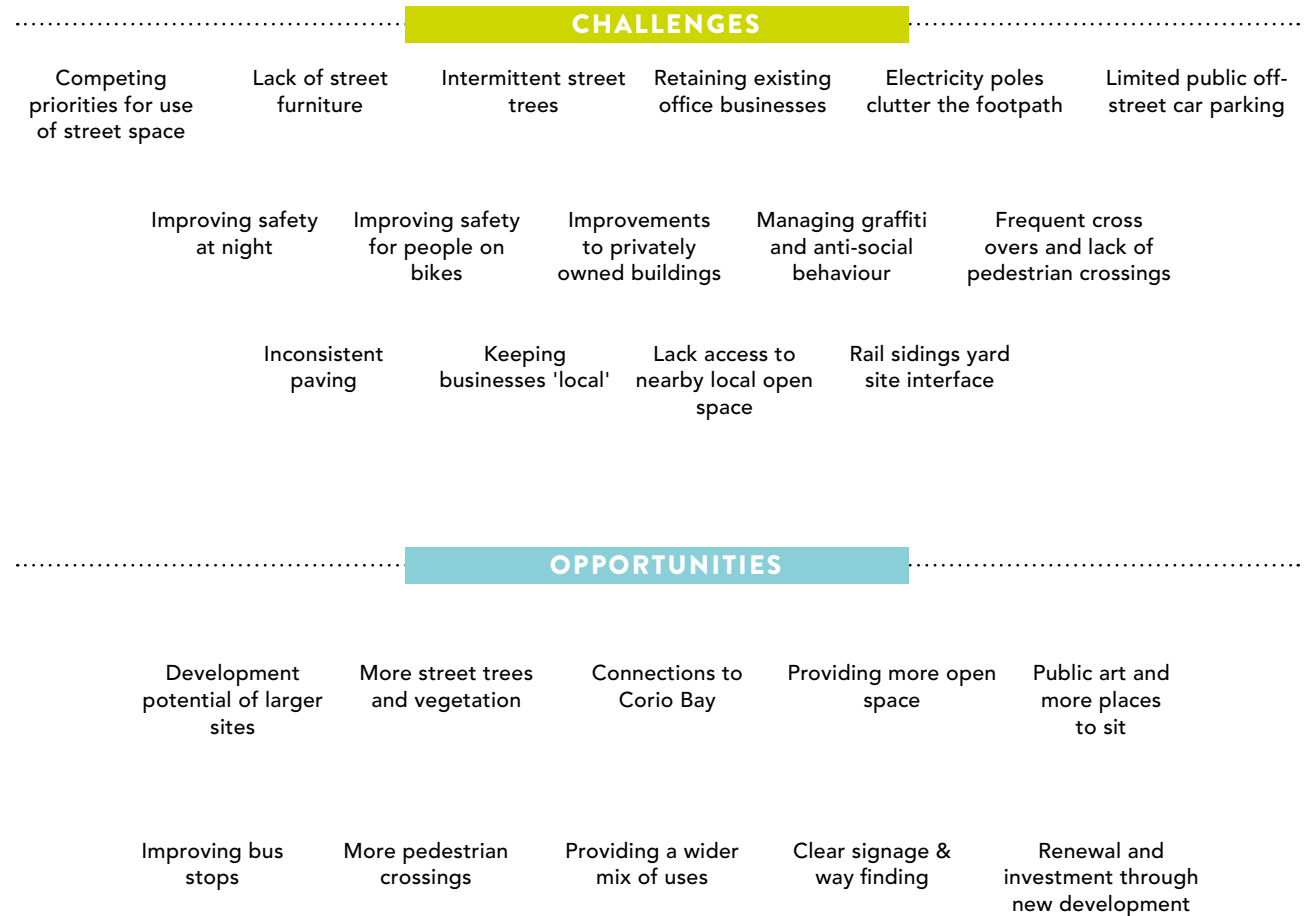
The 'look' and 'feel' of the street is disconnected from the more 'people' friendly environment in the Heritage Core Precinct. Activity in the Pakington North Precinct is generally centred on 'purpose' visits with few 'lingering' or multi-purpose trips. The building design, streetscape and uses in the area currently limit the amount of activity that can 'spill' out onto the street. However, the precinct's access to existing services and infrastructure, along with its larger property sizes means the precinct has great potential to support more residential uses.

The City recognises the need to advocate for sustainable growth by encouraging development in areas that are within walking distance to existing services and public transport and can support a range of building types catering for a diverse community by providing greater housing diversity and choice.



CHALLENGES AND OPPORTUNITIES

Key challenges and opportunities that were identified through analysis of existing conditions, the community engagement process and review of existing policy are summarised.



OUR FUTURE VISION

The Pakington North Precinct will be enhanced as the 'gateway' to the Heritage Core Precinct and will be a lively retail and business 'village' with a growing residential community, positively contributing to Pakington Street's life and activity. A mix of complementary uses will provide opportunities for existing and future residents to live, work and play 'locally'. New buildings will demonstrate Environmentally Sustainable Design (ESD) excellence and designed to provide housing that caters for the needs of a diverse community and a range of lifestyles. This section of Pakington Street will be enhanced as a 'green' street that improves the urban environment and makes a significant contribution to Geelong's urban canopy.

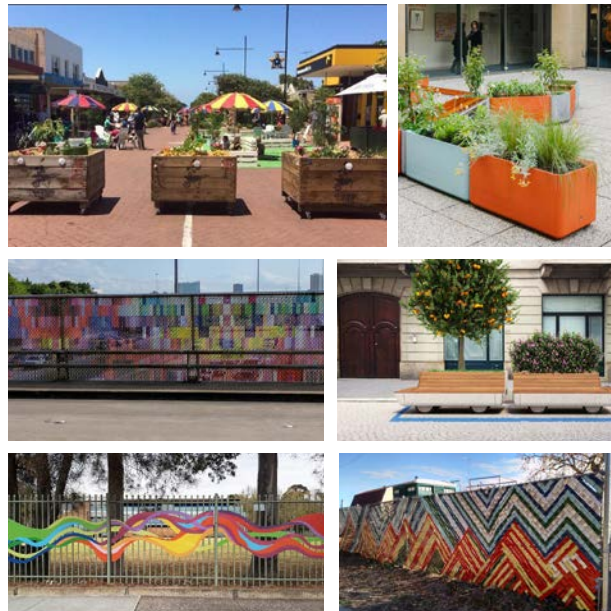


KEY MOVES

The following outlines the key moves for the Pakington North Precinct, which aim to ensure the Vision and Guiding Principles are 'acted' on to ensure Pakington Street continues to evolve into a great people-friendly street that encourages diversity, builds social cohesion, connects people with nature and heritage values and attracts investment and innovation.

Exploring the infill development potential of the area and a greater mix of uses and activities.

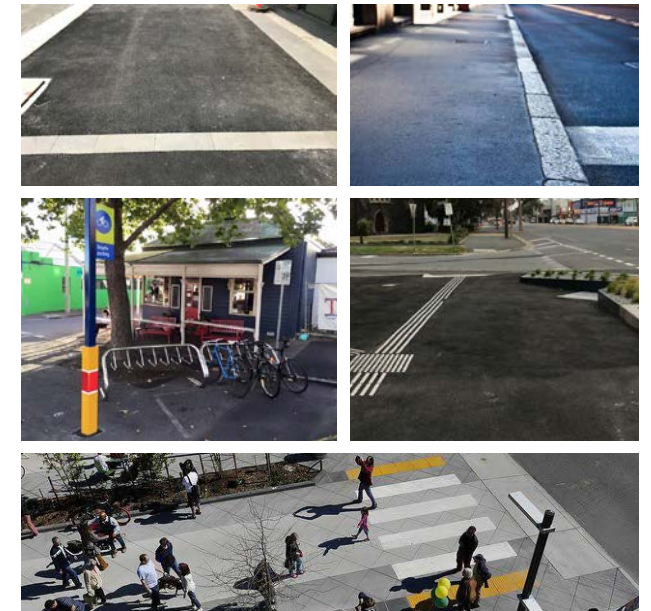
INCREMENTAL CHANGE IN THE STREET



- images: Google images

Encouraging further street activity and introducing vegetation through temporary and movable street furniture. Opportunity to improve the 'look' of the Rail Sidings Yard interface through feature fencing or public art installation.

STREET IMPROVEMENTS & INTERVENTIONS



- images: Google images

Addressing the existing slip/trip hazards and issues raised by the universal access audit along the footpaths. and replacing existing materials with contemporary, practical and longer-lasting materials that tie in with those of the Heritage Core precinct.

ALLOWING A GREATER MIX OF USES



- images: Google images

Generating a greater mix of uses in the precinct, with a focus on increasing residential and office uses in a prime location with easy access to services and amenity.

ADDRESSING DEVELOPMENT POTENTIAL



Larger lot sizes and warehouse style buildings have the potential to introduce a range of medium rise developments in a prime location. Managing potential impacts on existing low rise residential areas. Ensuring development outcomes have wider community benefits and achieve ESD excellence.

KEY STRATEGIC SITE



Addressing the potential of the existing Rail Siding Yard site which is the largest site in the precinct and stretches around 200m along Pakington Street. The concepts discussed are presented for discussion only, as the long-term future and use of the site remains for transport-related uses.

FOOTPATH IMPROVEMENTS AND INTERVENTIONS

The 'look' of Pakington Street in this precinct should complement and what is proposed in the Heritage Core precinct by using similar colour materials and treatments. However, the 'secondary' role of the Pakington North precinct should be reflected.

Consider coloured concrete kerb and channel. bluestone kerbs with coloured concrete channels with an asphalt surface. Feature kerb out-stands at key 'gateways' to have the same saw-cut concrete treatment as those proposed in the Heritage Core precinct.

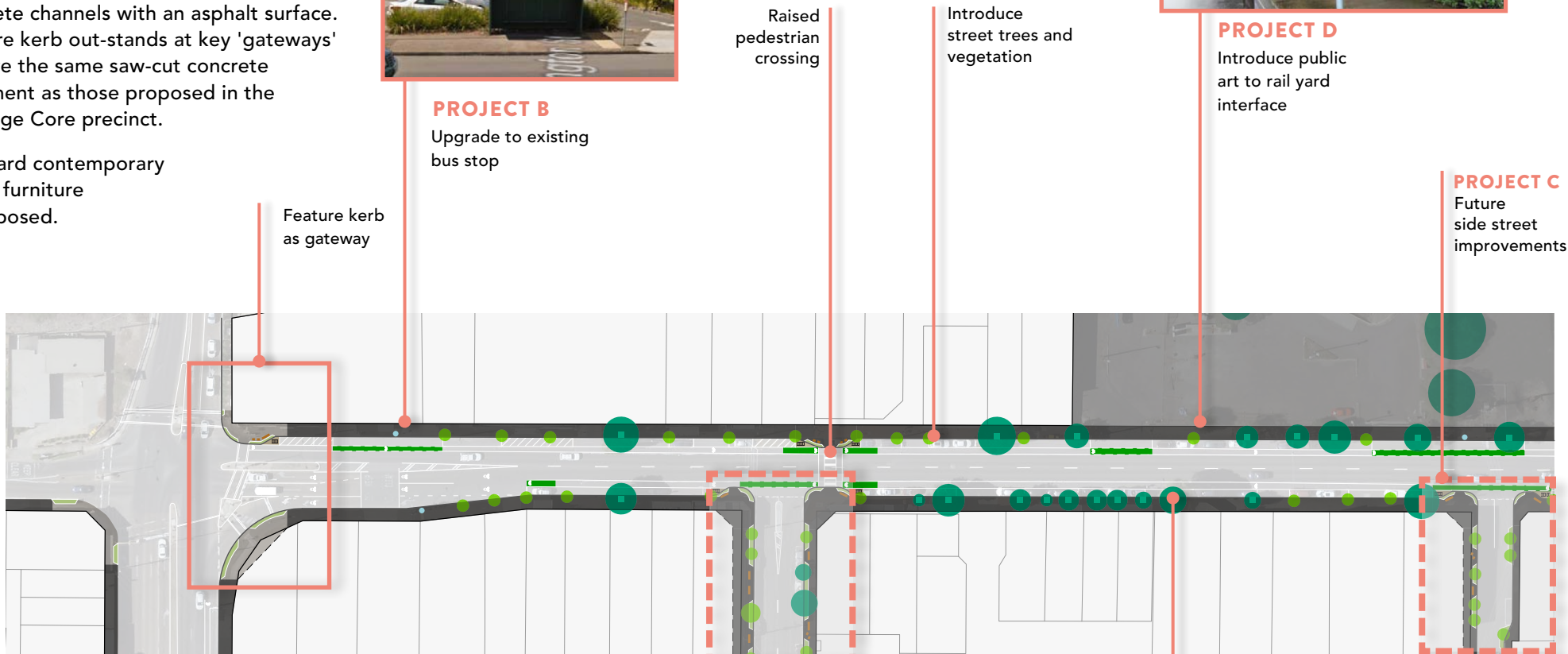
Standard contemporary street furniture is proposed.



