MINUTES

ORDINARY MEETING OF COUNCIL

TUESDAY, 28 JULY 2020

7.00PM

HELD VIRTUALLY BY ZOOM AND BROADCAST ON THE CITY'S WEBSITE

COUNCIL:
Cr S Asher (Bellarine Ward)
Mayor
Cr K Grzybek (Windermere Ward)
Deputy Mayor

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

CITY OF GREATER GEELONG

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MINUTES OF THE ORDINARY MEETING OF THE GREATER GEELONG CITY COUNCIL HELD VIRTUALLY BY ZOOM AND BROADCAST ON THE CITY'S WEBSITE ON TUESDAY, 28 JULY 2020 COMMENCING AT 7.00 PM

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

Also present: M Cutter (Chief Executive Officer), R Leonard (Director Governance, Strategy and Performance)

OPENING: The Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

Council acknowledges Wadawurrung Traditional Owners of this land and pays its respects to all Elders past and present and to all Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

APOLOGIES: Nil.

LEAVE OF ABSENCE: Nil.

CONFIRMATION OF MINUTES:

Cr Grzybek moved, Cr Murnane seconded -

That the Minutes of the Ordinary Meeting held on 30 June 2020 be confirmed.

Carried.

Cr Murrihy moved, Cr Mason seconded -

That the Minutes of the Special Meeting held on 21 July 2020 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

PUBLIC QUESTION AND SUBMISSION TIME:

The following questions were submitted prior to the Council meeting from Vicki Perrett, Jennifer Bantow, Harrison Pascall and Sally Fisher. Responses addressing their concerns have been provided via email.

Vicki Perrett submitted the following:

1) In a recent ABC story about the impact of sea level rise on the Bellarine, Councillor Sullivan commented that Council's action to implement an inundation overlay was about "taking a proactive attitude towards protecting our coastal areas and communities" and that it "is an added layer of protection for our residents". I can appreciate Council's intention to mitigate their risks and to forewarn potential buyers. However, I am wondering how such an overlay offers any protection for existing residences. My home on The Esplanade at Indented Head now has an inundation overlay on it. After calling my home insurer, I was advised that my property is not covered for 'any action from the sea' and that this was a general exclusion in their policies and those of similar insurers. So, I am in invidious position of not being able to insure my biggest asset against its greatest threat.
Ref:https://www.abc.net.au/news/2020-07-26/climate-change-sea-level-rises-prompt-action-in-coastal-towns/12383968?WT.ac=localnews_melbourne

Thank you for your questions Vicki :

The newly introduced LSIO 2 Overlay is not intended to protect properties, but has been adopted with the aim of ensuring that any future development of properties covered by the overlay are appropriate for the life expectancy of the dwelling and the expected sea level rise planning benchmark, set by the Victorian State Government.

2) What plans does the City have to educate the community especially affected residents about the risks from sea level rise?

The City through the OurCoast Program has a strong record of engaging with coastal communities in the Geelong Region. Numerous open houses and community forums have been held to inform residents on the results of the Geelong Queenscliffe coastal hazard assessment, risk assessment and adaptation planning. The OurCoast Web site communicates much of the work that has been undertaken in this area. Within the OurCoast Program's website 'Resources' tab, there are multiple documents that relate to various aspects or phases of the program.
Council has also recently adopted the Sustainability Framework which includes the development of a new Climate Change Response Plan. Community engagement will be an important part of this work.

3) Will the City undertake to liaise with stakeholders and affected ratepayers regarding future adaptation works?

The City will be undertaking further investigations of effected areas and modelling of potential adaptation responses. Before acting on results of the investigations and modelling, the City will engage with the community to seek further feedback.

4) Will Council set region wide emission reduction targets in response to the climate emergency?

The City recognises the global climate emergency and aspires to be a carbon neutral city-region by 2047. The City is also proud to have taken the Take2 pledge as part of the Victorian State Government's Take2 campaign. This involves working towards achieving a region wide zero-net emissions target by 2050.

Jennifer Bantow submitted the following:

Re Agenda Item 3 - Draft South Geelong Urban Design Framework Consultation Planning for future housing needs must consider maintaining the existing particular residential character of Geelong's older inner suburbs. Geelong West, Newtown, Drumcondra and Rippleside are distinctively all different and real estate values reflect this character. South Geelong and East Geelong, also both have residential features and distinctive qualities with precincts of traditional single storey detached housing of a particular style and era that must be conserved. South Geelong was the earliest residential area being close to the Barwon River bridge. On page 12 of the South Geelong UDF the objectives and recommendations of a Heritage Character Study November 2019, by Dr David Rowe Authentic Heritage Services, are described, but no detail is provided specifically identifying the heritage character areas, and individual properties, for potential inclusion as heritage overlays in the Greater Geelong Planning Scheme, in addition to the existing heritage overlays shown on pages 16 and 17. Under section 5 Analysis on page 25, a map legend says, 'Other heritage character areas outside existing heritage overlays identified for further heritage assessment', but these areas could not be found on the map.

1) Should the places recommended for further heritage assessment be shown, and need to be protected by heritage overlay, before the development proposals in the rest of the UDF are implemented?

Thank you for your questions Jennifer :

The map on Page 25 will be amended to show the "other heritage areas outside existing heritage overlays identified for further heritage assessment" on the map and will also be uploaded on the website as a separate page of the map.
The consultation for the South Geelong UDF is to include community consultation on the areas identified for further heritage assessment. After considering submissions, the draft South Geelong Urban Design Framework will be finalised and will include details on proposed planning scheme changes. It is important that there is community consultation on the areas identified for further heritage assessment with the community, prior to undertaking a detailed heritage study or commencing a planning scheme amendment to include these areas within a Heritage Overlay. Planning applications will continue to be assessed against existing zone and overlay controls until the UDF and potential heritage study are completed and implemented into the planning scheme through an amendment. The potential changes to the Heritage Overlay or heritage planning clauses are at too early a stage to define, and any changes would be subject to a consultation. This can include a discussion with the HAC if desired.

Re Agenda Item 3 Draft South Geelong Urban Design Framework Consultation. This is a very long complex ambitious document that attempts to cover many things at once. When reading the detail, the formatting of the footer giving the page numbers is almost illegible, with white page numbers on a pale blue background. This makes referencing difficult.

2) Could the footer please be improved?

Yes, this change can be made and uploaded on the website as a new version.

Re Agenda Item 3 Draft South Geelong Urban Design Framework Consultation Requests have been made by community members at meetings of the City of Greater Geelong Heritage Advisory Committee (H A C), for the South Geelong Urban Design Framework, and other Projects, such as the Saleyards, being undertaken by the Strategic Planning Urban Design and Heritage Unit, to be brought to H A C meetings for consultation and input whilst they are being prepared, rather than being shown the Plan when it's finished. The Draft Geelong Town Hall Conservation Management Plan was brought to the H A C for comment resulting in a positive collaboration.

3) Could Projects being considered by the strategic planning Urban Design and Heritage Unit, please be brought to H A C meetings for consultation and input whilst they are being prepared?

The draft South Geelong Urban Design Framework is in its early days and any feedback will be considered in preparing the final Urban Design Framework. The draft Urban Design Framework will be out for consultation in time for the next HAC meeting and included on the agenda. Future strategic plans can be brought to the HAC meetings as appropriate

Harrison Pascall asked would there be a possibility of getting the promenade open for fishing in winter for the younger generation that don't have access to a boat or watercraft? Is there a reason for it not being fishable?

Thank you for your questions Harrison :

Unfortunately, no, the promenade is not for fishing. This has been the case for many years and there are public signs in place on the Promenade. There have been occasions where people have ignored the signs and have cast lines amongst swimmers. In the past Council has also received complaints of fish hooks injuring people.

The good news is that the soon to be completed wave attenuator adjacent to the marina will be designated for recreational fishing. This provides an easily accessible platform conveniently located on the edge of the CBD. The Geelong Waterfront Safe Harbour Masterplan also identifies an additional recreational fishing opportunity with Stage 2 of the development by the Yacht Club. The wave attenuator is over 440m in length with fishing available either side of the floating pontoon structure.

Sally Fisher submitted the following:

It is encouraging to see that the revised Sustainability Framework has been updated to include the Encouragement and Support of Local Food Production. The Food System is a critical area to address as the Food system spans all three areas of Sustainability: Environment, Economy and Health and Wellbeing. However, the Framework and Action Plan currently mentions only Food Production. Strengthening local production and consumption of healthy sustainably produced food addresses these issues holistically. Promoting Plant Based Diets and Reducing Food Waste are critical to reduce community emissions. Both require modifying consumers' choices and behaviours hence, it is critical to include the breadth of the food system, not just food production. Building healthy local food production and distribution systems also helps to build community social wellbeing, providing multiple co-benefits and making it a vital investment for local government. Many Councils invest in supporting local Food Systems as it is recognised as being critical to sustainability and much small scale, innovative work is already occurring within the municipality to sustainably and holistically address both production and consumption of food.

1) Will supporting both sustainable local food production and consumption be addressed within the Action Plan and proposed Food Policy?

Thank you for your question Sally :

Our current Council Food Policy is under review and we are planning for its draft to be released for community feedback later in the year. We believe that the next Council Food Policy will address and support both sustainable local food production and consumption holistically.