PROJECT B
Upgrade to existing bus stop



PROJECT D
Introduce public art to rail yard interface



MATERIALS

- | | | |
|--|---|--|
| <p>1 FOOTPATH
• asphalt</p> <p>2 KERB OUTSTAND
• exposed aggregate</p> | <p>3 COLOURED BIKE LANE
• coloured pavement</p> <p>4 EXISTING TREES</p> | <p>5 PROPOSED TREES</p> <p>6 INDICATIVE STREET FURNITURE</p> |
|--|---|--|

PROJECT C
Future side street improvements to include seating, trees and vegetation

Retain existing trees





Retain existing trees

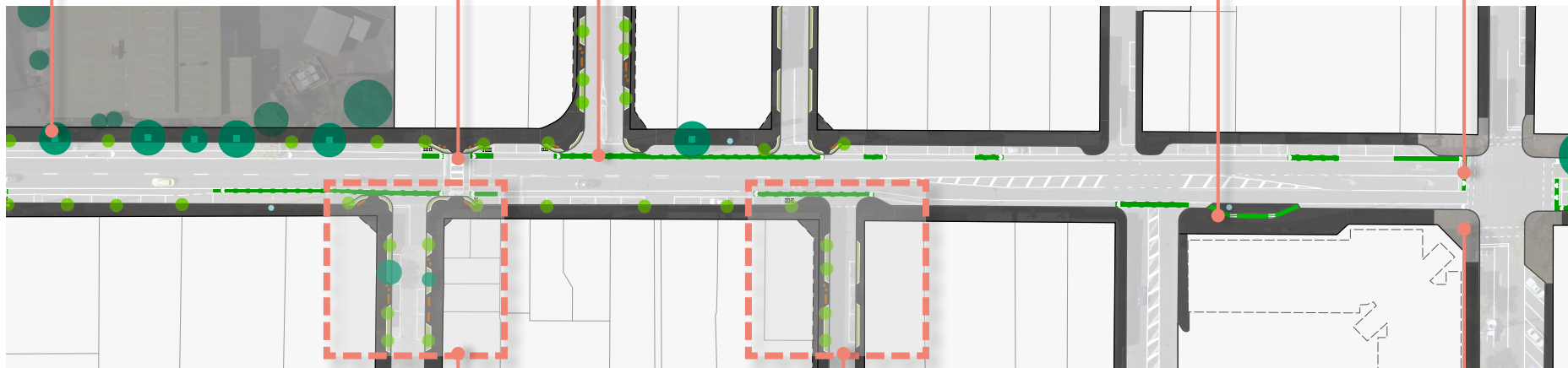
Replace school crossing with a raised pedestrian priority crossing



PROJECT A
Upgrade to existing bus stop

Improve safety and visibility of existing bike lanes through coloured treatment at 'conflict' points and intersections.

Provide bike 'starting' boxes at intersections for safer cyclist movement.



PROJECT C
Future side street improvements

PROJECT C
Future side street improvements

Feature kerb as gateway

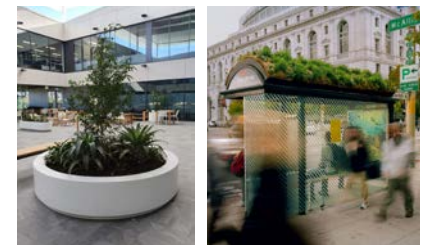


PROJECTS A & B - BUS STOP IMPROVEMENTS

EXISTING



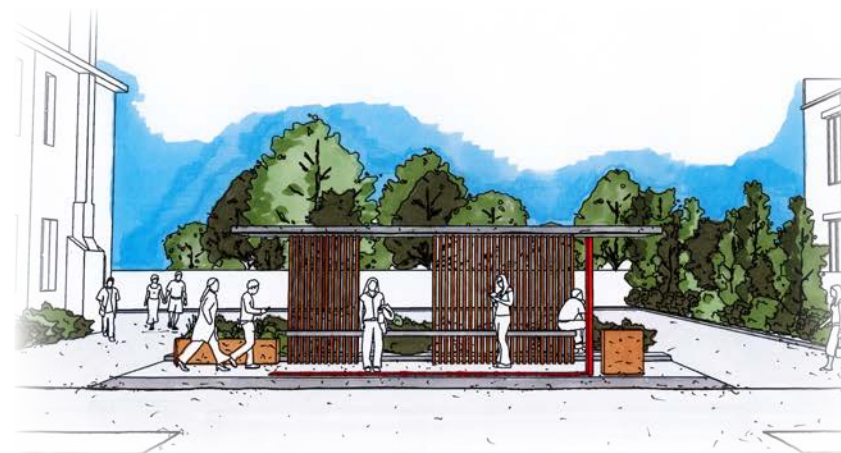
PROJECT A - THE STRAND BUS STOP



- images: Google images



PROJECT B - CHURCH STREET BUS STOP



The bus stops are located at key north and south gateways into the Precinct and currently provide limited seating, shelter and do not positively contribute to the Precinct's 'look' and 'feel'.

The design intent is:

A contemporary, urban and 'open' design that provides seating and shelter that can be used more widely, not only for those waiting for the bus. Integrating wayfinding, timetable information and vegetation.

PROJECT C - SIDE STREET IMPROVEMENTS



- images: streetlife© outdoor collection 2018-2019



EXISTING



The street lacks vegetation and comfortable places for people to sit. There is an opportunity to improve the 'look' and 'feel' of side streets and areas around the proposed raised pedestrian crossings once they are installed.

The design intent is:

Well designed contemporary relocatable street furniture that incorporates planter beds 'green' the street while providing interesting and comfortable places for people to sit, meet and rest. Inviting 'life' to spill out onto the street.

ALLOWING A GREATER MIX OF USES

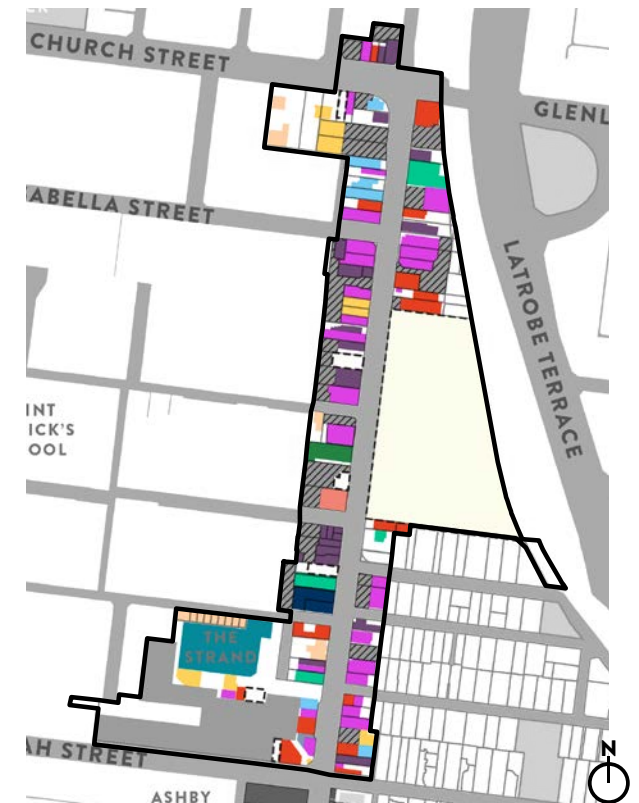
The Pakington North Precinct developed as a peripheral area to the retail core, with a focus on manufacturing and bulky goods retailing. This role is reinforced through the application of the Commercial 2 Zone.

This zone encourages bulky goods and office uses and prohibits residential uses other than a caretaker's house or a residential hotel. The area has been transitioning to more retail, hospitality and office uses, with few 'bulky' goods or industrial uses remaining today.

However, the lack of residential uses, along with discontinuous building frontages and blank walls limit the 'activity' of the precinct to standard working hours, with little activity and people present in the area after hours.

The area has significant potential to accommodate a wider mix of uses. This includes residential uses that increase the local resident population, generate more foot traffic, support the expansion of commercial and retail uses, extend the Precinct's 'activity' after hours and provide passive surveillance onto Pakington Street.

This change, along with continued public and private investment in the public realm will create a compact liveable Precinct that has a better connection to the Heritage Core Precinct and is an attractive place to 'live' and 'work'.



The following areas are identified as being 'in transition' and it is appropriate to consider them for an alternative zoning:

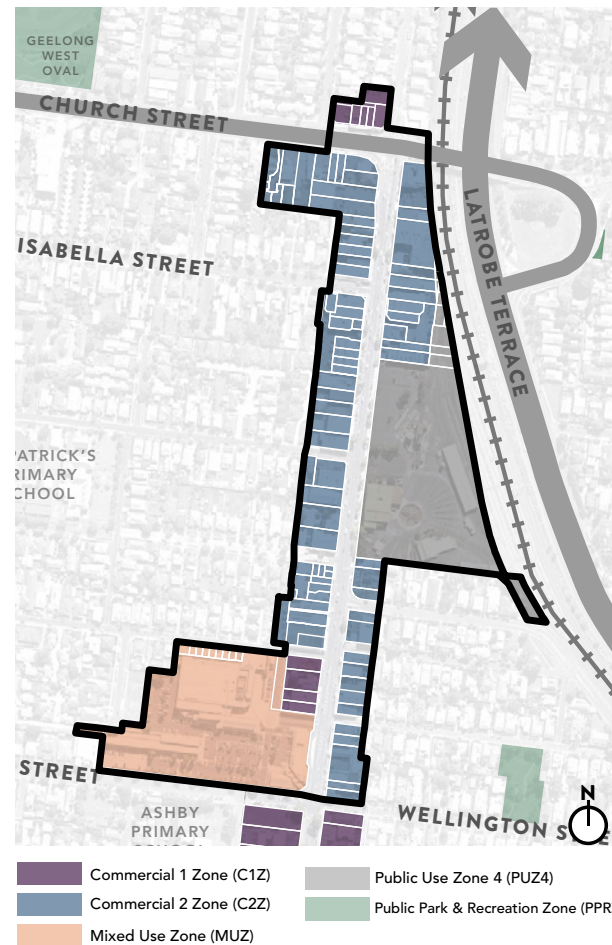
- The Commercial 2 Zone (C2Z) north of Waratah Street. The area is in a late stage of transition from manufacturing industries and bulky goods retailing to more fine grained retail and commercial uses. The City's Retail Strategy 2018 identifies the Pakington Street Specialised Centre as one Centre extending from Autumn Street to Church Street.

The C2Z area is recommended to be rezoned to Commercial 1 Zone (C1Z) considering this zone is generally applied to vibrant commercial centres that provide every day needs and services supported by residential uses. No changes are proposed to residential areas or land currently zoned PUZ4 or MUZ.

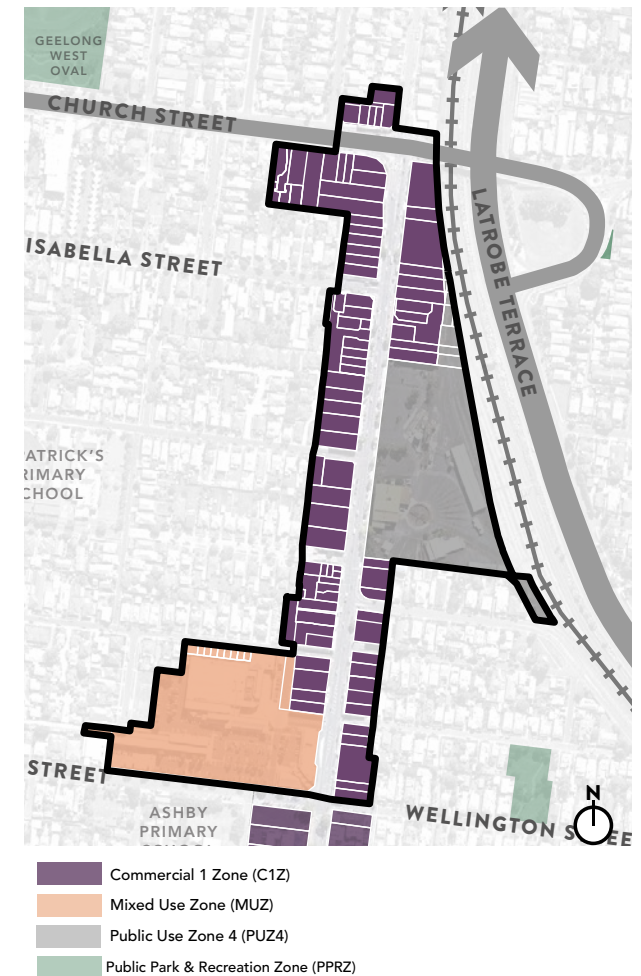
Application of this zone is sought to allow for retail and commercial uses at street level with residential uses above, inviting activity to 'spill' out onto the street and providing better connectivity and transition to the Heritage Core Precinct.

It is estimated that the rezoned land has the capacity to accommodate approximately 1,500 additional residents.

EXISTING ZONES



PROPOSED ZONES



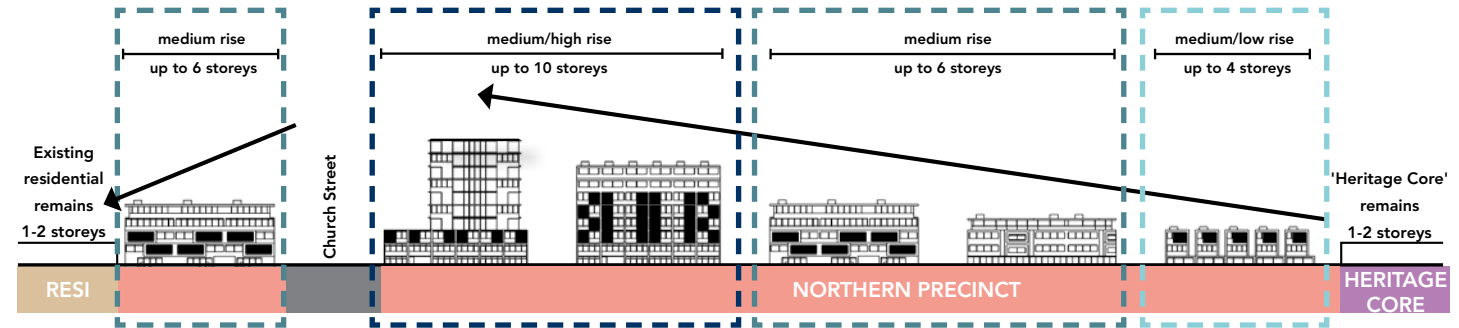
ADDRESSING DEVELOPMENT POTENTIAL

Additional height is considered in order to introduce new housing and building typologies to Geelong West, which currently predominantly consists of single storey detached dwellings and a limited amount of terrace and unit developments.

The proposed heights respond to a series of conditions including, existing property sizes, consideration of interfaces and street widths. These heights are aimed to allow for a range of 'medium rise' typologies ranging from four to ten storeys. There is an opportunity for developments to have a range of uses at the street level with residential above.

Highlighting areas with potential to accommodate taller buildings including key corner sites at the Pakington Street and Church Street intersection and those backing onto the railway corridor. Developments in key sites that deliver one of the following could be considered on a case-by-case basis for an increase in height, as long as the overall height of the building does not exceed 33 metres (typically 10 storeys):

- Social housing.
- Affordable housing.
- Additional ESD requirements.

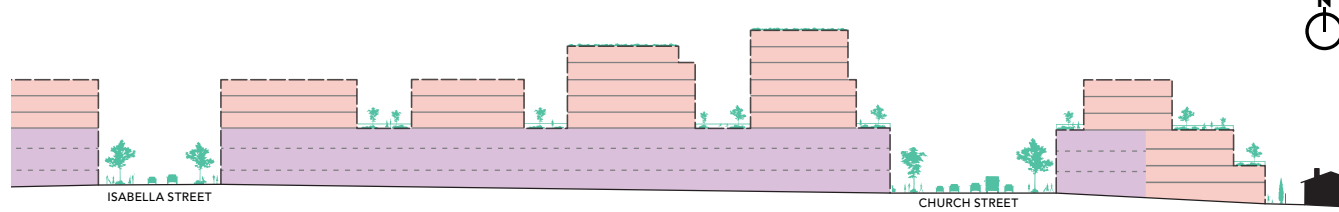


Built form examples

A LOOKING ACROSS PAKINGTON STREET



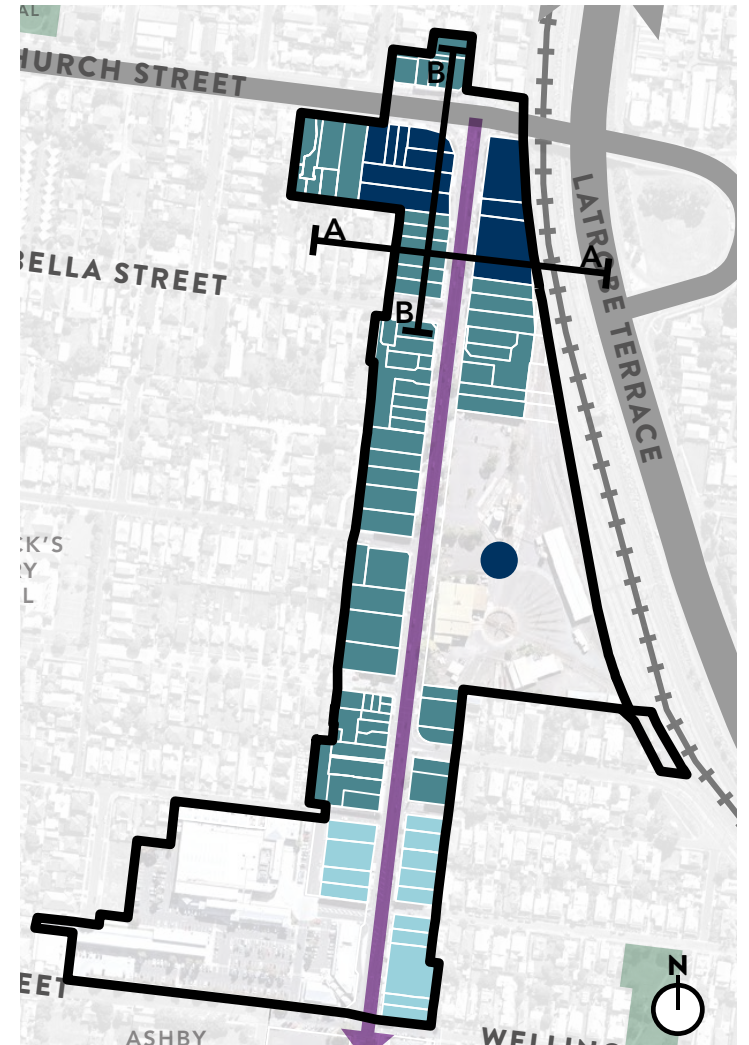
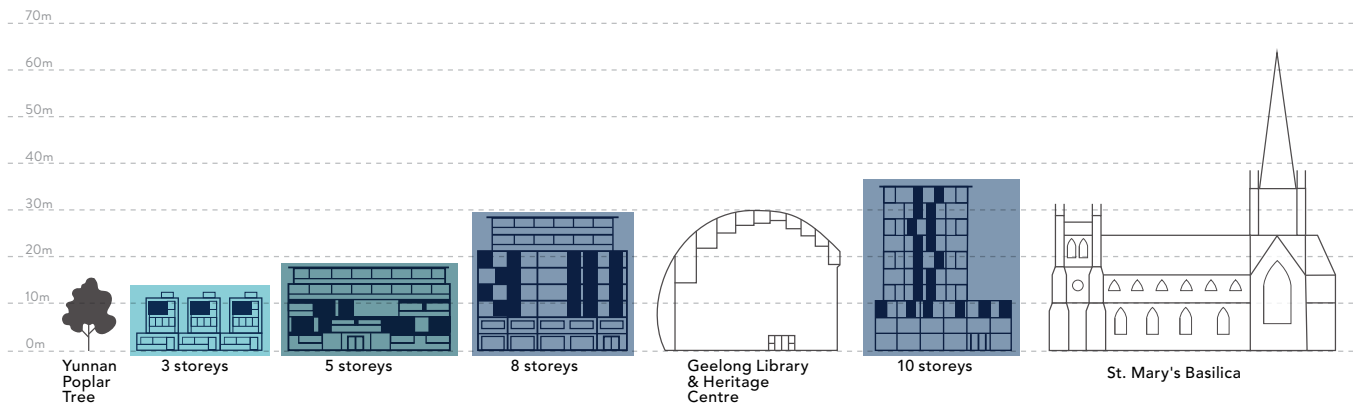
B LOOKING WEST ALONG PAKINGTON STREET



Sections illustrate building envelope and massing only.

- RESIDENTIAL USES
- ACTIVE USES (RETAIL, COMMERCIAL)

PROPOSED HEIGHTS IN A GEELONG CONTEXT



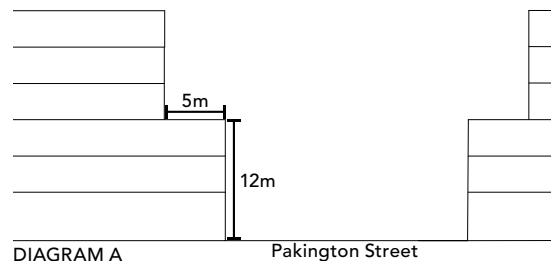
PROPOSED HEIGHTS

- Up to 13m (typically 4 storeys)
- Up to 20m (typically 5 to 6 storeys)
- Key sites up to 33m (typically 10 storeys)
- Rail Sidings Yard up to 40m (typically 12 storeys)
- Key pedestrian route

DESIGN GUIDELINES FOR FUTURE DEVELOPMENT

BUILDING SHAPE

Buildings along Pakington Street shall provide a continuous three storey street wall with a maximum height of 12 metres and a minimum setback of 5 metres above street wall as shown in Diagram A.



Provide 4 metre minimum floor to ceiling height for non-residential uses at ground floor.

Respond to and respect contextual grain of traditional lot widths.

Modulate façade frontages, allowing continuous façades for no more than 10m.

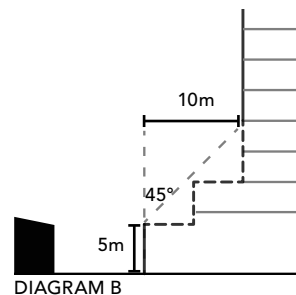
Provide opportunities for the public realm to extend into the development as extensions of the street through courtyards, laneways and awnings.

Enhance pedestrian connectivity by allowing room to move through the ground floor.

Ensure new development enhances streetscape character and respects adjoining residential areas and landmark buildings.

Buildings located on corner sites shall include; architectural roof features that protrude above the normal roof line and increased parapet heights with additional detail, colour and textures.

Any part of a building adjacent to residentially zoned land shall be set back from the residential boundary above a height of 5 meters by a dimension equivalent to its height up to a maximum setback of 10 meters. Refer to Diagram B.



ACTIVATING THE GROUND FLOOR AND PODIUM

Buildings shall have a zero setback to primary and secondary streets.

Where adjoining sites are zoned residential, street setbacks shall be stepped back from the residential site to match the setback of the residential building.

Designed to address the street with direct multiple entries that are easily visible in order for building façades to activate the street.

Development shall minimise the amount of signage on windows to a maximum of 20 per cent.

Provide opportunities for ground floor to spread out onto and interact with the street.

Choose natural, tactile and visually interesting materials and façade treatments at the lower levels (podium) of new buildings.

Ensure new development responds to and emulates fine grain in order to improve street legibility and cohesiveness.

Ensure new development eliminates and consolidates cross overs where possible.

Solid roller shutter doors shall not be permitted on any façade facing the street.

CLARITY AND CONNECTIVITY

Ensure transparent and permeable uses at the ground floor.

Allow flexibility in ground floor uses as long as they provide active uses by people.

Fencing between the building and the front and secondary boundary shall not be permitted.

Design modulation in building façades to express different uses and functions.

Break up building mass to allow light and the public realm to connect through.

Design spaces to seamlessly transition from the private and public realm.

Achieve a balanced design that preserves privacy while encouraging activity and overlooking into the public realm to allow for passive surveillance.

Allow a maximum 75 per cent glazing on any façade and provide 50 per cent visually permeable balcony balustrades.

Address 'low' rise residential interfaces and articulate design consideration to mitigate impacts.

Dead ends and hidden recesses shall be avoided.

DESIGNED FOR PEOPLE

Adopt and demonstrate the use of Crime Prevention Through Environmental Design (CPTED) principles.

Ensure buildings provide continuous weather protection across the building façade using opaque and non-reflective materials with a minimum width of two metres where possible.

Promote a diversity of building types.

Ensure key public spaces and pedestrian routes are not adversely affected by overshadowing.

Developments that directly face or are adjacent to public open space shall provide views, movement and activation onto these spaces.

Residential components shall meet a Gold Level performance in Liveable Home Design.

Provide built form responses that create interesting 'corners' to create usable public urban spaces, including the use of 'chamfered' corners.

New developments shall consider existing and complementary colour schemes and materials to incorporate in designs.

All mixed-use developments containing residential uses shall submit an acoustic report prepared by a qualified acoustic noise consultant.

DESIGNED FOR THE FUTURE

Though basement car parking is preferred, where car parking is provided above ground:

- 'Sleeve' car parking structures with active uses along street frontages.
- Minimise the impact of vehicle entries and ramp access on footpaths.
- Allow ceiling heights for adaptive reuse, with a minimum floor to ceiling height of 3.5 metres.
- Screening with high quality 'green' infrastructure.

Standalone multi-storey car parks shall not be visible from the street and shall be located behind buildings.

Ensure the ground floor is maximised for active uses, locating service and loading, plant equipment and car parking entrances to minimise street impacts.

Integrate plant equipment and services into the built form design.

Incorporate high quality screening elements and landscaping to mitigate overlooking.

RAIL SIDINGS YARD

The rail sidings yard spans across approximately 200m of frontage along the eastern side of Pakington Street and is approximately 2.3 hectares in size, taking up approximately 32 per cent of the entire area of the Precinct. Though the future use of the site for rail related operations is uncertain, its size and central location make it a key strategic site.

It is still being used for transport purposes, but when the rail yards move to Waurm Ponds, there will be an opportunity for the redevelopment of this key site into an integrated development with the potential to provide housing, commercial and retail uses and additional public open space. There is also an opportunity to provide a pedestrian and cycling connection to the open space and shared paths along Corio Bay.

This illustration present a potential allocation of uses and is included for discussion purposes only.



KEY CONSIDERATIONS:

- Largest site in the study area (over 200m continuous frontage, approx. 2.3ha).
- Currently disconnects the two ends of the precinct.
- Activate ground floor with commercial/retail uses.
- Considerable development opportunity along rail frontage with views to Corio Bay.
- Inclusion of public open space in development.
- Walking & cycling connection over rail & Latrobe Terrace to waterfront shared path.

ADDITIONAL ESD REQUIREMENTS

The City is committed to environmental sustainable development outcomes and while ESD policy has recently been introduced into the planning scheme, additional ESD requirements have been provided in line with the Clever and Creative Vision in order to create new models of higher density sustainable living.

Future developments must demonstrate that they have considered adopting the following:

ENERGY AND EMISSIONS

Achieve a 20 per cent improvement on current National Construction Code energy efficiency standards.

The orientation of buildings should consider natural light access, energy production, ventilation and wind breaks.

External shading (at minimum Northern and Western façade shading strategies) should be included as part of façade design.

Demonstrate how natural cross ventilation is incorporated into the design of buildings.

Residential developments should achieve an average 7 star NatHERS rating for each building.

Incorporate renewable energy generation, on-site energy storage, and opportunities to connect to a future precinct-wide or locally distributed low-carbon energy supply.

Developments with 10 or more dwellings or 5,000 square metres or more of floor space should submit evidence that the project has been registered to seek a minimum 5 Star Green Star Design (or equivalent) with the Green Building Council of Australia. Within 12 months of occupation of the building, certification must be

submitted that demonstrates that the building has achieved a minimum 5 Star Green Star Design (or equivalent).

Other buildings and alterations of more than 50 square metres should submit evidence that the project has been registered to seek a minimum 4 Star Green Star Design (or equivalent) with the Green Building Council of Australia. Within 12 months of occupation of the building, certification must be submitted that demonstrates that the building has achieved a minimum 4 Star Green Star Design (or equivalent).

URBAN HEAT ISLAND

At least 70 per cent of the total site area should comprise building or landscape elements that reduce the impact of the urban heat island effect.