To date, the following work has commenced in informing the reviewed policy:

- *An extensive literature research on food systems and the role of Council at a state, national and international level has already been conducted. Benchmarking with local government food policy including City of Melbourne, City of Frankston, Cardinia Shire City Council, Greater Bendigo City Council and the City of London (UK) has formed part of this review, as well as consultation with academics from Deakin University, Associate Professors from GLOBE and the Food and Mood Centre. The officers involved in the review of food systems also attended different conferences/ seminars directly related to the topic;*
- *Linkages to Council's policies, frameworks and strategies have been analysed to ensure the Council Food Policy is integrated. This is also timely as we start planning for the review and development of the Municipal Public Health and Wellbeing Plan. Considering this policy in this context also takes into account the new Victorian Public Health and Wellbeing Plan (2019-2023) which prioritises 'tackling climate change and its impact on health' as one of the four key state priorities; and*
- *The information collected and analysed to date has suggested that the City's food system should include four interrelated pillars: Health and Nutrition, Sustainability, Safety and Socially inclusive.*

PETITIONS:

Crs Mason and Sullivan presented a petition from Geoff Baulch of St Leonards to re-open the Public Reserve in Turnberry Close.

1. SOCIAL INFRASTRUCTURE PLAN – GENERATION ONE 2020 - 2023

Source: **Community Life – Social Planning and Investment**
Director: **Robyn Stevens**
Portfolio: **Sport and Recreation**

Purpose

1. To seek Council endorsement of the *Social Infrastructure Plan: Generation One 2020-2023* and the *Social Infrastructure Planning and Investment Policy 2020*.

Background

2. The City regularly invests approximately one-third of its annual expenditure toward social infrastructure, in both facilities and services.

3. The *Council Transformation Program 2016* identified the development of a social infrastructure plan as a priority to guide Council's future investment in social infrastructure. The *Council Plan 2018-2022* identified Council's vision, 'Putting the Community First', and a strategic priority of 'Informed Social Infrastructure and Planning'.

4. In August 2019, the *Social Infrastructure Plan: Generation One 2020-2023* was developed and released for preliminary community engagement. The aim of the policy is to ensure a fair and equitable approach to how investment is made in community places, spaces and services. It provides guidance in prioritising investment decisions and gives the community a clear understanding of Council's role and how decisions are made.

5. The *Social Infrastructure Plan: Generation One 2020-2023* developed to identify the short and medium term priorities for delivery of social infrastructure. The plan articulates Council's intention to continue its investment in social infrastructure to support the health, wellbeing and connectedness of our community into the future.

6. In May 2020, the *Draft Social Infrastructure Plan: Generation One 2020-2023 (*including the Policy*)* was released for community consultation.

Key Matters

7. The recent community consultation reached 44,573 people with 3,612 engagements, resulting in 79 formal submissions being received. Of the responses received 94.7 per cent indicated support of the new policy and plan, with 30.7 per cent also providing further feedback and suggestions for improvement (refer to *Community Engagement, Summary Findings Report* – **Attachment 4**).

8. The community feedback has been taken into consideration and the final *Social Infrastructure Plan: Generation One 2020-2023* has been updated to reflect any changes, as outlined in the Community Engagement, Summary Findings Report **(Attachment 4)**.

Cr Murnane moved, Cr Mansfield seconded -

9. That Council endorse the *Social Infrastructure Plan: Generation One 2020-2023* (Attachment 2) and accompanying *Social Infrastructure Planning and Investment Policy* (Attachment 3).

Carried.

Attachment 1

Financial Implications

1. There are no financial requirements associated specifically with the endorsement of the *Social Infrastructure Plan: Generation One 2020-2023*.

2. The plan is designed to guide and indicate the priorities for further investment in subsequent years, while allowing for changes in circumstances and priorities over time.

3. The financial planning for implementation of the *Social Infrastructure Plan: Generation One 2020-2023* will be through Council's existing strategic resource plan, and any decisions for investment in specific projects will be made in each budget cycle.

Community Engagement

4. In April 2018, Council resolved to review and revise the draft Social Infrastructure Plan (2015), following preliminary engagement with the community.

5. During August and December 2018, the City undertook extensive community and stakeholder engagement to inform the drafting of a new social infrastructure plan. The engagement provided insight from the community about their social infrastructure needs, as well as insight into the matters the community believed Council should consider when making decisions about social infrastructure investment.

6. In August 2019, the *Draft Social Infrastructure Policy* was released for community consultation and received strong community support with 89 per cent of respondents in overall support of the new policy. This policy was then embedded into the draft Social Infrastructure Plan for further consultation.

7. In April 2020, Council endorsed the release the *Draft Social Infrastructure Plan: Generation One 2020-2023* for community consultation for a period of six (6) weeks. Due to the implications of COVID-19 social distancing restrictions and community facility closures at the time, the engagement campaign was limited to a comprehensive online, direct email and social media engagement approach.

8. The community engagement campaign opened on 1 May 2020 and closed on 12 June 2020. Reaching 44,573 people with 3,612 engagements and receiving 79 formal submissions.

9. Formal submissions were also received from the following community organisations and service providers, all in full support of the plan:

   9.1 Geelong Regional Library Corporation;

   9.2 U3A (Geelong University of the Third Age);

   9.3 Toy Libraries of Geelong; and

   9.4 A combined submission from Encompass Community Services, Whittington Primary School and Bellarine Living and Learning Centre.

10. Overall, the draft plan received strong community support with 94.7 per cent of respondents believing the new plan was heading in the right direction. Of the total respondents 30.7 per cent believed there was some room for improvement in a specific area of the plan, and this feedback is captured in the Community Engagement, Summary Findings Report (**Attachment 4**) with some revisions proposed to the final plan.

11. Some key themes emerged from the 79 submissions received (on behalf of both individuals and community groups). A summary of feedback themes and considerations is provided below, along with a copy of the Community Engagement, Summary Findings Report (**Attachment 4**) for more detail:

    11.1 Respondents felt that the plan is representative and holistic (i.e. for all facility types, people, ages and areas);

    11.2 Respondents felt it has a clear strategic direction, is comprehensive, well-articulated and evidence based. While one respondent felt that the data and insights needed improvement (this is in alignment with the plan's recommendations);

    11.3 Respondents congratulated Council on this complex and necessary undertaking, and for its strategic yet ambitious approach. While one respondent expressed a desire for a longer-term plan that demonstrates how all the shortfalls in social infrastructure will be addressed;

    11.4 Respondents felt that the plan is fair and improved transparency with a clear rationale and justification for investment;

    11.5 Respondents recognised the plan for its excellent community engagement and responsiveness to community needs, also capturing both big and small projects;

    11.6 The new plan format and online mapping tool designed to help navigate the complexity and diverse range of infrastructure was well received. Respondents considered it to be easy to understand and use, and it allowed them to see what is collectively planned in their area. While a couple felt that the functionality of the document could improve with the format considered too long by some and not easy to use;

    11.7 Respondents welcomed the strong focus on addressing disadvantage and age-friendly places and spaces throughout the plan and emphasised the importance of this going forward;

    11.8 Respondents gave appreciation for the inclusion of certain infrastructure types such as libraries, arts and culture, golf and public toilets. While others felt there needs to be more of an emphasis on improved transport and parking options as part of social infrastructure planning and investment;

    11.9 Respondents showed strong support and provided great suggestions for public open space, playgrounds, skate parks, fenced dog parks and off-leash areas, and the City's shared trails. While others felt the plan was lacking in the areas of public open space projects, consideration of world class sporting facilities (not just 'micro-solutions'), including a major indoor sports centre for the region;

    11.10 A focus on Whittington and the Northern areas of Geelong was welcomed while a couple of respondents felt areas such as Highton, Lara and the Bellarine were lacking in the plan, despite a number of projects identified in the plan for these areas; and

    11.11 The need for greater sustainability was emphasised along with some great suggestions put forward regarding the use of sustainable energy sources and value managing infrastructure development for a range of projects.

12. The community feedback has been taken into consideration and the final *Social Infrastructure Plan: Generation One 2020-2023* has been updated to reflect any changes required, as outlined in the Community Engagement, Summary Findings Report (**Attachment 4**). The action plan will also be updated annually, informed by new information resulting from planning projects and improved data and insights in the first year.

Social Equity Considerations

13. The *Social Infrastructure Plan: Generation One 2020-2023* explicitly incorporates the principles of social equity, consistent with Council's endorsed *Social Equity Principles* (September 2017) where it was acknowledged that it would be difficult to achieve any of the aspirations contained in the *Geelong Clever and Creative City Strategy* unless inequity is addressed.

14. At that time Council adopted the following principles that are reflected in the Social Infrastructure Plan's definition of 'Equity':

    14.1 all activities of the City will be informed by up-to-date demographic and geographic information on social equity in the region which identifies priority areas and groups for attention;

    14.2 planning of all activities will be informed by effective, focused partnerships and engagement with priority groups and areas, aimed at fully understanding the particular needs and obstacles they experience in accessing services and facilities; and

    14.3 service and infrastructure design, location, communication, and support arrangements will address the particular needs and obstacles faced by priority areas and groups.