Provide street tree, landscaped area plans indicating the approach to achieving a minimum 25 per cent canopy coverage or demonstrate the maximum tree canopy coverage reasonably achievable. Include commentary on drought tolerant species selection.

WATER AND WATER SENSITIVE URBAN DESIGN

Incorporate innovative approaches to flood mitigation and stormwater run-off, and best practice Water Sensitive Urban Design.

A rainwater tank must be provided that has a minimum effective volume of 0.5 cubic metres for every 10 square metres of catchment area to capture rainwater from 100 per cent of suitable roof rainwater harvesting areas.

Rainwater captured from roof harvesting areas must be re-used for toilet flushing, washing machine and irrigation or, controlled release.

Provide a strategy for street scale water sensitive urban design solutions that improve permeability, reduce heat island effect, passively irrigate trees and improves amenity in private land.

TRANSPORT

Reduce impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes.

Provide high levels of and easy access to bicycle parking facilities, including end of trip change rooms, showers and lockers.

Encourage developments to provide less than the preferred maximum number of car spaces where there is a genuine commitment to providing alternative transport

Provide at least 10 per cent of all parking spaces to be reserved for electric vehicle charging only and equipped with at least 50kw charging facilities

MATERIALS AND WASTE

All timber used in the building is responsibly sourced through a certified scheme or from a reused source.

Where practicable, developments should create opportunities to optimise waste storage and efficient collection methods.

FURTHER RECOMMENDATIONS

RECOMMENDATIONS

- Investigate staged streetscape upgrades: improvements to universal access, paving, street furniture, signage and bundling power lines.
- Introduce street art on publicly owned land.
- Review outdoor dining and street trading guidelines.
- Include future public open space in redevelopment of Rail Sidings Yard.
- Investigate improvements to heritage buildings.
- Review incorporated built form guidelines.
- Advocate and support voluntary agreements to provide social housing in new developments.
- Advocate and support voluntary agreements to achieve higher than required standards of Environmentally Sustainable Design in new developments.
- Ensure new development in corner locations allows for improvements to side streets. Investigate opportunities to improve pedestrian and cyclist connections across Latrobe Terrace.
- Trial a 'parklet project'.
- Investigate opportunities to improve public car parking capacity and use.
- Improve the safety and visibility of existing bike lanes.

FURTHER STRATEGIC WORK

Investigate the following issues and constraints in order to rezone land:

- The state and function of existing infrastructure including power and drainage upgrade requirements.
- Appropriate uses of land that contains an existing service station and other uses of a light industrial nature, including any environmental assessments and re-mediation that may be required.
- Consideration of open space potential and possible areas for re-zoning (to be considered in conjunction with a potential future strategic site at the area currently zoned (PUZ4).
- The potential for a social housing outcome via an inclusionary zoning process or a voluntary agreement with potential development sites in accordance with the City's draft Social Housing Plan 2018-2041.

PAKINGTON NORTH PRECINCT IMPLEMENTATION STREET IMPROVEMENTS AND INTERVENTIONS

PROJECT DESCRIPTION	1-3 YEARS	4-9 YEARS
Street construction Stage 1 (improvements to footpath and crossings to address universal access audit concerns)		
'Short-term' pilot projects (increasing vegetation and trees, street furniture)		
'Interim' street design (bicycle lane improvements)		
Project A - The Strand bus stop improvements		
Project B - Church Street bus stop improvements		
Project C - standard side street treatment		
Project D - Rail Sidings Yard public art interface		



GORDON AVENUE PRECINCT

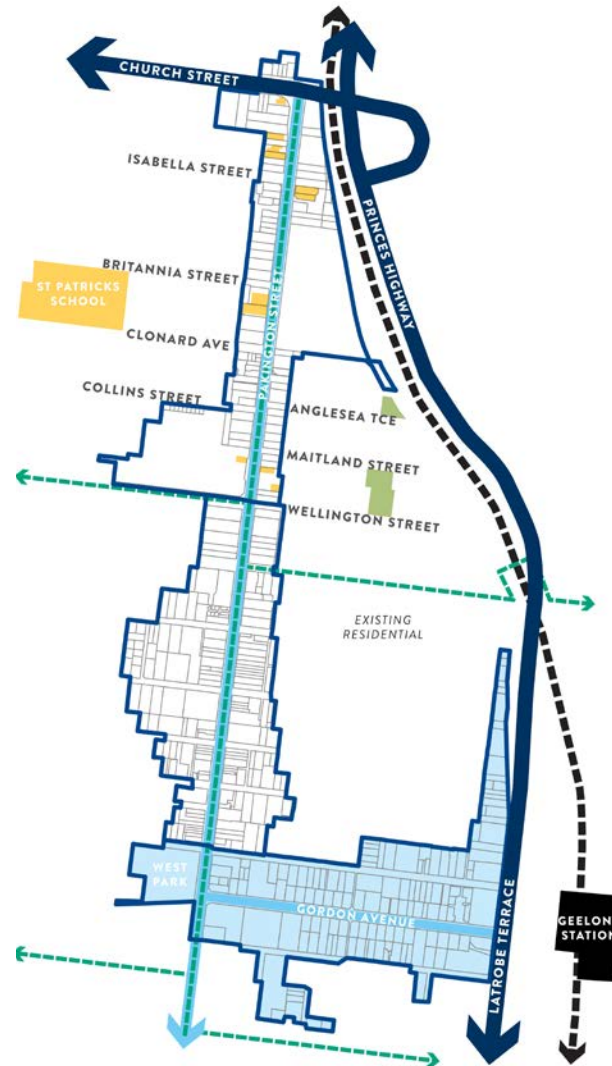
GORDON AVENUE PRECINCT

The Gordon Avenue Precinct stretches along Gordon Avenue from Pakington Street to Latrobe Terrace; large format retail is predominant in the area with office and educational uses. The precinct developed over time as a peripheral area to the Heritage Core Precinct and Central Geelong.

The 'look' and 'feel' of the street reflects its car-oriented function, characterised by large warehouse built form, front setbacks accommodating private car parking, frequent cross overs and a lack of street trees and street furniture. Activity in the precinct is limited and centred primarily on 'purpose' visits.

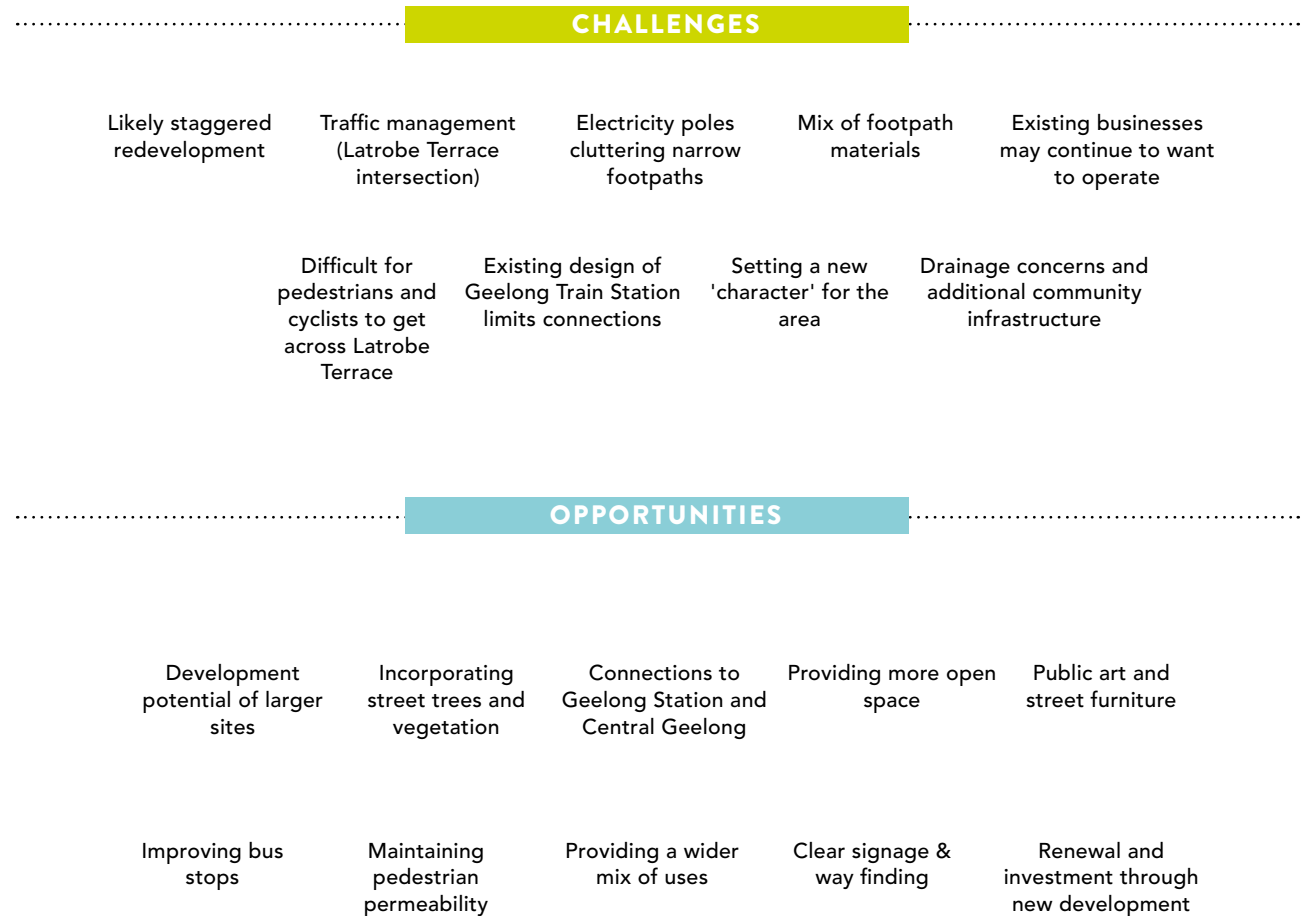
Existing large property sizes and its proximity to 'Pako', Central Geelong and the Geelong Train Station means the precinct has great potential to support a wider mix of uses including residential.

The City recognises the need to advocate for sustainable growth by encouraging development in areas that are within walking distance to existing services and public transport and can support a range of building types catering for a diverse community by providing greater housing diversity and choice.



CHALLENGES AND OPPORTUNITIES

Key challenges and opportunities that were identified through analysis of existing conditions, the community engagement process and review of existing policy are summarised. They have helped inform the strategies and actions in this Framework



A VISION FOR THE FUTURE

The Gordon Avenue Precinct will develop as a vibrant mixed use 'village' that provides an appropriate transition from the low density character of the surrounding residential area to the future high-density scale of Central Geelong. Gordon Avenue will be enhanced as a 'green avenue' connecting Johnstone Pak and West Park, providing a safe and attractive connection to Geelong Station and acting as a key gateway to the western suburbs of Geelong. Housing will cater for the needs of a diverse community and a range of lifestyles, while showcasing design and ESD excellence.



- image: Terry Avenue Green Street, Seattle by Framework.



- image: Lonsdale Street, Dandenong by BKK Architects.



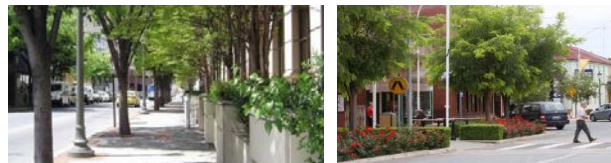
- image: Google images. Seattle, Washington.

KEY MOVES

The following outlines the key moves for the Gordon Avenue Precinct, which aim to ensure the Vision and Guiding Principles are 'acted' on to ensure this area becomes an attractive place to live and work with easy walking or cycling access to the Geelong Train Station, Central Geelong and 'Pako'.

Exploring the infill development potential of the area and a greater mix of uses and activities.

THE FUTURE OF THE STREET



- images: Google images

Providing a 'Vision' for the overall streetscape to capitalise on private investment and development. Prioritising 'greening' the street to provide an inviting and comfortable urban environment that is an extension of Central Geelong's 'green spine'.

ALLOWING A GREATER MIX OF USES



- images: Google images

Generating a greater mix of uses in the precinct, with a focus on increasing residential and complementary uses in a prime location within walking distance to the Geelong Train Station and Central Geelong.

ADDRESSING DEVELOPMENT POTENTIAL



Larger lot sizes and warehouse style buildings have the potential to introduce a range of medium rise developments in a prime location. Managing potential impacts on existing low rise residential areas. Ensuring development outcomes have wider community benefits and achieve ESD excellence.

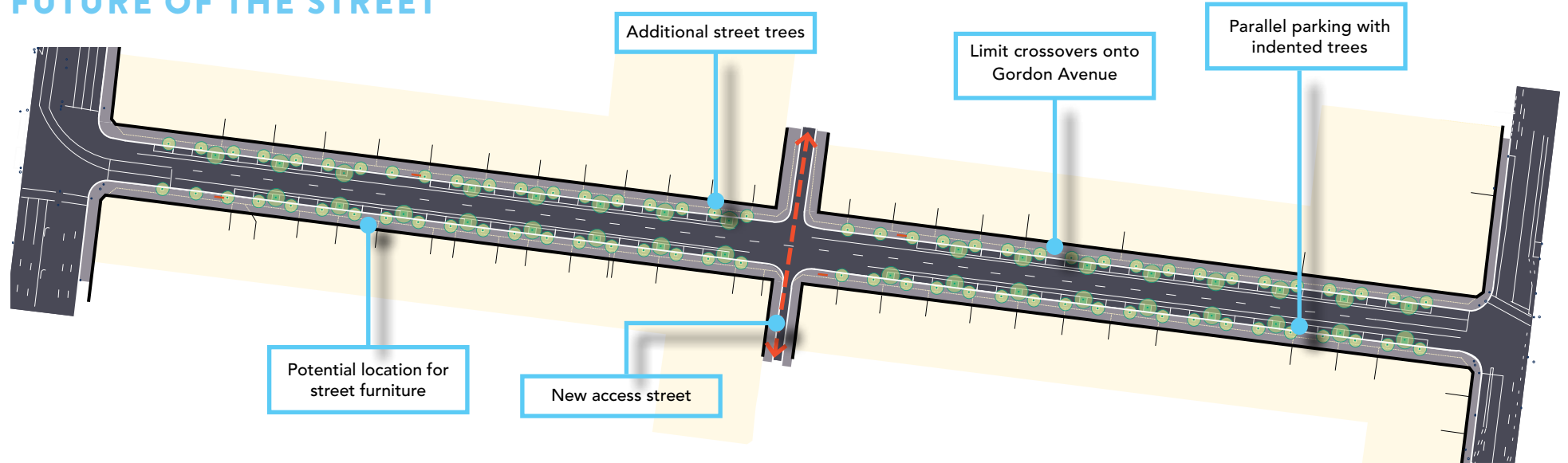
KEY CONNECTIONS AND STRATEGIC SITES



- images: Google Maps Streetview

Highlighting the need to address key projects limiting connectivity between the area and surrounding services, employment opportunities and public open spaces in Central Geelong and 'Pako'.