15. The aim of adopting these principles is to drive greater consideration of equity when making decisions. The way we plan and deliver our social infrastructure can play an important role in improving equity, accessibility and connectivity while reducing disadvantage across our City.

Policy / Legal / Statutory Implications

16. The policy framework outlined in the plan, is proposed to both guide the decisions of Council and to provide guidance to the City on the matters that Council would like the organisation to consider when providing them advice for decisions.

Alignment to Council Plan

17. The *Social Infrastructure Plan: Generation One 2020-2023* delivers on the strategic priority of the *Council Plan 2018-2022* that calls for 'informed social infrastructure and planning' and sets the foundation for Council's commitment to 'strive for social equity in the infrastructure and services we deliver for our community'.

18. The *Social Infrastructure Plan: Generation One 2020-2023* will also guide future decision making on a number of key priorities related to 'informed social infrastructure and planning' as outlined in the *Council Plan 2018-2022*, these priorities are:

    18.1 providing more quality spaces that support active lifestyles;

    18.2 supporting the growth of localised and regional sporting facilities;

    18.3 delivering accessible and attractive community infrastructure, based on community need;

18.4 advocating and planning for a range of social and affordable housing options; and

18.5 maintaining our public open space.

Conflict of Interest

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

Risk Assessment

20. The lack of an existing policy position or plan related to the planning and investment of social infrastructure can result in a risk of unsustainable or inequitable decision making. If not addressed there is a risk that the community will become increasingly frustrated with the lack of clarity about what is planned in their communities, and any current inequity across the various networks will remain, and fair access to services may be impacted.

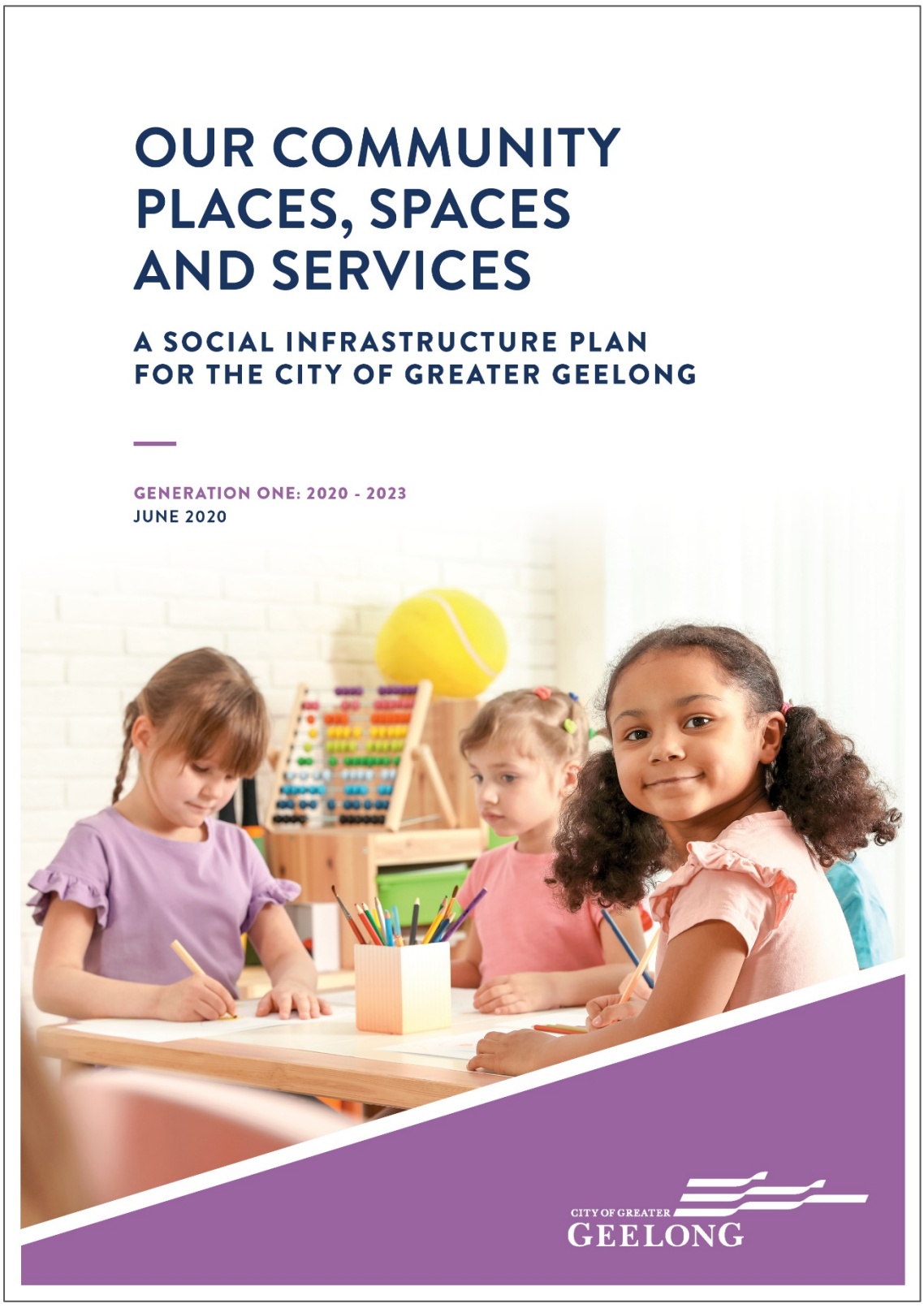
21. Through Council's Asset Management Transformation program and the new *Social Infrastructure Plan: Generation One 2020-2023*. Council aims to focus on establishing a process of asset management stewardship, a robust approach to assessing asset criticality to inform clear and transparent decision making, and to ensure accountability for our asset management approach.

Environmental Implications

22. Sustainability, including environmental sustainability, is a key principle that underpins the plan and will form part of Council's decision-making process in relation to social infrastructure planning and investment.

Social Infrastructure Plan – Generation One: 2020-2023

To view the document please CLICK HERE



THE CITY OF
GREATER GEELONG

Attachment 3

SOCIAL INFRASTRUCTURE PLANNING AND INVESTMENT

COUNCIL POLICY

VERSION: FINAL

Approval Date: 28 July 2020

Approved by: Council

Review Date: 28 July 2023

Responsible Officer: Manager, Social Planning and Investment

Authorising Officer: Chief Executive Officer

CITY OF GREATER GEELONG

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Introduction

PURPOSE

The Social Infrastructure Planning and Investment Policy aims to provide Council and the City of Greater Geelong with a guide for prioritising investment decisions and to provide our community with a clear understanding of Council's role and how decisions are made.

This Policy aims to ensure a fair and equitable approach to how investment is made in community places, spaces and services.

SCOPE

Social infrastructure relates to places and spaces of a communal, human or social nature that is required, by the different areas of the community, and progressively as a community grows. Social infrastructure provides for both informal and formal places and spaces providing access to community activities and services.

Social infrastructure is the sum of both 'hard' infrastructure (community facilities and public open space) and 'soft' infrastructure (support services, technology, information sharing, management systems, data and insights).

For the purposes of this Policy, social infrastructure includes:

In scope

- **Leisure and recreation** - aquatic, indoor sport and recreation facilities;
- **Outdoor and active recreation** - outdoor playing fields, outdoor sports courts, playgrounds, golf courses, boat ramps, skate parks, dog parks, off-road bike tracks / courses, walking trails and cycling paths for sport;
- **Public open spaces** - parks, walking trails and cycling paths for recreation, play spaces, passive reserves and active sports reserves;
- **Cultural spaces** - libraries, museums, art gallery, heritage spaces, performance spaces, memorials and public art;
- **Early years facilities** - childcare, kindergartens, playgroups and maternal and child health;
- **Targeted support spaces** - youth spaces, senior citizens, community / men's sheds, day respite spaces, social services, social housing, migrant service spaces and Aboriginal service spaces;
- **Community centres and spaces** - multipurpose community spaces, neighbourhood houses, community meeting rooms, community halls and community gardens;
- **Education and training spaces** - universities, TAFE, secondary and primary schools;
- **Health, safety and emergency services' facilities** - hospitals, community health services, police, ambulance, emergency services and fire stations;
- **Tourist facilities** - tourist information spaces;
- **Lighting** - lighting for sport and recreation;
- **Public toilets** - in public open space;
- **Third Spaces** - Third Spaces - footpaths, streets, plazas and public squares; and
- **Ancillary infrastructure** - associated with, and supports access to, social infrastructure.

Anything that is not represented in scope, as outlined above, is considered outside the scope of social infrastructure related to this Policy.

Policy

POLICY STATEMENTS

Social infrastructure is essential for the health, wellbeing and economic prosperity of the community.

The City will continue to ensure the provision of quality social infrastructure and play a key role in promoting social cohesion by providing focal points for community activity and places for people to meet and connect. The City's social infrastructure also provides opportunities for economic growth and serves as a key attractor for people to live, work, visit and play in the City.

The City aims to be an inclusive, diverse, healthy, equitable and socially connected community. The City will focus on addressing particular needs and obstacles faced by the community and priority groups across different areas of the municipality (including rural, coastal and urban areas) to ensure that investment decisions and processes are fair and transparent.