FUTURE OF THE STREET

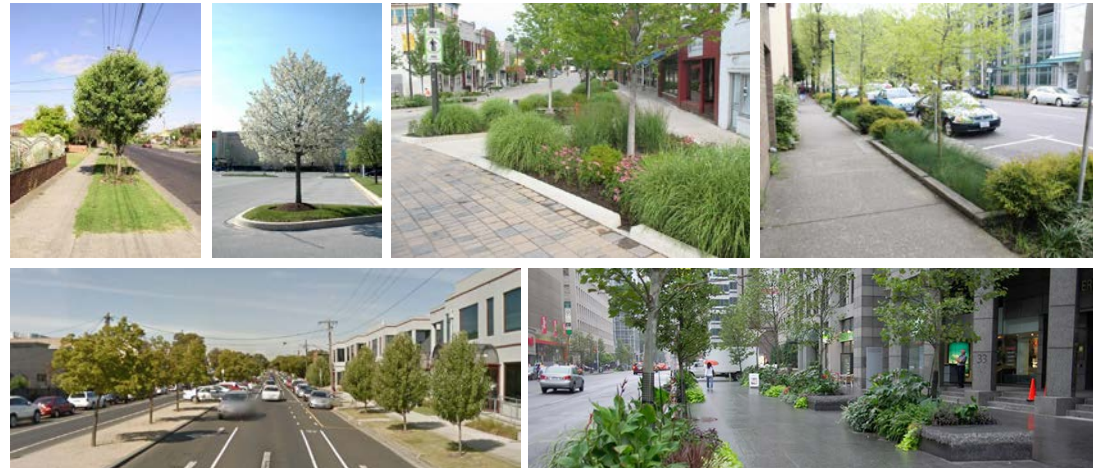


MATERIALS

- FOOTPATH TREATMENT**
- asphalt
 - coloured concrete channel

- INDICATIVE PROPOSED TREES**
- 'Southworth Dancer'
 - 'Edgewood'
 - 'Scentuous'

Prioritising 'greening' the street to provide an inviting and comfortable urban environment that is an extension of Central Geelong's 'green spine'.



- images: Google images

ALLOWING A GREATER MIX OF USES

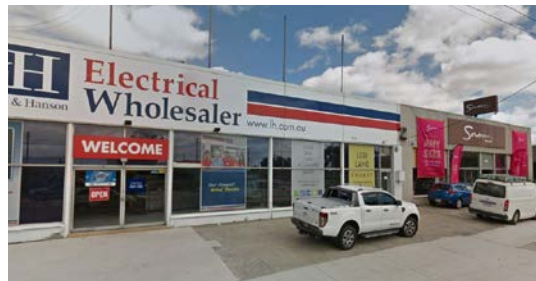
The Gordon Avenue Precinct developed as a peripheral area, with a focus on manufacturing and bulky goods retailing. This role is reinforced through the application of the Commercial 2 Zone.

This zone encourages bulky goods and office uses and prohibits residential uses other than a Caretaker's house or a residential hotel. The area continues to have a significant proportion of industrial and bulky goods uses, with some office and educational uses.












The lack of residential uses, along with discontinuous building frontages and blank walls limit the 'activity' of the precinct to standard working hours, with little activity and people present in the area after hours.

The area has significant potential to accommodate a wider mix of uses. This includes residential uses that increase the local resident population, taking advantage of its proximity to the Geelong Train Station, Central Geelong and 'Pako' itself. Other complementary uses would extend the Precinct's 'activity' after hours and provide passive surveillance onto Gordon Avenue.

It is estimated that the Precinct has the capacity to accommodate approximately 4,000 additional residents.



EXISTING USES

- | | |
|---|---|
|  Private Car Parking |  Medical |
|  Public Car Parking |  Industrial |
|  Residential |  Education |
|  Specialty Retail |  Vacant/Non-leased Sites |
|  Hospitality |  Commercial/Office |
|  Bulky Goods | |

ISSUES AND CONSTRAINTS

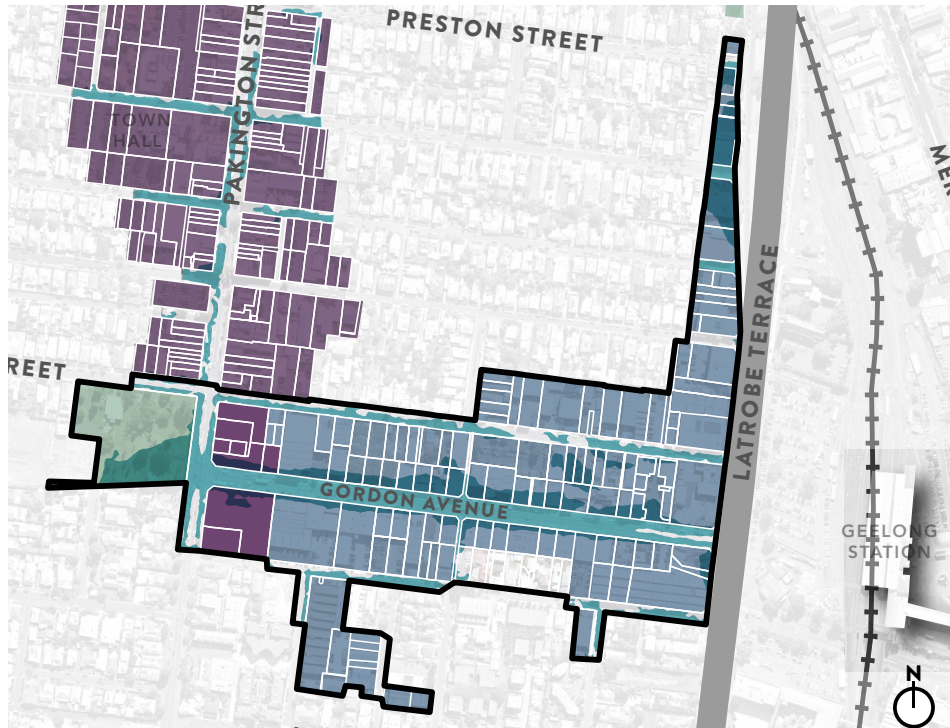
Any potential future rezoning must consider the following issues and constraints:

- The Precinct is impacted by a special building overlay that identifies areas subject to flooding. Further work will be undertaken to evaluate the impact of the proposed land use change on the storm water network and mitigation opportunities.
- Prepare an infrastructure contributions arrangement to support the land use transition, streetscape improvements and additional open space.
- In conjunction with State Government improve the staggered intersection of Gordon Avenue and Latrobe Terrace, to improve safety and pedestrian connections to Geelong Train Station and the city centre.
- Investigate the development capability and access arrangements for lots facing Spring Street, considering the existing 10 metre wide road reserve.
- Investigate the potential for a social housing outcome via an inclusionary zoning process or a voluntary agreement with potential development sites in accordance with the City's draft Social Housing Plan 2018-2041.
- Investigate state and function of existing power infrastructure to potentially underground the services.
- Investigate appropriate uses of land that contain uses that require any environmental assessments and re-mediation.
- Investigate local access improvements for properties facing Latrobe Terrace and associated frontage roads.

Considering the Precinct's proximity to the Geelong Train Station, rezoning should focus on capitalising on this location to create a Transit Oriented Development area that supports active transport.

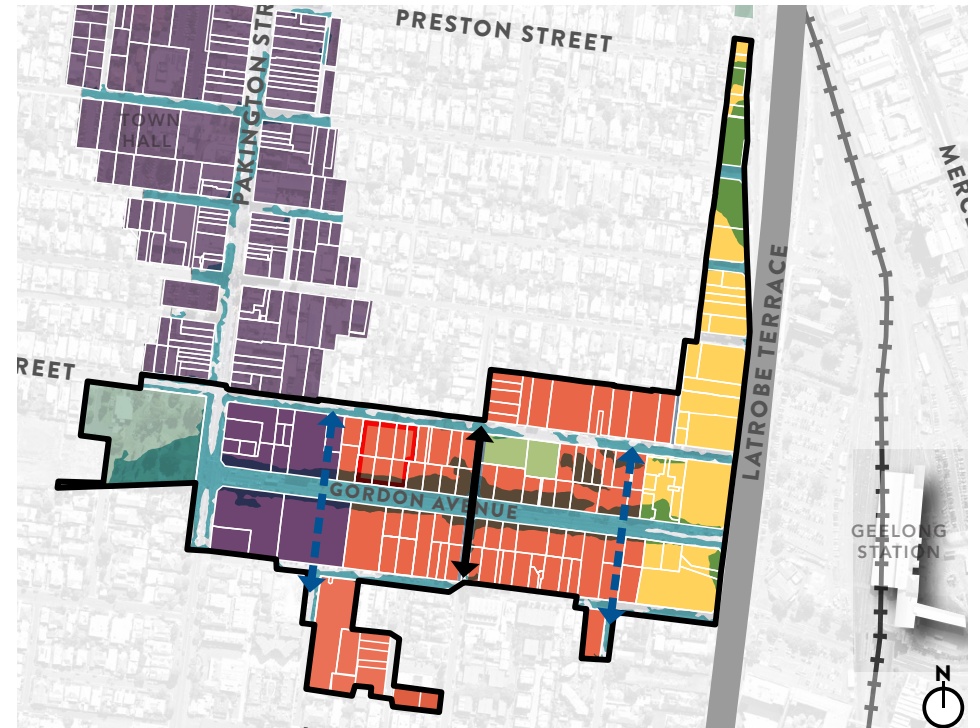
The potential to rezone Gordon Avenue to Residential Growth Zone and Commercial 1 zone triggers the application of the Key Development Areas strategy in Greater Geelong Planning Scheme (clause 21.06-3). It is recommended that the full extent of Gordon Avenue is established as a Key Development Area as it will accommodate medium density housing in residential areas with more intensive development located closer to the core of activity centres.

Considering the Precinct has the capacity to accommodate an additional 4,000 residents, opportunities to provide further local open space have been highlighted, as existing access and provision is already limited. The nominated potential site for further open space is a City owned at-grade car park that is currently mostly serving as overflow parking for the station as opposed to providing car parking for existing surrounding businesses. The demand for this as a public car park serving local businesses in the Precinct is likely to decrease with a change in the area to more residential uses.



EXISTING ZONES AND SBO

- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Residential Growth Zone (RGZ)
- Public Park & Recreation Zone (PPRZ)
- Special Building Overlay (SBO)



PROPOSED ZONES

- Commercial 1 Zone (C1Z)
 - Residential Growth Zone (RGZ)
 - Mixed Use Zone (MUZ)
 - Public Park & Recreation Zone (PPRZ)
 - Future PPRZ
 - Special Building Overlay (SBO)
- Future road connection
 Future pedestrian / cycling connection

ADDRESSING DEVELOPMENT POTENTIAL

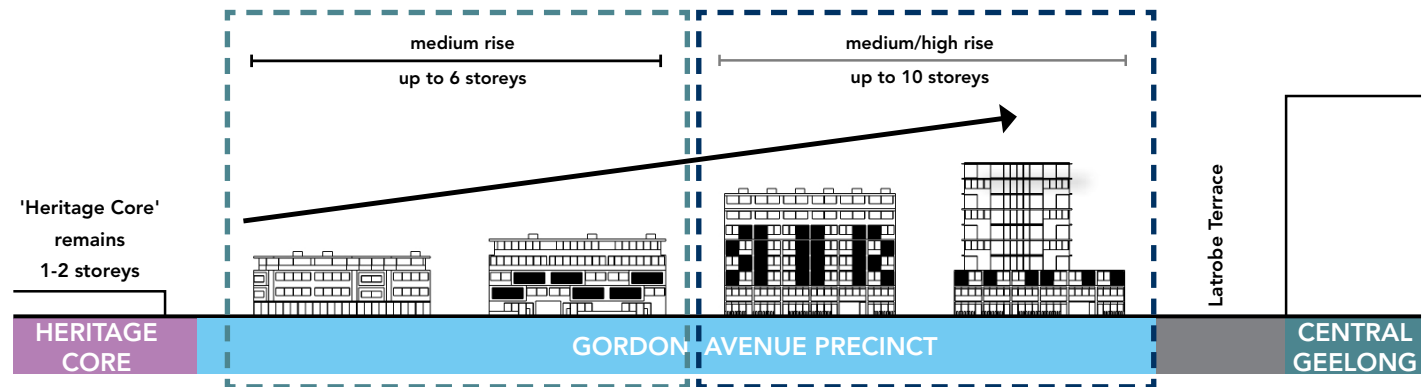
Additional height is considered in order to introduce new housing and building typologies in Geelong West, which currently predominantly consists of single storey detached dwellings and a limited amount of terrace and unit developments.

The proposed heights respond to a series of conditions including, existing property sizes, consideration of interfaces and street widths.

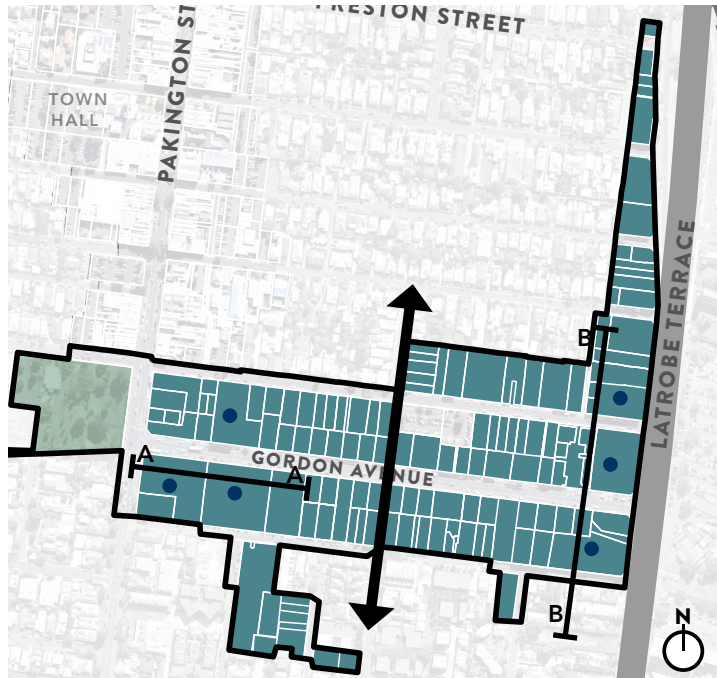
These heights are aimed to allow for a range of 'medium rise' typologies ranging from six to ten storeys. There is opportunity for developments to have a range of uses at the street level with residential above.

Highlighting key sites with potential to accommodate taller buildings, including key corner sites opposite the Geelong Train Station with an interface to Latrobe Terrace, and 'large' lots; which are greater than 2,000 square metres. Developments in key sites that deliver one of the following could be considered on a case-by-case basis for an increase in height, as long as the overall height of the building does not exceed 33m (typically 10 storeys):

- Social housing.
- Affordable housing.
- Additional ESD requirements.



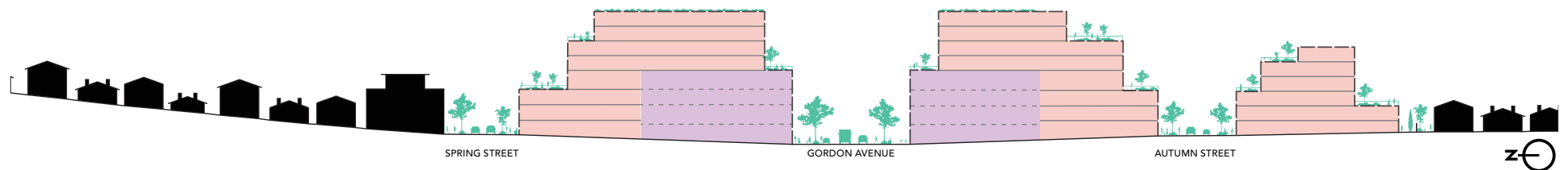
Built form examples



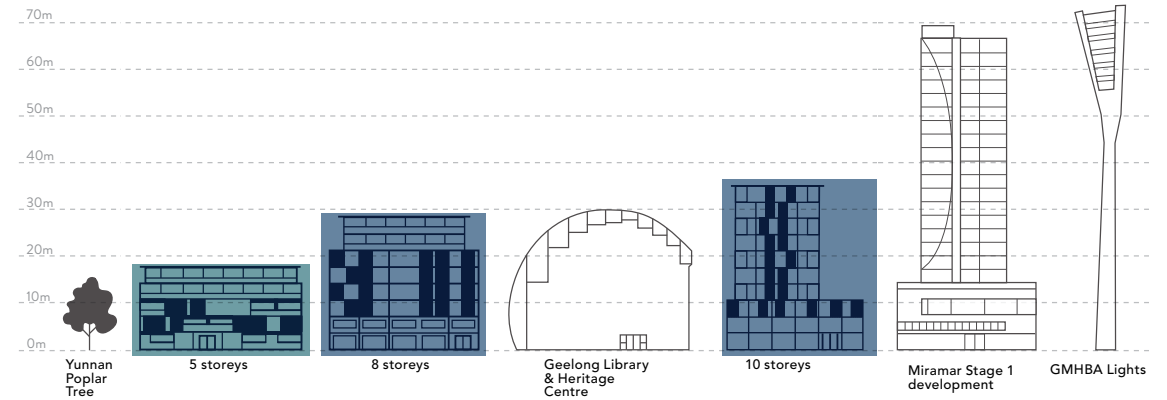
PROPOSED HEIGHTS

- Up to 20m (typically a five to six storey building) applied across the Precinct.
- Key sites may be considered for a height increase of up to 13 metres (equivalent to 4 storeys). Key sites are considered to be lots larger than 2,000 square metres and prominent corner sites fronting the Geelong Train Station.

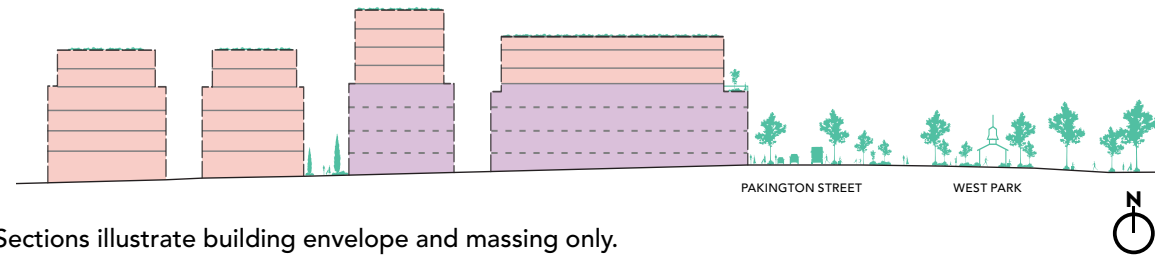
B LOOKING ACROSS GORDON AVENUE



PROPOSED HEIGHTS IN A GEELONG CONTEXT



A LOOKING SOUTH ALONG GORDON AVENUE



Sections illustrate building envelope and massing only.

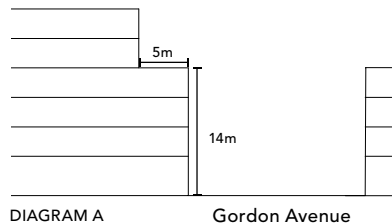
- RESIDENTIAL USES
- RETAIL / COMMERCIAL USES

DESIGN GUIDELINES FOR FUTURE DEVELOPMENT

BUILDING SHAPE

Buildings along Gordon Avenue shall be setback to cast no further shadow than a 14 metre high street edge (between 11am - 3pm on the 22nd September).

Buildings along Gordon Avenue shall provide a four storey street wall with a maximum height of 14 metres and a minimum setback of 5 metres above street wall as shown in Diagram A.



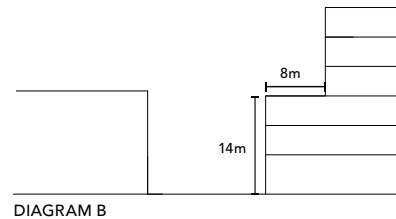
Provide 4 metre minimum floor to ceiling height for non-residential uses at ground floor.

Provide opportunities for the public realm to extend into the development as extensions of the street through courtyards, laneways and awnings.

Modulate façade frontages, allowing continuous façades for no more than 15m.

Enhance permeability by allowing room to move through the ground floor.

Developments along Autumn Street and Spring Street shall provide a four storey street wall with a maximum height of 14 metres and a minimum setback of 8 metres above street wall as shown in Diagram B.



Buildings located on corner sites shall include; architectural roof features that protrude above the normal roof line and increased parapet heights with additional detail, colour and textures.

ACTIVATING THE GROUND FLOOR AND PODIUM

Buildings shall have a zero setback to primary and secondary streets.

Where adjoining sites are zoned residential, street setbacks shall be stepped back from the residential site to match the setback of the residential building.

Designed to address the street with direct multiple entries in order for building façades to activate the street.

Provide opportunities for ground floor to spread out onto and interact with the street.

Choose natural, tactile and visually interesting materials and facade treatments at the lower levels (podium) of new buildings.

Ensure new development responds to and emulates fine grain in order to improve street legibility and cohesiveness.

Provide built form responses that create interesting 'corners' to create usable public urban spaces.

CLARITY AND CONNECTIVITY

Ensure flexible, transparent and permeable uses at the ground floor.

Fencing between the building and the front and secondary boundary shall not be permitted.

Design modulation in building façades to express different uses and functions.

Break up building mass to allow light and the public realm to connect through.

Design spaces to seamlessly transition from the private and public realm.

Achieve a balanced design that preserves privacy while encouraging activity and overlooking into the public realm to allow for passive surveillance.

Allow a maximum 75 per cent glazing on any façade and provide 50 per cent visually permeable balcony balustrades.

Address 'low' rise residential interfaces and articulate design consideration to mitigate impacts.

Ensure pedestrian links are provided as shown on key connections and strategic sites plan.

Dead ends and hidden recesses shall be avoided.

DESIGNED FOR PEOPLE

Adopt and demonstrate the use of Crime Prevention Through Environmental Design (CPTED) principles.

Ensure buildings provide continuous weather protection across the building façade using opaque and non-reflective materials with a minimum width of two metres where possible.

Full podiums that provide no access to natural light are discouraged.

Promote a diversity of building types.

Ensure development does not overshadow key pedestrian routes and public open space.

Developments that directly face or are adjacent to public open space should provide views, movement and activation to these spaces.

Residential components shall meet a Gold Level performance in Liveable Home Design.

Provide built form responses that create interesting 'corners' to create usable public urban spaces, including the use of 'chamfered' corners.

New developments shall not use fluorescent and intense colours in proposed materials.

DESIGNED FOR THE FUTURE

Though basement car parking is preferred, where car parking is provided above ground:

- 'Sleeve' car parking structures with active uses along street frontages.
- Minimise the impact of vehicle entries and ramp access on footpaths.
- Allow ceiling heights for adaptive reuse, with a minimum floor to ceiling height of 3.5 metres.
- Screening with high quality 'green' infrastructure.

Standalone multi-storey car parks shall not be visible from the street and shall be located behind buildings.

Ensure the ground floor is maximised for active uses, locating service and loading, plant equipment and car parking entrances to minimise street impacts.

Integrate plant equipment and services into the built form design.

Incorporate high quality screening elements and landscaping to mitigate overlooking.

ADDITIONAL ESD REQUIREMENTS

The City is committed to sustainable development outcomes and while ESD policy has recently been introduced into the planning scheme, additional ESD requirements have been provided responding to the Clever and Creative Vision in line with the Clever and Creative Vision in order to create new models of higher density sustainable living.

Future developments must demonstrate that they have considered adopting the following:

ENERGY AND EMISSIONS

Achieve a 20 per cent improvement on current National Construction Code energy efficiency standards.

The orientation of buildings should consider natural light access, energy production, ventilation and wind breaks.

External shading (at minimum Northern and Western façade shading strategies) should be included as part of façade design.

Demonstrate how natural cross ventilation is incorporated into the design of buildings.

Residential developments should achieve an average 7 star NatHERS rating for each building.

Incorporate renewable energy generation, on-site energy storage, and opportunities to connect to a future precinct-wide or locally distributed low-carbon energy supply.

Developments with 10 or more dwellings or 5,000 square metres or more of floor space should submit evidence that the project has been registered to seek a minimum 5 Star Green Star Design (or equivalent) with the Green Building Council of Australia. Within 12 months of occupation of the building, certification must be

submitted that demonstrates that the building has achieved a minimum 5 Star Green Star Design (or equivalent).

Other buildings and alterations of more than 50 square metres should submit evidence that the project has been registered to seek a minimum 4 Star Green Star Design (or equivalent) with the Green Building Council of Australia. Within 12 months of occupation of the building, certification must be submitted that demonstrates that the building has achieved a minimum 4 Star Green Star Design (or equivalent).

URBAN HEAT ISLAND

At least 70 per cent of the total site area should comprise building or landscape elements that reduce the impact of the urban heat island effect.

Provide street tree, landscaped area plans indicating the approach to achieving a minimum 25 per cent canopy coverage or demonstrate the maximum tree canopy coverage reasonably achievable. Include commentary on drought tolerant species selection.

WATER AND WATER SENSITIVE URBAN DESIGN

Incorporate innovative approaches to flood mitigation and stormwater run-off, and best practice Water Sensitive Urban Design.

A rainwater tank must be provided that has a minimum effective volume of 0.5 cubic metres for every 10 square metres of catchment area to capture rainwater from 100 per cent of suitable roof rainwater harvesting areas.

Rainwater captured from roof harvesting areas must be re-used for toilet flushing, washing machine and irrigation or, controlled release.

Provide a strategy for street scale water sensitive urban design solutions that improve permeability, reduce heat island effect, passively irrigate trees and improves amenity in private land.

TRANSPORT

Reduce impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes.

Provide high levels of and easy access to bicycle parking facilities, including end of trip change rooms, showers and lockers.

Encourage developments to provide less than the preferred maximum number of car spaces where there is a genuine commitment to providing alternative transport.

Provide at least 10 per cent of all parking spaces to be reserved for electric vehicle charging only and equipped with at least 50kw charging facilities.