The City will strive for social infrastructure investment to keep pace with the scale of growth and to positively and sustainably shape the City for future generations to enjoy.

'Putting Our Community First' means using evidence and insights to deliver equity and access for all.

The City will plan and invest in services and infrastructure based on a clear set of principles and objectives to deliver on Council's commitment of 'Putting our Community First'.

The City will invest in social infrastructure that is consistent with its principles and with a particular focus to deliver social equity and accessibility.

The City will use evidence and community insights to inform its decision making.

The City will rely on processes that ensure there is transparency and that the community have a say in the planning and investment decisions the City makes.

Exploring new opportunities and embracing new ways of working, to ensure the community gets the social infrastructure it needs.

The City will take a strategic and holistic approach to planning and investing in social infrastructure that focuses on delivering community benefit and outcomes, embracing different ways of identifying needs and delivering outcomes.

The City will commit to a coordinated effort with all levels of government and will continue to explore opportunities to partner with the private and not-for-profit sectors in order to meet community needs and outcomes.

The City will continue to plan and invest in new facilities and services, and continue to monitor what is provided to ensure community needs are being met.

OBJECTIVES

The Council and City of Greater Geelong are committed to all sections of the community having reasonable access to the places, spaces and services they need. The City's objectives and aspirations for social infrastructure are:

Objective	Description	Aims
Equitable	Fair access to facilities and services that are needed across the municipality including healthy, safe and inclusive places, spaces and services.	Social equity, based on need, for all in the community.
Accessible	Accessible for all abilities, affordable and easy for people to get to.	Fair distribution, universally designed and affordable for all.
Adaptable	Flexible to meet the changing needs of the community and can be used for more than one purpose.	Responsive to changing needs and a range of uses.
Integrated	Integrated with other services where possible and a place for people to come together.	A seamless and positive experience of our services.
Sustainable	Environmentally, fiscally, socially and culturally responsible, well designed, effectively managed and usage is optimised, now and into the future.	Meet our Environmentally Sustainable Design (ESD) obligations, as part of our commitment to the UNESCO City of Design designation, value managed places, spaces and services and ensure efficiency of operation.

PRINCIPLES

The following principles underpin the City's planning and investment decision making.

Principle – As a principle the City will:	What will this look like in practice?
Consult and engage with the community and stakeholders	The City will connect meaningfully with the community and stakeholders in planning for infrastructure and access to support and services. The City will make a commitment to engaging with the community to ensure the community has a voice and can influence investment priorities. The City cannot solve the complex issues alone and through collaborative partnerships the City will work with others to deliver shared outcomes for maximum community benefit.
Be driven by evidence of need and the benefit to the community	The City will take a purposeful and strategic approach to funding projects that deliver meaningful community benefit and social impact. The City will ensure that decisions are aligned to the agreed provision standards, robust evidence and intelligence, and the insights of the community. As a priority, the City will consider solutions that meet the place-based needs of the community and focus on addressing social challenges and opportunities.
Provide access to services where it is needed, in a timely way	The City will ensure that service and infrastructure design, location, investment and support arrangements will address the particular needs and obstacles faced by the community, priority groups and areas, and those required progressively over time. The City will ensure that the community has access to infrastructure, support and services where it is needed and as soon as practicable.
Align decisions with Council's role, strategic priorities, and needs of the community	The City will ensure that community spend is focussed on delivering on strategic objectives and priorities, while ensuring there are appropriate mechanisms to consider valuable community led ideas and initiatives. The City will play a stronger role as an advocate, leader, facilitator, planner, monitor and funder of social infrastructure. The City will continue to fulfil a variety of roles as appropriate, including the support and delivery of infrastructure, while ensuring they first explore partnering opportunities that leverage the best outcome for the community.
Demonstrate fairness and transparency in decision making	The City will be fair and transparent in its funding priorities, processes and decision making. The City will provide the community with a clear understanding of Council's role and how decisions are made to ensure that the community understands what is planned for the place that they live.

ROLE

The City of Greater Geelong will continue to ensure the community has access to the social infrastructure it needs.

The City will focus on partnerships in the delivery of social infrastructure to increase Council's capacity to respond to needs in the community and maximise the community benefit that can be achieved from investments in social infrastructure.

While the City will continue to build and provide the infrastructure necessary to meet community needs, it will focus on pursuing opportunities to deliver the social infrastructure outcomes in partnership with others.

The City's partnership role will encompass:

- The joint funding of social infrastructure with other levels of government to deliver on the needs of the community. The funding of Council and all levels of government should be consistent with the objectives and principles of this Policy.
- Exploring opportunities with the private sector, where market conditions allow, when the community benefit can be demonstrated, while ensuring the policy principles and objectives can be achieved.
- Continuing to work together with community clubs, organisations and the not-for-profit sector to deliver on shared priorities and maximise the capacity and contributions that local clubs and community organisations can make in delivering the best value possible for the community.

The following provides a summary of the City of Greater Geelong's primary roles and responsibilities (as it relates to social infrastructure).

Role		What will this look like in practice?
First Response	**Advocacy**	Providing and leveraging influence to proceed on a project by working with and engaging developers, government and community members in decision-making, including utilising advisory committees, working groups and peak bodies.
	Leadership	Demonstrating leadership through strategic planning, policy development, innovation and execution, and the strategic facilitation of key stakeholders for the purposes of achieving community objectives and outcomes.
	Planning and Service Development	Play a coordinating role by planning the types and location of community infrastructure through strategic, statutory and service planning.
	Partnerships and Coordination	Where appropriate, support government, private sector and community service providers to plan facilities and deliver services. The City will explore this option where market conditions allow and where efficient, sustainable and/or integrated service delivery can be achieved. Where appropriate, partner with and empower the community, private and not-for-profit sector to deliver on shared priorities that maximise community benefit.
	Feasibility and Funding	Responsible for capital and/or operational funding, from time to time, in cooperation and/or in partnership with others.
When Required	**Building / Land Provision**	Construct and develop community infrastructure either directly or through funding agreements and contracts.
	Operating and Delivery	Provide services either directly or through funding, service agreements and contracts. Where appropriate, act as the 'safety net' to the community where a critical service is no longer available and/or the community is at risk.

HOW WE MAKE DECISIONS - PRIORITISATION FRAMEWORK

When considering and prioritising an investment decision the Council and the City of Greater Geelong will use tools and methods that ensure the following questions are considered:

- Does it address an identified need or deliver a community benefit?
- Is it consistent with the City's role and is the City the best placed organisation to address this?
- Is it consistent with the objectives, aims and principles for social infrastructure?
- Is it consistent with the City's strategic priorities (e.g. Council Plan, service and asset management requirements and/or legislative requirements)?
- Are there social, environmental, cultural or economic implications and what are they?
- Can the City afford it and can the City afford not to do it?

HOW WE PROCESS OUR INVESTMENT DECISIONS

Council is committed to processing our investment decisions fairly and transparently.

To achieve this Council will process investment decisions using two key mechanisms - our 'Annual Budget' and 'Community Grants' processes.

The ***Annual Budget*** process will be the appropriate process to consider investments in social infrastructure where the investment is a legislated or contractual obligation and/or where it is a major strategic priority for the Council.

The budget process will also consider community led ideas and initiatives that aren't eligible for community grants and/or are request for ongoing support.

The ***Community Grants*** process will be the appropriate process where an item is a community led initiative and is a request for one-off funding or support.

In this process the Council will rely on an independent panel drawn from the community to undertake an assessment of community initiatives and provide a recommendation to Council for decision.

Implementation of this Policy

MONITORING AND REPORTING

The City's commitment to the implementation of this Policy includes, but is not limited to:

- Provide a rolling four (4) year community infrastructure plan in alignment with Council Plan and the long term financial plan; and
- Conduct an annual review of social infrastructure priorities in consultation with Council and involving the community through an annual engagement process.

REVIEW

The City should review this Policy concurrently with the development of the Council Plan every 4 years.

Definitions

This section defines the key terms used in this Policy.

CITY

The City of Greater Geelong organisation, led by the CEO.

COUNCIL

The City of Greater Geelong Council comprising elected councillors and led by the Mayor.

SOCIAL INFRASTRUCTURE

Social infrastructure – meaning assets relating community places, spaces and services.

Social Infrastructure relates to places and spaces of a communal, human or social nature that is required progressively as a community grows. Social infrastructure provides for both informal and formal places and spaces providing access to community activities and services. Social infrastructure is the sum of both **hard infrastructure** (community facilities and public open space) and **soft infrastructure** (support services, technology, information sharing, management systems, data and insights).

Civil Infrastructure relates to the physical networks necessary for the functioning of a modern community (for example; roads, bridges, railways, drainage, street furniture and telecommunications).

Civic Infrastructure relates to places of Council administration and other business (for example; administration buildings, customer service centres and town halls).

Corporate Assets relate to items such as smart assets, fleet equipment, information and communication technology.

INVESTMENT

Investment in this Policy means the provision of time, support, resources and/or financial investment for the creation of capital or community capacity capable of producing a community benefit and other capacity, capital or services.

References

This section outlines any document that relates to and/or is referred to in the policy or was used to develop this Policy.