MATERIALS AND WASTE

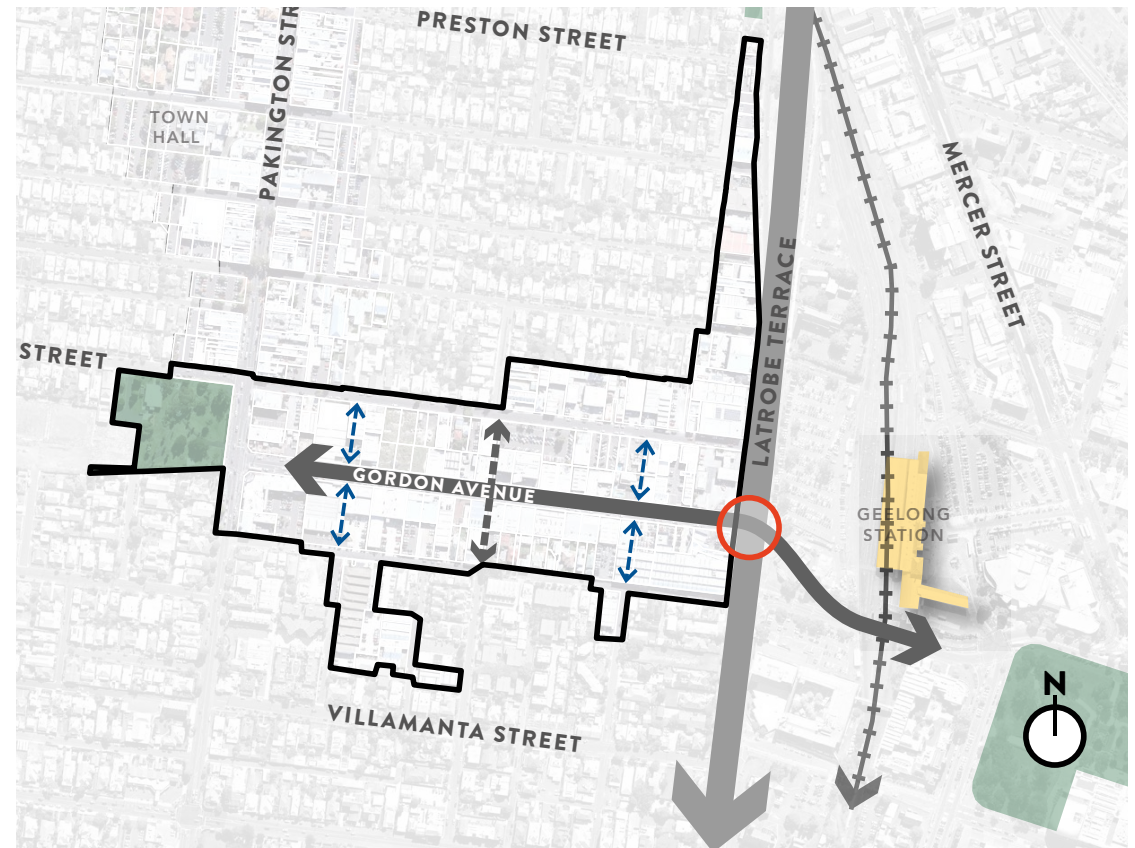
All timber used in the building is responsibly sourced through a certified scheme or from a reused source.

Where practicable, developments should create opportunities to optimise waste storage and efficient collection methods.

KEY CONNECTIONS

There are opportunities to improve key connections in the Precinct. The current configuration of the intersection between Latrobe Terrace and Gordon Avenue prevents efficient movement for all users as it currently has three sets of lights, including a cycle that allows entry and exit from the at-grade Geelong Train Station car park. The future redevelopment of the Geelong Train Station should address this issue of connectivity to improve access for pedestrians, cyclists, buses and private vehicles.

Future development should allow for mid-block pedestrian and cyclist connections that connect to the existing street grid, particularly along Spring Street.



LEGEND

-  Geelong Train Station
-  existing open space
-  pedestrian / cyclist connection
-  Gordon Ave realignment across Latrobe Terrace*
-  Gordon Ave intersection improvements

FURTHER RECOMMENDATIONS AND STRATEGIC WORK

RECOMMENDATIONS

- Investigate staged streetscape upgrades as part of new developments including; improvements to universal access, paving, street furniture, signage and bundling power lines.
- Review overall future streetscape concept.
- Increase trees and vegetation.
- Ensure new development enhances streetscape character and respects adjoining residential areas.
- Review incorporated built form guidelines.
- Increase local resident population.
- Advocate and support voluntary agreements to provide social housing in new developments.
- Advocate and support voluntary agreements for new developments with a residential component that achieves a minimum Gold Level performance in Liveable Home Design.
- Advocate and support voluntary agreements to achieve higher than required standards of Environmentally Sustainable Design in new developments.
- Investigate the development requirements for the existing Special Building Overlay (SBO) and/or any strategic drainage upgrades.

- Investigate access and traffic impacts on Spring Street.
- Ensure new development eliminates and consolidates vehicle cross overs along Gordon Avenue where possible.
- Investigate opportunities to improve pedestrian and cyclist connections to the Geelong Train Station.
- Investigate opportunities to improve the Gordon Avenue and Latrobe Terrace intersection.
- Prepare an infrastructure contributions arrangement to support the land use transition and substation redevelopment.
- Investigate opportunities to upgrade West Park, particularly in regards to improving existing access to stage area for users of all abilities.
- Investigate improvements to bus stop infrastructure.

FURTHER STRATEGIC WORK

- Investigate the following issues and constraints in order to rezone land:
- The state and function of existing infrastructure including power and drainage upgrade requirements.
- Appropriate uses of land that contains an existing service station and other uses of a light industrial nature, including any environmental assessments and re-mediation that may be required.
- Consideration of open space potential and possible areas for re-zoning (to be considered in conjunction with a potential future strategic site at the area currently zoned (PUZ4).
- The potential for a social housing outcome via an inclusionary zoning process or a voluntary agreement with potential development sites in accordance with the City's draft Social Housing Plan 2018-2041.



CITY OF GREATER GEELONG





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CUSTOMER SERVICE CENTRE

100 Brougham Street
Geelong VIC 3220
8.00am – 5.00pm

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4. 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*". At its meeting on 25 February, the Council further deferred its consideration of this matter.
7. The name Clarendon 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 newspaper on 1 November 2019. The proposed renaming was also placed on the City's website for 30 days as per statutory requirement.
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 Rd (currently unaffected) was renamed, in comparison to 5 owners (excluding Vic Roads 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 Sullivan moved, Cr Mason seconded -

17. **That Council approve the renaming of Clarendon Road, Drysdale (from Andersons Road to Buccleugh Street) to “Waterson Place, Drysdale”.**

Carried.

Attachment 1

Financial Implications

1. The approximate cost to the City is \$500 per renaming. This includes advertising, notification to adjoining property owners and residents, notification to authorities and street signage.

Community Engagement

2. Initial consultation:
 - 2.1 A letter and survey were mailed to all affected property owners in Clarendon Road advising of the proposal and seeking feedback on the road renaming.
 - 2.2 The proposal was advertised in the Geelong Advertiser and Geelong Australia website in September 2019.
 - 2.3 Responses received 1 in favour, 3 against and 1 no response.
 - 2.4 A suggestion was made that Waterson should be the name.
3. Second consultation:
 - 3.1 Due to the feedback received a second survey was sent to property owners offering a choice between the name Jiggins and Waterson.
 - 3.2 This proposed was advertised in the Geelong Advertiser and the Geelong Australia website in November 2019.
 - 3.3 Responses received were 3 in favour of Waterson and 2 no response.
 - 3.4 Submissions closed on 2 December 2019
4. Submissions were reviewed as per Naming Rules for Places in Victoria 2016.

Social Equity Considerations

5. The City has a responsibility to the community to ensure that all properties are able to be identified in a clear and logical manner for emergency services and visitors to the area.

Policy/Legal/Statutory Implications

6. The *Local Government Act 1989*, the *Geographic Place Names Act 1998* and The Naming Rules for Places in Victoria 2016 have been followed.

Alignment to Council Plan

7. The proposed road renaming's are consistent with Council Plan strategic priorities of:
 - 7.1 Improved Health and Safety of our Community by enabling emergency services to locate properties on these roadways in a timely manner with minimal confusion.
 - 7.2 A more inclusive and diverse Community by respecting the language barrier with different cultures and the way in which words are pronounced.

Conflict of Interest

8. 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

9. If an emergency situation occurred, the City's proposal to rename these sections of roadway could minimise the risk or failure to be able to access a situation in a timely manner.
10. Failure to rename this roadway may cause a risk to public safety.

Environmental Implications

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

Attachment 2

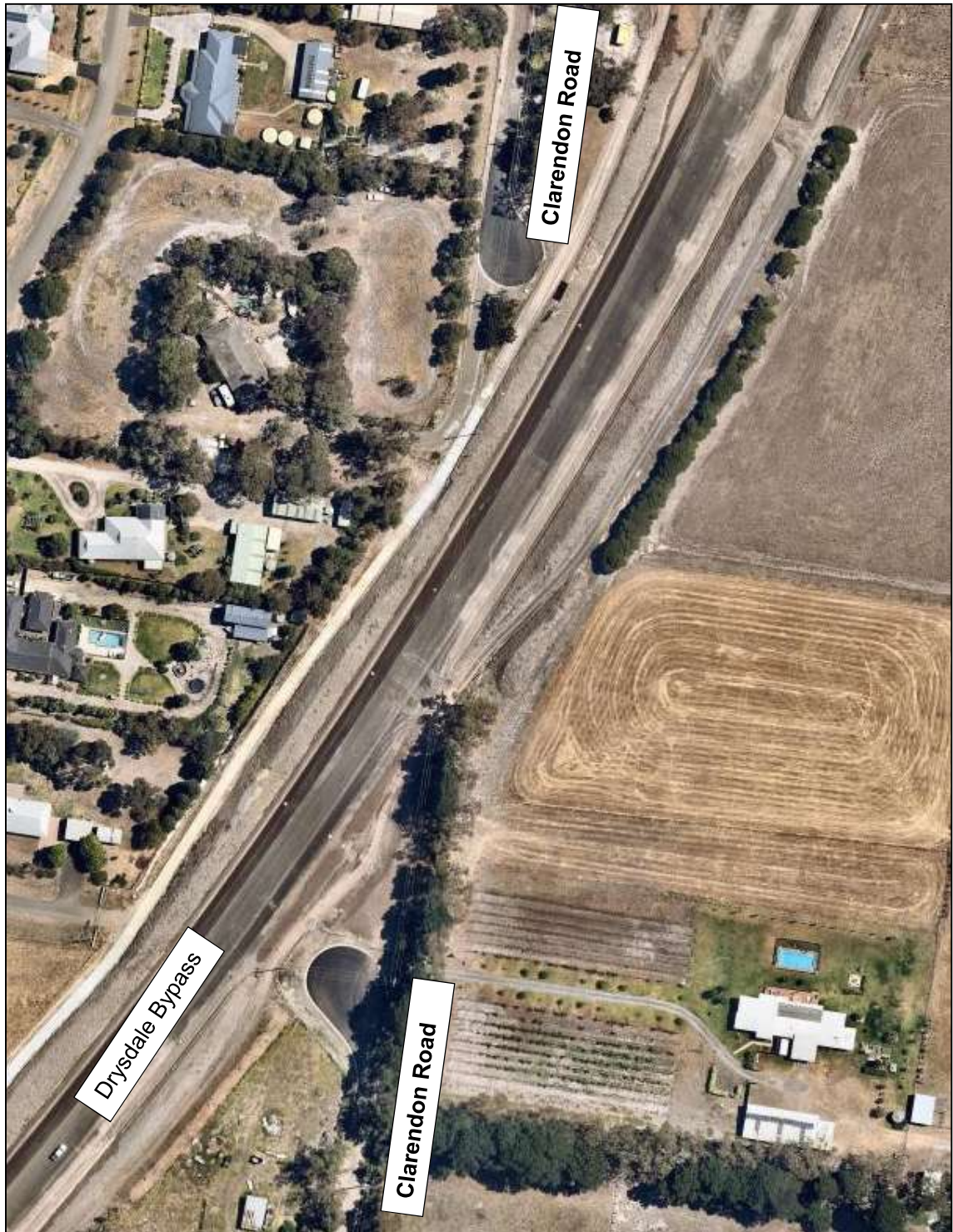
It is proposed to rename Clarendon Road to Waterson Place, Drysdale. Section to be renamed is highlighted below by the broken line.



Waterson Place

In honor of Corporal Horace Stanley Waterson – As a young child he moved to Drysdale and attended Drysdale State School and the Drysdale Methodist Church. Horace served for the Commonwealth Army on the western front and was killed in action in Belgium on 15 June 1917.

Aerial image showing how the road is truncated.



5. RURAL AND PERI-URBAN ADVISORY COMMITTEE ANNUAL REPORT 2018/19

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

Purpose

1. To update Council on the activities of the Rural and Peri-Urban Advisory Committee (Committee) via the 2018/19 Annual Report.

Background

2. Council endorsed the formation and the Terms of Reference for the Rural and Peri-Urban Advisory Committee on 20 February 2017. Cr Mason was appointed to the position of Chair.

Key Matters

3. The Committee has a diverse membership with nine (9) members, including representatives from Surf Coast Shire, Golden Plains Shire, Agriculture Victoria and various independent representatives. The City of Greater Geelong is represented by Cr Mason and five (5) City of Greater Geelong Managers from Economic Development & Events, Strategic Planning, Engineering Services, Waste & Environment, and Healthy Communities. The Committee meets monthly.
4. Key activities and achievements include; forming active sub-committees, receiving presentations from various organisations on matters related to the rural and peri urban constituents, preparing budget submissions and participating in rural and peri urban related projects being undertaken by the City of Greater Geelong and other organisations.
5. Three sub-committees have been formed focusing on a livestock and information exchange, pest plants and animals, and roadside vegetation.
6. Key activities identified for the next 12 months include completing the feasibility study for a livestock and information exchange, developing and making information available to the rural and peri urban farmers, and providing input into various strategies including the Environmental Management Strategy, Distinctive Area Landscapes, and Restoring Rural Landscapes.
7. A Rural and Peri-Urban Advisory Committee Annual Report 2018-19 (**Attachment 2**) has been prepared and endorsed by the Rural and Peri Urban Committee to provide an overview of the Committee and its activities over the past 12 months.