- Social Equity Principles.
- Community Investment Support Fund Council Policy.
- Greater Geelong Social Infrastructure Plan - Generation One 2020-2023

DRAFT SOCIAL INFRASTRUCTURE PLAN – GENERATION ONE: 2020 – 2023

COMMUNITY ENGAGEMENT | SUMMARY FINDINGS REPORT | 16 JUNE 2020

ENGAGEMENT CAMPAIGN

On 28 April 2020, Council unanimously endorsed the release the Draft Social Infrastructure Plan: Generation One 2020-2023 for community consultation for a period of six (6) weeks.

Due to the implications of Covid-19 social distancing restrictions and community facility closures, the engagement campaign was limited to a comprehensive online and social media engagement approach.

The community engagement campaign opened on 01 May 2020 and closed on 12 June 2020.

ENGAGEMENT ACTIVITIES AND TOOLS

The following activities and tools were employed to support the community engagement:

- Media release announcing the release of the Draft Plan.
- Two social media campaigns using a place-based approach and a series of organic social media posts on various platforms (e.g. Facebook, LinkedIn, Twitter and Instagram), featuring a video address by our Mayor.
- Direct email campaign to peak bodies and community groups.
- Dedicated community engagement page to explore the plan, explore the interactive mapping tool and to 'have your say'. The page was inclusive of the full plan, 13 summary network reports, project timelines and background information.
- The surveying tool was completed via Survey Gizmo using an expanded Quick Poll approach to gauge overall sentiment and gather constructive feedback from contributors.

ENGAGEMENT STATS

Overall Reach: 44,753 Overall Engagements: 3,612 Total Submissions: 79

Facebook Ad Campaign	Facebook Posts (X2)	Instagram	Twitter Posts (X2)	LinkedIn
Reach: 22,552 Clicks: 1,172	Reach: 10,931 Engagements: 556	Reach: 1,543 Engagements: 36	Reach: 2,203 Engagements: 50	Reach: 1,712 Engagements: 66

Direct Email Campaign	Community Engagement Page	Online Interactive Map	Surveys and Submissions	Support
Reach: 1,743 Clicks: 1,732	Views: 4,069 Visits: 2,958 Followers: 30	Views: 1,654	Surveys: 75 Submissions: 7 Total: 82	Likes: 290 Loves: 16

Are we on the right track?

A journey to a new way of working



Explore the Map



Explore the Plan



Tell us what you think

The following provides a summary overview of respondent sentiment towards the overall Draft Plan.

SUMMARY ENGAGEMENT FINDINGS

Survey responses received:

75 / 94.7% overall positive

Formal submissions received:

4 / 100% overall positive

KEY WORDS



Q: Tell us what you think about Generation One of the Social Infrastructure Plan - A Journey to a new way of working?

Survey Responses (Community)		%	No.
It's great, easy to understand and is what we need		32.0%	24
It's headed in the right direction, a good start		32.0%	24
It needs improvement in a specific area		30.7%	23
It missed the mark, headed in the wrong direction		5.3%	4
		Total	**75**
Formal Submissions (Organisations)		%	No.
In full support of the plan		100.0%	4
It's headed in the right direction		0.0%	0
Not supportive of the plan		0.0%	0
		Total	**4**

Formal submissions were received from the following community organisations and service providers (see attached for copies of each formal submission):

- Geelong Regional Library Corporation,
- Encompass Community Services, Whittington Primary School and Bellarine Living and Learning Centre (combined submission),
- U3A Geelong University of the Third Age (Learning experiences in social environment for the retired and semi-retired), and
- Toy Libraries of Geelong – inclusive of Belmont, Grovedale, Geelong West, Leopold and Ocean Grove.

LOCATION

The following provides a summary overview of respondent location.

Q: To help us with your feedback, can you please select the suburb you live?

Suburb	%	No.
Armstrong Creek	5.3%	4
Barwon Heads	6.7%	5
Batesford	1.3%	1
Bell Post Hill	1.3%	1
Belmont	4.0%	3
Clifton Springs	2.7%	2
Corio	5.3%	4
Curlewis	4.0%	3
Drysdale	5.3%	4
East Geelong	1.3%	1
Geelong	2.7%	2
Geelong West	4.0%	3
Grovedale	5.3%	4
Hamlyn Heights	4.0%	3
Highton	20.0%	15
Lara	5.3%	4
Leopold	1.3%	1
Marshall	2.7%	2
Newtown	2.7%	2
North Geelong	2.7%	2
Ocean Grove	5.3%	4
St Albans Park	1.3%	1
Wallington	1.3%	1
Wandana Heights	1.3%	1
Other	1.3%	1
No response	1.3%	1
	Totals	**75**

What our community told us?

SUMMARY FEEDBACK

The following represents a summary of feedback themes and comments provided by respondents; and outlines the response relative to the final Social Infrastructure Plan.

Note – there may be more than one feedback theme or comment per respondent. The total number of respondents in relation to each feedback theme is shown for context.

Q: Can you tell us a little more about your answer [to the Quick Poll question]?

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
GENERAL FEEDBACK		
Strong support for the Draft Plan and new approach (n= 23)	Strong support for the plan and a new way of working. • *I like that it is focussed on all ages and all areas for once. Community facilities should be for everyone not just a select few. I am excited to see where this goes into the future.* • *This is an outstanding piece of work. Well done CoGG, my hat is off to you. It's great to see that there is evidence based, strategic thinking that will guide future investment into Council's community infrastructure.* • *The Plan is ambitious and comprehensive, and the City should be congratulated on this complex and necessary undertaking. The SIP articulates an approach and provides a framework for decisions around the provision of social infrastructure across the City. Given the large number and diversity of buildings and spaces that are managed by the City, this Plan will improve transparency and provide a clear rationale and justification for the allocation of scarce resources where there are competing demands. (refer to the Geelong Regional Library Corporation submission attached).* • *Clear strategic direction for the future investment of social infrastructure for the municipality. Well done.* • *This is great, finally something for everyone,* • *Excellent work, insightful, easy to comprehend,*	The strong overall support from our community and key stakeholders has demonstrated that the Draft Social Infrastructure Plan – Generation One, and its propositions, is on the right track. In addition to the positive reaction to the plan, our community and key stakeholders also provided comprehensive and constructive feedback that has allowed us to further enhance the final social infrastructure plan and our broader planning going forward.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Continued… **Strong support for the Draft Plan and new approach** (n= 23)	• *Innovative and interesting,* • *Really easy to understand and very informative,* • *Well done,* • *A huge task and many worthwhile ideas,* • *Articulated very well, like the colours,* • *I love the plan overall,* • *Exciting and vibrant document,* • *It's great to see what's planned in the place you live, just hope Council can stick to the plan,* • *Great plan that advocates for infrastructure where it is needed most not just where residents are most vocal,* • *Easy to follow and understand,* • *I think it is important to tell us about your future plans,* • *I don't use a lot of the facilities as I am older but I think it is good for the region,* • *It's good to see big and smaller projects,* • *Overall it is a great plan,* • *I like how it explained things clearly,* • *It looks great, really fair for everyone,* • *Good to see the plans and look forward for more to come.*	
Community engagement (n=3)	Strong support for improved community engagement featured throughout the plan. • *Thank you for the chance to see, and contribute, to health and preservation on the Bellarine, for our community, and natural areas also!* • *We are very supportive of the SIP and consider it a detailed overview of current social infrastructure as well as setting out a valuable framework for moving forward to enhance the social infrastructure in the region.* • *It shows a lot of thought has been put into the importance of social engagement in community spaces. Such as libraries that can be the only safe place that people can have daily social interaction. Well done.*	A key recommendation of the plan is to introduce an even more holistic, integrated and representative engagement program to inform the City's overall planning, including social infrastructure planning now and into the future. This will focus on creating a deeper understanding of our community's values, preferences, needs and experiences of the City's places, spaces and services.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Strategic direction and data not supported by all (n=1)	The adaptive approach to the plan and transformational elements not supported. *Not strategic and short sighted. Data is questionable.*	The Social Infrastructure Plan - Generation One acknowledges that this is not the end of the road in our journey of understanding and our commitment to continuous improvement. Once endorsed, the City of Greater Geelong will respond to the recommendations of the plan and will continue to progress the necessary transformational improvements identified, including the maturation of the data, insights and deeper planning work required. This is an adaptive plan that will be informed by further research, understanding and consultation, and reflect the ever-changing context of our dynamic community.
Functionality of the plan could improve (n=3)	The new format plan was considered too long by some and not easy to use. • *Not easy to use.* • *It's too complicated and long winded to understand.* • *Hard to read. Too long.*	The Social Infrastructure Plan – Generation One is the first plan of its kind for the City and includes a range of complex needs and challenges across a multifaceted mix of facilities and services. The new network approach was designed to help navigate this complexity but there is always room for improvement. The ease of use and functionality of our plans is important, and we will review this again for the next generation plan.
Online mapping tool (n=4)	The new online mapping tool was well received. • *Simple, easy to use, easy to see what is in my area, very complementary of the plan, great to see what is planned and where, love the map, easy to find what's happening in my area.* • *I think it is fantastic because I can see everything on the map i don't have to go through and try to find out what's going on like a needle in a haystack all the time.*	The introduction of the online mapping tool was designed to visually represent the social infrastructure plan in a fun and interactive way to see what is planned in the place people live. This is a feature that will be used in the future to provide updates on the plan's progress.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
MACRO THEMES		
Addressing disadvantage (n=1)	Support for the plan's focus on addressing disadvantage. • *Need to focus on disadvantage.*	The way we plan, deliver and enable our social infrastructure will play an important role in improving equity, accessibility and connectivity while reducing disadvantage across our City. The plan and policy framework is guided by the City of Greater Geelong Social Equity Principles (2017).
Ageing population (n=2)	Support for the plan's whole of life approach and the need to become an ag-friendly city. • *Great to see a focus on aging well and older people in the community.* • *There is a need to become an age-friendly city. The population is ageing, and I don't see any recognition of that in the plan.*	The plan recommends the development of a Healthy Ageing Strategy for the City of Greater Geelong in recognition of our need to become an age-friendly city. The plan also details a whole-of-life and intergenerational approach that will be important to ensure we are developing 'generation-neutral' cities that are inclusive, accessible and promote active, healthy and connected lifestyles. Critical accessibility features such as connected footpaths, reliable and varied transport options, and service navigation information are all needed, and considered in all projects, to help support ageing in place.
Addressing the shortfall (n=1)	Seeking reassurance that the plan will address the shortfalls in access to community infrastructure and services. • *The analysis shows many areas / types of infrastructure that are below the benchmark but the plan doesn't provide confidence on how it is going to raise the bar, It's like, well it's substandard now, so it'll have to stay that way.*	The Social Infrastructure Plan is the first step in the journey to greater understanding of our social infrastructure and ways to respond. For some infrastructure types, addressing the short fall is straightforward but for others it is more complex. That is why over the life of this plan (1-3 years) we will be conducting fit-for-purpose audits, developing a greater understanding of usage and occupancy and exploring contemporary solutions to improving access to places, spaces and services. The action plan is not a 'set-and-forget approach' and will be updated annually, informed by new information as it comes to hand.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Libraries **(n=2)**	Strong support for the plan, and recognition of the strong alignment with the principles of library services. • *It is particularly pleasing to see the underpinnings of planning and decision making in the SIP and their strong alignment with important principles around access and inclusion that inform the provision of library services. (refer to the Geelong Regional Library Corporation submission attached).* • *It shows a lot of thought has been put into the importance of social engagement in community spaces. Such as libraries that can be the only safe place that people can have daily social interaction. Well done.*	Generation One of the Social Infrastructure Plan recognises the importance of library services to the community and the need for contemporary and fit-for-purpose infrastructure to support them. The plan identifies more than 16 library related projects ranging from new libraries, major facility refurbishments and forward planning project to ensure the adequate provision of library services into the future.
Golf (n=1)	Strong support for the plan, and recognition of the strong alignment with local golf strategy. *Amazing to see golf owning an entire section. As an operator in the Geelong region with an inclusive, diverse service delivery approach, this plan echoes our strategy for delivering social value through our asset. With 27 courses in Geelong, the potential delivery of social elements of value is amplified (more than most other regions). The plan is a great summary of creating better outcomes and community access to what we already have = great golf courses.*	Strong alignment with local golf strategy is important to ensuring the long-term sustainability of golf and access to quality and affordable golfing experiences.
Transport and travel accessibility (n=2)	Recognition that transport and travel accessibility are critical factors in ensuring access to places, spaces and services. • *The social infrastructure plan really needs to consider public transport to bring it all together. All the networks included in the plan need to be accessible and public transport should not be sitting separately.* • *When these things get built, can we make sure everyone can get to them, is there a bus service in place. I would love to go down to Eastern Beach but how? There is no transport at all.*	The plan is guided by the '20 minute neighbourhood' concept in relation to creating a liveable city by giving people the ability to meet most of their everyday needs within a 20 minute walk, cycle or short public transport trip of their home. The City will continue to plan for social infrastructure with transport and travel accessibility as key considerations. We will also continue to advocate for improved public transport options with key stakeholders such as Public Transport Victoria (PTV).

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Parking (n=2)	Recognition that parking is an important factor in planning community infrastructure and enabling access to services. • *Parking, that is convenient for business and customers, visitors and service people.* • *More long-term parking around the hospital.*	The scope of the plan recognises Ancillary Infrastructure, being the elements associated with, and supports access to, services, and we will continually refine parking provisions to better reflect user priority and best manage parking demands for now and the future. Parking demands for the hospital and medical precinct is particularly substantive and we have appealed to Barwon Hospital management for State Government funding provisions to improve hospital parking. We are sympathetic to the needs of the community who require parking nearer to the hospital and over the years, requests for special consideration for parking have also come from nurses, doctors, patients, family of patients, emergency visits, people with disabilities, visitors to the medical precinct. Unfortunately, we have only limited parking available on the streets. To help assist, several parking changes such as time limited parking have been undertaken to ensure a regular turnover of parking so that as many people as possible can have access to parking nearby. We will continue to advocate for better off street parking provisions for hospital users.
Public toilets (n=2)	Inclusion of public toilets in the plan is welcomed. • *It's good to see big and smaller projects like public toilets too. Public toilets are good for everyone.* • *No mention of the North Shore, Windsor Park – Toilet Block.*	Generation One of the Social Infrastructure Plan recognises public toilets under the scope of social infrastructure. The provision of public toilets improves local amenity and supports activity in public parks and activity areas throughout the municipality. The Windsor Park, North Shore public toilet was an omission on the map and will be added to the map in the final plan.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Arts and Culture (n=2)	Inclusion of arts and culture in the plan is welcomed, but scope needs further promoting. • *Great to see the plan supporting arts and culture.* • *Needs more focus on arts and culture. Emphasis on live performing spaces that are not the Geelong Arts centre. Consider finding for low socio-economic areas where theatre and music is not accessible.*	Generation One of the Social Infrastructure Plan identified, as a priority, the need to undertake an arts, cultural and heritage infrastructure needs analysis (municipal level) as a key action of the Arts and Cultural Strategy, to identify provision needs, opportunities and resources required. The holistic arts and cultural planning is to include consideration of, but not limited to: • Preserving and celebrating our cultural heritage • Performance spaces (rehearsal and performance) • Creative spaces • Makers spaces • Exhibition spaces • Multi-arts or multi-media spaces (visual art-making, design, photography) • Public art • Cultural spaces • Heritage spaces and displays • Heritage and local history collection, and • Events and experiences.
World class sporting facilities (n=2)	Consideration of world class sporting facilities not considered in the plan. • *If we are only looking at need based on specific areas, how does this principle allow us to invest in world class sporting facilities?* • *Where And how do we achieve 'world class' facilities when we keep providing Vast numbers of micro solutions all over the place? We need to pool the budgets, think big, draw in the wider Victorian population as tourists who spend money. We could host more sporting events, bring interstate visitors with the best facilities. But no, we provide multiples of the same ineffective stuff, forcing us Locals to venture further away for comps and to visit world class sporting facilities In other states. Missed opportunity again.*	Generation One of the Social Infrastructure Plan is focussed on ensuring that people have access to the places, spaces and services where and when they need them the most. In relation to the provision of world class facilities, these also play an important role in the City's network of social infrastructure. The City boasts a number of world class facilities and is recognised as a UNESCO City of Design. The plan recommends developing the City of Greater Geelong Sports and Recreation Needs Study, across all levels of sport to guide our future facility needs, mix and network priorities.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Toy Libraries (n=1)	Submission from Toy Libraries of Geelong (refer attached). *During the recent pandemic Toy Libraries were deemed an essential early childhood service and provision put in place for service delivery to continue in each directive from the Chief Health Officer.* *As individual Committees and collectively we have been working to identify a number of issues and opportunities which align with areas in the draft plan, namely strengthening existing toy libraries as demand for these services increase as the financial stressors of global events are felt, awareness around sustainability grows, and the importance of accessing developmentally appropriate tools for play and education for children is better understood by families.* *Our community outcomes sit in alignment with Playgroups and Neighbourhood Houses, which are already well documented within the Plan. We have actively fostered a relationship with Maternal and Child Health Services with toy libraries being promoted as part of the New Parents Groups.*	Toy Libraries are recognised as one of the essential services for early years development and will continue to be included as an important feature in social infrastructure planning. The Social Infrastructure Plan identified the development of an aligned approach to delivering an integrated service model throughout Council's integrated early childhood centres, as a key direction throughout the life of the plan. Particular attention will be given to the progressive movement toward the development of fully integrated children and family centres comprising a range of early years services.
Playgrounds and play Spaces (n=7) *Continued over page…*	Playgrounds and play spaces featured highly in the community feedback and included provision gaps and recommendations for new and renewed playgrounds. • *What outdoor physical activity opportunities will be dedicated to older people? They are mainly focused on kids.* • *Bellpark Playground as a priority.* • *Marshall playground provision is lacking.* • *Riverfalls Estate in Highton – no playground provision. Limited playgrounds in Highton.* • *Belmont and "old" Highton have very good access to parks and playgrounds which are dotted around that area. However, the new area of Highton (near Barrabool Hills shopping Centre) does not have good access to parks/playgrounds.* • *As part of the Chilwell library investigation and upgrade to Sladen park toilets, the playground & park needs to be included in this. This space is desperate for an upgrade.*	There are around 317 play spaces across the City and while most local play spaces are accessible to the whole community due to their location within residential neighbourhoods, we recognise that there are still some areas with limited access. The Greater Geelong Play Space Strategy (2012 - 2021) has been largely delivered therefore the Social Infrastructure Plan recommends the development of a new holistic Play Space Needs Study and renewal program (including playgrounds, fitness stations, skate, scoot, BMX and nature play spaces), to support the planned provision and renewal of play spaces for all the community to access and enjoy. At present, playgrounds are generally renewed between 15 to 20 years based on condition and overall usage.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Continued… **Playgrounds and play Spaces** (n=7)	• *The one item I would like to see investigated for inclusion is a playground on the piece of land bordered by Emperor Drive and Tuckfield Streets Ocean Grove. We live in Sunrise Close and our nearest park is over 700m from our home (CoGG standard is 400m) and its Arthur Pow playground on Ashbury Street. Would like this vacant, Council owned land to be investigated as an opportunity.*	We will continue our annual renewal program and the playgrounds identified in the community feedback will be considered in line with annual audit and risk assessments to help determine priority of playground renewals and developments. In relation to newer estates, the City will continue to work with developers to ensure play spaces and opportunities are provided.
Cycling and Shared Trails (n= 9)	Cycling and shared trails featured highly in the community feedback and included provision gaps and recommendations for new and renewed trails and pathways. • *Need more safe separate bike lanes, everywhere.* • *Some word descriptions lack clarity (e.g. conduct feasibility into development but it is a trail that is already there – Hovels Creek to Lara Trail).* • *Missing any trails in You Yangs.* • *The Rail Trail is not good for children and dogs due to bikes not slowing down with unpredictable young children around.* • *Walking tracks don't connect to each other around Barware Road [Marshall].* • *No footpaths on Buckley Falls Road, restricting access to playgrounds.* Consider trials to include better connections, create longer trails and create broader tourism opportunities. • *We would also like to suggest that there be specific reference to the bike path along Griggs Creek which should also be linked into the integrated bike path network as described on page 66.* • *Drysdale-Portarlington Trail; consider a southern Corio bay wide trail. It can begin at the Botanical Gardens in East Geelong, which continues from Hearne Pde, to Limburners Rd, onto the path north along Ryrie St, and takes the space north of Portarlington Rd heading east using the old roads of Cheetham Saltworks, …. lay the path through the reserve, then extend it through to McAdams Lane (wine stop anyone? can the council see the tourism advantages yet?), extend it to Spray Farm Lane, then onto Ramblers Rd.*	Project descriptions in relation to cycling and shared trails will be refined in the final plan to provide better clarity about the scope of a particular project (e.g. feasibility into a new trail versus a feasibility into the development and/or improvement of an existing trail segment). The You Yangs is managed by Parks Victoria and trail improvements have been identified in their Draft You Yang Precinct Master Plan. The City's Shared Trails Master Plan does identify the need for a link between Lara and the You Yangs and between Little River and the You Yangs but is considered outside the life of this plan (1-3 years). The safety of interactions between path users was a major theme through the Shared Trails Master Plan (2020) community consultation. One of the key recommendations of the plan is an education program to improve user behaviours and safety on all our trails. The SIP focusses on improvements that address: • Network gaps: Gaps between corridors and key destinations or attractions which require the planning and development of new shared trails and paths. • Trail or pathway gaps: Minor gaps in existing trail and path corridors. • Network deficiencies: Deficiencies in the existing network which may include issues with corridor safety, surface condition, path configuration and/or