Cr Mason moved, Cr Sullivan seconded -

8. **That Council note the Rural and Peri-Urban Advisory Committee Annual Report 2018/19.**

Carried

Attachment 1

Financial Implications

1. The Rural and Peri-Urban Advisory Committee is resourced by existing staff within the Economic Development & Events Department.

Community Engagement

2. A draft Rural and Peri-Urban Advisory Committee Annual Report was circulated to Committee members, who accepted the report. A wide range of community consultation through various channels is currently being undertaken to support the feasibility study into a livestock and information exchange.

Social Equity Considerations

3. The Rural and Peri-Urban Advisory Committee members represent a diverse range of backgrounds and interests. This makes the Committee a valuable resource to Council on matters related to the Rural and Peri-Urban community.

Policy/Legal/Statutory Implications

There are no legal or statutory implications as a result of this report.

Alignment to Council Plan

4. This report aligns to the following priorities in the *Council Plan 2018-2022* - Effective Environmental Management, Planned and Sustainable Development and Informed Social Infrastructure and Planning.

Conflict of Interest

5. No officer involved in the preparation of this report has a conflict of interest.

Risk Assessment

6. There are no risks associated with noting the Rural and Peri-Urban Advisory Committee Annual Report 2018-19.

Environmental Implications

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

THE CITY OF
GREATER GEELONG

RURAL AND PERI-URBAN ADVISORY COMMITTEE

ANNUAL REPORT 2018–19

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From the Chair

Cr Jim Mason AM,

Chair Rural and Coastal Portfolio

Madam Mayor,

It gives me great pleasure to present the first Annual Report for the Rural and Peri- Urban Advisory Committee.

The rural nature of the municipality and the region is changing and is characterised by an increase in smaller holdings. The number of large farms is diminishing. Regional peri-urban areas are increasingly characterised by smaller and diverse operations with not only cattle and sheep, but pigs, goats, alpacas, horses, poultry and other agricultural, viticultural, horticultural and agritourism products.

The whole municipal community has expressed the desire that the rural character of the region be maintained. There also needs to be active development of a transition strategy to support the rural and peri-urban communities following the closure of the Geelong Saleyards. This presents an opportunity to highlight best practices for localised rural communities in a new era of community connectivity, climate change with sustainable and efficient use of resources.

The formation of the Rural and Peri-Urban Advisory Committee has consequently demonstrated the commitment of the City of Greater Geelong to the wellbeing and sustainability of its rural and peri-urban constituency.

The committee had its first meeting in June 2018. A facilitated workshop was conducted to allow members to get to know one another and to understand their various rural and peri urban interests and expertise. A diverse range of interests and experience is represented on the committee and council is fortunate to have this resource available to advise on and promote rural and peri urban matters within the whole City. It is pleasing to note that neighbouring Surf Coast and Golden Plains Shires regularly participate and contribute.

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

- Livestock and Information Exchange
- Pest Plant and Animals
- Roadside Vegetation

The primary focus of the committee has been the active development of transition strategies to support the rural and peri-urban communities following the closure of the Geelong saleyards.

The Rural and Peri-Urban Advisory Committee has and will continue to be engaged with council projects and non-council that have rural and peri urban implications or opportunities. Members have been involved with the development of the draft Environmental Management Strategy (EMS), One Planet Living (OPL) initiatives, Protecting Strategic Agriculture Land, DELWP's Improving Planning for Melbourne's Green Wedges and Agricultural Land, Bio Security, Barwon Water's Recycling Water Plan and 10-year Strategic Plan, and rabbit impacts and management.

Future projects include Restoring Rural Landscapes, Distinctive Area Landscapes, Rural Roadsides, Landscapes and Parklands, the City of Greater Geelong's Rating Strategy and Storm Water Services Strategy.

I am pleased to report a high attendance to the monthly committee meetings and that the discussions and exchanges around rural and peri-urban are of great benefit and interest to all members. My sincere thanks to all members of the committee for their support, time, expertise and historical/heritage knowledge. We look forward to completing the feasibility study for a livestock and information exchange and providing recommendations to Council.

Yours sincerely,



Cr Jim Mason, Chair

February 2020

Greater Geelong Rural and Peri-Urban Advisory Committee

Members

Community representatives (5)	Fiona Conroy, Joan Lindross, Geoff McFarlane, Stuart McLean, Eric Sharkey
Agriculture Victoria	Dr Angela Clough (transferred), Ralph Cotter
Golden Plains Shire Council	Cr David Evans
Surf Coast Shire Council	Cr Carol McGregor (resigned), Cr David Bell
City of Greater Geelong Manager Economic Development and Events	Tim Ellis
City of Greater Geelong Manager Engineering Services	Vicki Shelton
City of Greater Geelong Manager Strategic Planning	Jess Hurse
City of Greater Geelong Manager Healthy Communities	Janice Lane
City of Greater Geelong Manager Waste and Environment	Rodney Thomas
City of Greater Geelong Secretariat	Leonie Sexton
Rural and Coastal portfolio holder (Chair)	Cr Jim Mason

BACKGROUND

The City authorised the formation of the Greater Geelong Rural and Peri Urban Advisory Committee in May 2018. The primary purpose of the Committee is to provide advice to Council on and to act as an advocate for matters within the Municipality.

The rural nature of the municipality and the region is changing and is characterised by an increase in smaller holdings. The number of large farms is diminishing. Regional peri-urban areas are increasingly characterised by smaller and diverse operations with not only cattle and sheep, but pigs, goats, alpacas, horses, poultry and other agricultural, viticultural, horticultural and agritourism products.

The whole municipal community has expressed the desire that the rural character of the region be maintained. There also needs to be active development of a transition strategy to support the rural and peri-urban communities following the closure of the Geelong Saleyards.

ROLE OF THE COMMITTEE

The work of the Rural and Peri-Urban Advisory Committee (the Committee) is to strengthen and support the commitment of the City of Greater Geelong (the Council) to the wellbeing and sustainability of its rural and peri-urban constituency.

Advice from the Committee will help to achieve Council's objective of providing for the best outcomes for the local community having regard to the long term and cumulative effects of decisions. In doing this the Committee will have regard to the need for Council to:

- promote the social, economic and environmental viability and sustainability of the municipal district;
- improve the overall quality of life of people in the local community;
- promote appropriate business and employment opportunities; and
- ensure that services and facilities provided by Council are accessible and equitable;

Advice from the Committee will also support Council's role, which includes:

- considering the diverse needs of the local community in decision making;

- advocating the interests of the local community to other communities and governments;
- acting as a responsible partner in government by considering the needs of other communities; and
- advocating and promoting proposals which are in the best interests of the local community; and
- planning for and providing services and facilities for the local community.

TERMS OF REFERENCE AND COMPOSITION

The committee meets monthly and acts in an advisory role to Council. It has no executive authority and operates within the Terms of Reference. The Terms of Reference were adopted in February 2018 by Council. The membership includes one Councillor (Chair) Council Officers, representatives of relevant statutory authorities and community representatives.

Sub-committees

Three sub-committees have been formed:

1. Livestock and information exchange

The purpose of the committee is to develop transition strategies to support the peri urban farmer to buy and sell stock.

The sub-committee developed a scope of work, oversaw the appointment of the preferred consultant and is now overseeing the consultant and the process to develop the feasibility study.

2. Pest plants and animals

Rabbits and weeds continue to be a significant issue in the region. It's pleasing to see an increase in funding has occurred this year to support action to be taken to manage the problem. Work commenced in July 2019 on an integrated rabbit control and weed control program, this has led to an expansion in the program and subsequent significant benefits.

The committee met four times. I would like to thank Geoff McFarlane, Fiona Conroy, David Evans, Carol McGregor for their work on the subcommittee and to Jeanette Spittle and Travis Turner from City of Greater Geelong. Although the new program has now started the committee estimates it is going to take some three to five years and more funding to see a significant improvement in City of Greater Geelong-managed land with these problems.

The sub-committee have made several recommendations to the Committee for consideration:

- That City of Greater Geelong continues and builds on the existing program to involve and encourage the communities in the region in best practice land management.
- That the programs on pest animal and weed management in the region be supported by council on an ongoing basis for the long term.
- That City of Greater Geelong strive to become a leading council in Victoria involved in supporting best management practices and Sustainable Land Management on both smaller peri urban properties and larger properties.
- That City of Greater Geelong develops a website on sustainable land practices.
- That City of Greater Geelong continues to promote and demonstrate a commitment to best land management and integrated rabbit and weed control practices.

3. Roadside vegetation

Four sub-committee meetings have been held during 2019 where relevant issues were discussed including biodiversity, wildlife corridors, social and landscape values, weed incursions and existing vegetation. The committee has supported the policy that the protection of the environment is a major priority in all projects undertaken.

After much consideration regarding what issues we can have a positive influence, the decision was made to investigate the already mapped council unused roads in the Bellarine, and a document the existing vegetation, its' quality and its potential for contributing to an 'Unused Road Reserve Linear Park' complex

The values of such a park would include an increase in vegetated areas for walking and recreation, and the long-term protection of the natural environment of the unused roads.

We believe that a system of linear parks would also increase the awareness of the losses of vegetation occurring along existing roads, caused by road widening and moving of verges, weed and rabbit incursion and the loss of trees and shrubs which die without a replacement program.

Protection and enhancement of roadside vegetation has immense values in roadside aesthetics, general amenity

and driver safety, education and recognition of the last remnants of the original species on the Bellarine.

It is now recognised that treed and green areas can reduce the air temperature by up to 10 degrees, and in urban as well as rural areas extend life expectancy and improve mental health.

Discussions have also included problems associated with roadside slashing, the spread of Chilean Needle grass, serrated tussock and the widespread illegal dumping of rubbish on roadsides.

The primary task for 2020 is to develop a map of the unused roads on the Bellarine (as the first region) and to allocate inspection and evaluation of appropriate unused roads in defined areas.

ACTIVITIES AND ACHIEVEMENTS

The following activities have been undertaken by the committee:

- Developed terms of reference
- Created three sub-committees
- Secured funding of \$500,000 to support City of Greater Geelong's Pest Plant and Animal program
- Prepared a budget submission and secured \$75,000 to undertake a Feasibility Study for a Livestock and Information Exchange. A further \$20,000 was secured from Surf Coast Shire.
- Managed the process to appoint a consultant to undertake the Feasibility for a Livestock and Information Exchange
- Provided input into several City of Greater Geelong and regional strategies including Barwon Water 10-year plan and councils Environment Management Strategy.
- Received presentations from Council Officers, state Government and rural management experts on a range of peri urban and rural matters

FUTURE ACTIVITIES

We especially thank Ralph Cotter (Agriculture Victoria) for facilitating a review of our ongoing priorities and objectives and his ongoing support.

The following activities have been identified for 2019–20:

- Provide input to the following plans and strategies:
 - Environment Management Strategy

- Distinctive Area Landscapes
- Storm Water Services Strategy
- Restoring Rural Landscapes
- Strategic Planning Policy
- Saleyards Master Plan
- Finalise the feasibility study for a livestock and information exchange and make recommendations to City of Greater Geelong.
- Develop and make available information relevant to the rural and peri urban farmers.

CONCLUSION

- The Committee has spent the past twelve months developing priorities and actions, forming sub-committees, securing funding, providing input to various City of Greater Geelong and regional strategies and building an understanding of the role of the committee and how it can best work with Council to deliver positive outcomes for the rural and peri-urban community.
- The next twelve months will see the delivery of the feasibility study for a livestock and information exchange and subsequent recommendations to City of Greater Geelong.
- The continued work of the pest plants and animals and roadside vegetation sub committees and will act as a stakeholder for consultation on matters impacting the rural and peri urban community.

URGENT BUSINESS – Cr Murnane

Note: Introduction of Urgent Business requires two-thirds majority of Councillors present.

Cr Murnane proposes to raise the following item as Urgent Business:

Cr Murnane moved, Cr Mansfield seconded -

That Council considers as Urgent Business a motion concerning the authorising of the Chief Executive Officer to enter into an option agreement for the lease of 37 Morgan Street, North Geelong.

Carried.

Proposed option agreement for the lease of 37 Morgan Street North Geelong

The Council is concerned with the number of residents within Greater Geelong who require emergency food relief for both themselves and their families. Currently, national figures indicate that throughout the Greater Geelong region, local agencies are providing approximately 2.5 million meals per year. This figure is estimated to grow to 3.2 million meals per year by 2031, an increase of 31%.

The City commissioned a Food Assistance report to explore the food assistance system in Geelong and investigate the opportunities for improvement. The report is due to be presented to Council in May 2020.

The preliminary findings of the report indicates a need for additional storage and distribution space for the municipality.

An opportunity has arisen to lease a food distribution centre at 37 Morgan Street North Geelong. To ensure that the opportunity to lease this property is not lost whilst the Council await the report, the Council will be required to enter into an option agreement.

Cr Murnane moved, Cr Asher seconded -

That Council:

- 1. Authorise the Chief Executive Officer to enter into an option to lease 37 Morgan Street North Geelong from 1 July 2020;**
- 2. Allocate \$10,000 from the 2019-20 budget for the non-refundable cost of securing the option;**
- 3. Conditional on the outcomes of the Food Assistance report, due for consideration by Council in May 2020:**
 - 3.1. Allocates the \$1M from the 2019-20 budget to renovation works of the aforementioned leased premises; and**
 - 3.2. Considers allocating a grant amount of up to \$150,000 per annum for five years to a third party provider for the running costs of a food distribution centre at the aforementioned lease premises.**
- 4. Note the intention is for the lease of the aforementioned property be undertaken by a third party and not by Council to ensure the lease obligations are not borne by Council.**

Carried.

CLOSE OF MEETING

As there was no further business the meeting closed at 9.10pm. Tuesday, 10 March 2020.

Signed: _____
Cr Stephanie Asher (Mayor)

Date of Confirmation: _____.