Continued over page….

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Continued… **Cycling and Shared Trails** (n= 9)	*This path can be concrete, or dirt in part, in keeping with the local scenery (perhaps make it dirt to begin with, alike the Rail Trail for a more organic or natural appeal?).* • *Portarlington-Drysdale trail; consider using the Rail Trail, but exit to Portarlington onto Andersons Rd, continue the path next to Manifold Rd, extend it next to Grassy Pt Rd, then build it next to Old St Leonards Rd. Another option is to go from Andersons Rd, to Soho Rd (near Merne and Mermerus, for tourism!)….. before the trail resumes next to Old St Leonards Rd.* • *Trail rules should include; no loss of trees. Local LandCare and CoastCare groups will need inclusion, after Wathaurong consultation and approvals for plans. Any Drysdale-Ocean Grove cycling / walking trail needs to make best use of existing facilities/routes also.* • *Barwon Heads-BH SLSC trail; there already looks to be one (a natural dirt path), but this could be extended along 13th Beach Rd (which looks like the original great ocean road!)… to meet The Esplanade at Torquay North.*	criticality of specialised cycling infrastructure. • Amenity gaps: Gaps in the provision of supporting amenities with a focus on existing path networks and trails. Improvements to connections in the Barwarre Road, Marshall area will be provided by the Barwon Heads Road Duplication Project which includes an off-road shared path. For all other areas, we will continue to evolve the path network across the City through our ongoing improvement program. Some great suggestions have been provided in relation to the potential route options for new trails and we will consider this feedback in the feasibility process for each of these trails. There are existing processes in place to ensure the design and development of trails include consideration of significant environmental impacts, the protection of trees and native vegetation, alignment with existing facilities and consultation with local stakeholders.
Dog Parks (n=4)	Strong support for dog parks and off-leash areas, with a focus on growth areas and new developments with constrained lot sizes. • *Would like to see more off-leash dog areas and some fenced dog parks.* • *Safe locations for casual dog play has been missed. Eg Bakers oval is a hub for dog and community meeting and socialisation with around 30 dogs on any occasion, except when sport happens.* • *Consider a bit of fencing at Peter Lowe reserve in Minervaa Road for less conflict with sport. And yes, acknowledging a formal "grand design" dog park is on the books but maybe something less grand, more informal etc would be really helpful.* • *The very popular beach at Ocean Grove is now going to be restricted so more dogs crammed into smaller areas and times. I notice that dogs are complained about but never do I hear complaints about the rubbish.*	In 2019, the City developed its first ever Fenced Dog Park Siting, Design and Management Guidelines to develop safe, fit-for-purpose and quality spaces for the City's many fur-children. Generation One of the Social Infrastructure Plan identified the need to develop a series of dedicated play spaces for dogs in some priority areas of need, including Lara, an area south of the Barwon River and one on the Bellarine. However, the City will continue to investigate opportunities for less formalised dog play spaces and off-leash areas throughout the life of this plan.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Open Space – General (n=4)	Strong support for open space across the City and recognition of the importance of equitable access to open space. • *I really like that Council is going to fix up the parks in Corio.* • *Would like to see more of a focus on the Open Space section. We need to protect our parks and nature, and invest in it the same as any other public facility, if not more so.* • *Particularly interested in open spaces classification and opportunities for feedback on the types of amenity supported.* • *Unlike Britain, Australia does not have a "right to roam" therefore councils need to supply this.* • *Not everyone likes or wants to participate in football/cricket but the majority of our rates are used for these pursuits. We just would like equal consideration for our rates. I hope this sort of thing will be taken into consideration when planning for the future. Not everyone needs infrastructure for their leisure, just open space to wander without traffic.* • *I am very concerned about the lack of large open spaces like the McClouds Waterholes. This area is loved by a many, many people because the lake area is NOT structured and gives the opportunity for just enjoying a pleasant walk around the lakes. This recreation area was built a long time ago with a small population and now with a huge population another very large "wandering", unstructured area is needed.* • *Lake Lorne is extremely popular too but is structured with the ever present danger of children being bowled over by cyclists and no opportunity for various pursuits like running dogs free, kite flying, kids just running around while parents enjoy their walk.* • *Another example of a good walking area is Grinter Reserve from the oval area through to the Pony Club.*	Generation One of the Social Infrastructure Plan identified the need to undertake a range of planning and policy work specifically related to the provision of public open space. It has also highlighted the importance of public open space as a form of social infrastructure. Following endorsement of the Social Infrastructure Plan there will be a more detailed assessment of open space needs at a municipal and small area level. This detailed work is to ascertain the adequacy of open space at the local level and provide a more detailed understanding of where and what type of investment is required in individual suburbs and parks. The Social Infrastructure Plan also identifies many projects for the immediate enhancement of open space in some areas where this provision or experience is currently not meeting the standards proposed in the Social Infrastructure Plan. Further opportunities for community engagement will be made available through the Greater Geelong Open Space Plan currently in development, that will be underpinned by the provision standards tested in the Draft Social Infrastructure Plan.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
SPECIFIC PROJECTS		
Open Space in Barrabool Hills, Highton (n=3)	Specific response from the community in relation to the need for open space in Provence Boulevard, Barrabool Hills in Highton, and a review of current provision and plans in the area. *There is hardly any improvements in the now established estates in Barrabool Hills. That end of Highton appears to be the forgotten suburb of Geelong. Disappointing.*	We commit to a review of open space needs and current plans in this area as a priority, through the small area assessments of the open space network to better understand the open space supply and overall access.
Open Space Development Potential – Mulholland Reserve, Mulholland Drive, Grovedale (n=1)	*There's so much potential for 'Mulholland Reserve' that backs onto the rail line (off Mulholland Dve, Grovedale) to have social/community infrastructure on it. I've previously expressed an interest with Council to see development of a number of facilities/vegetation and it seems to be overlooked and unmanaged except for lawn mowing. Given the new housing development surrounding it & increasing urban character of the area, the park would be perfect recreation hub for a children's playground or dog park etc. and it really is a blank canvas. Given the size of the park an arboretum would also be a really good fit. So many people frequent the area and I'd really love to see it included in Generation 2 of the social infrastructure plan.*	We are currently exploring open space opportunities for this site including planting of approximately 100 trees on site this year to help activate the space. In relation to newer estates in general, the City will continue to work with developers to ensure quality open spaces are provided.
North Shore Football Netball Club – Club room upgrade (n=1)	Not included in the next 3 years for upgrade.	Generation One of the Social Infrastructure Plan will focus on infrastructure projects that build the quality, functionality and carrying capacity of the existing network, in relation to sport and recreation. We will do this by maximising the use of existing facilities through initiating and supporting upgrade projects that focus on sports lighting, gender neutral (i.e. Female Friendly) change facilities, sports surface conversion and supporting infrastructure such as supplementary training spaces. Year 1-3 priorities have been identified in the plan to meet the immediate needs of the network, unfortunately North Shore Club Rooms were not identified for immediate intervention. The action plan will be updated annually, informed annual audits.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Kardinia Park Stadium (n=1)	Concern over funding of Kardinia Park Stadium. *So much money is moved to Kardinia Park to the stadium that we aren't told about.*	The City of Greater Geelong ceased management of the stadium at Kardinia Park in 2016. It is now managed and funded by the Kardinia Park Stadiums Trust. The trust was established in 2016 by the Victorian Government and was created to oversee the expanding functions of the venue as it underwent significant redevelopment and expansion of capacity. The trust's responsibilities, powers and roles are detailed in the Kardinia Park Stadium Trust Act 2016, which was passed by the Parliament in February 2016.
Newcomb Library and Splashdown Upgrade (n=1)	Support for Newcomb Library and Splashdown projects. *We live in border territory in East Geelong (area 6) but use the facilities of 9 for the very important Newcomb Library & Splashdown.*	These are important projects for the City and are included in the Social Infrastructure Plan.
Leisuretime Centre Redevelopment (n=2)	Support for Leisuretime Centre Redevelopment project. *Looking forward to Leisuretime Centre extension, hoping for more basketball courts.*	This is an important project for the City and is included in the Social Infrastructure Plan.
Mountain Bike Track (n=1)	*The plan is missing many local items like the Mountain Bike Track.*	The Hill – Mountain Bike Track is captured under the Play Spaces Network in the plan. Refer to reference 297 on the Play Spaces map. Being a relatively new facility there is no identified need for improvement at this site.
Portarlington Floodlights – Solar power (n=1)	Explore sustainable energy options for sports lighting. *Portarlington Rd floodlights; could these be powered via solar? to make these more eco-friendly (and cheaper)?*	This project has been funded through a government grant and the design has already been completed to feature LED lights (up to 60% less running costs compared to the traditional halogen lights). We will however explore the use of more sustainable energy sources for projects like this into the future.
Drysdale Library Development (n=1)	Support for the new Drysdale Library project and emphasis on community consultation. *Drysdale Library must be consulted with the public on design and integrate with the shops*.	This is an important project for the City and is included in the Social Infrastructure Plan. Opportunities for community consultation will be provided throughout the design process.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Vacant Childcare Centre – Eversley Street, Drysdale (n=1)	Suggestions for re-purposing the Eversley Street, Drysdale site. *There is potential to re-purpose the soon to be vacant childcare centre in Eversley Street, Drysdale could be turned into a SES building (it's near Police and CFA, i.e. other emergency services).* *It could be a meals on wheels base, as it's near Springdale Community Centre and the new Bellarine Community Health Building didn't expand the meals on wheels kitchen.*	Generation One of the Social Infrastructure Plan recommends investigating the repurposing of facilities at Eversley Street, Drysdale, for accommodating seniors activities. The ideas suggested can be considered in this future investigation and further opportunities for community input will be provided throughout the planning process.
Drysdale Senior Citizens Centre (n=1)	Drysdale Senior Citizen Centre – a focus on community engagement. *The suggested new Senior Citizens Centre must be designed with history and local identity in mind. Obviously it's required to be disability friendly, however it MUST incorporate Indigenous cultural respect, and include a design that reflects initial industry or early settlers to the area (consult with the Wathaurong Aboriginal Cooperative & Bellarine Historical Society for this!).*	Generation One of the Social Infrastructure Plan identified the need to conduct planning for the future home of the Drysdale Senior Citizens group, with work having commenced on the potential repurposing of the Eversley Street site in Drysdale. Council has also very recently indicated that it will support some future planning and feasibility work to better understand the needs for seniors activity in north Bellarine.
Drysdale Outdoor Pool (n=1)	Support for Drysdale Outdoor Pool project. *Also happy to see the pool in there finally, we need it!*	This is an important project for the City and is included in the Social Infrastructure Plan.
Childcare and Community Hub, Jetty Road, Curlewis (n=1) *Continued over page…*	As landowners in the Curlewis Neighbourhood Activity Centre, we believe it is a very timely and positive step to include the proposed Early Years Facility on Council's land where it will be central to the Curlewis/Jetty Road Urban Growth Area. The group of landowners and developers who have implemented Stage 1 of the Jetty Road Urban Growth area has been anticipating Council proceeding with the Childcare and Community hub which is included in the 2011 DCP as for implementation in 2022 - 23, or 1800 lots (which has been exceeded). The value in 2011 for both the Community Hub and the Childcare centre was in the DCP at $3.4 million, which is now indexed to around $4 million. We would like to draw Council's attention to the omission of reference to the community hub portion of this infrastructure item, as is outlined in the Jetty Road the development contribution plan.	This is an important project for the City and is included in the Social Infrastructure Plan, with further community consultation and engagement to be undertaken as part of determining the best outcome for the community.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Continued… **Childcare and Community Hub, Jetty Road, Curlewis** (n=1)	It is important for this to be included given Council's goals of -Integration of such facilities as outlined on page 46 and page 84 of the SIP report -Accessibility to the around estimated ~10,000 residents who will live in and adjacent to Stage 1 and 2 of the Growth Area and for whom this will be the closest and most convenient community centre. The need for a community hub in this location reflects the general direction of growth for the Drysdale Clifton Springs district.	
Barwon Heads Arts Hub (n=1)	Seeking more detail about the Barwon Heads Arts Hub project. *Barwon Heads Arts Hub; where will this be? Will all community groups be catered to it?*	The proposal is for a Barwon Heads Arts and Community Hub to be located at Clifford Parade in Barwon Heads on the old kindergarten site. $1 million was recently provided by the Victorian Government for the construction of this facility. The Barwon Heads Arts and Community Hub will provide purpose-built art spaces. All programs run from the facility by user groups can be accessed by the community.
Ocean Grove Library Upgrade (n=1)	Support and ideas for the Ocean Grove Library upgrade project and emphasis on accessible design. *Ocean Grove Library; upgrade this by allowing a second level, as many houses or units in the area are already double story. Ensure meeting rooms and other facilities are on the ground floor, to cater for those with disabilities (or else install a small elevator).*	This is an important project for the City and is included in the Social Infrastructure Plan. Accessible design will be a key consideration of the upgrade.
Ocean Grove Childcare (n=1)	Childcare provision in new Oakdene and Kingston Estates. *Boorai Play Centre; will the council plan for another primary school or childcare centre in Oakdene or Kingston Estates, considering the population expansion there?*	The planning for schools is the responsibility of the Victorian Government, however as part of our social infrastructure planning the City works closely with the Department of Education (DET) in the planning for new schools. There are currently no plans from the Victorian Government for a new school in the Oakdene / Kingston Estate, however the City will continue to monitor this situation with the DET.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Bellarine Secondary College Indoor Sports Centre Expansion (n=1)	*Bellarine Secondary College Indoor Sports Stadium doesn't need expansion; there is a new sports precinct planned across the road, thus basketball courts could be constructed there (no doubt that's in the plans), but be made under cover, or even enclosed but with large retractable walls to open if the weather supports this. Thus there's no need to duplicate facilities that are already planned within a few hundred meters.*	Generation One of the Social Infrastructure Plan identified a need for greater access to indoor sports courts on the Bellarine, and an opportunity to explore a partnership with the school to expand the existing facility at Bellarine Secondary College. There are no other plans for indoor court development and/or provision on the Bellarine at this time.
Major Basketball Facility (n=1)	*The plan is absent of any plans for a major basketball facility which is sorely needed.*	Generation One of the Social Infrastructure Plan identifies a range of indoor sports stadium projects including: • Develop the Leisuretime Centre Regional Facility Development Plan. Including a focus on detailed design and business case for expansion and internal court development. • Conduct a feasibility for an Indoor Sports Stadium in Armstrong Creek Town Centre (including multicourt indoor sports stadium with potential for flexible entertainment space. • Investigate a potential partnership to achieve the expansion of the Indoor stadium at Bellarine Secondary College Indoor Sports Centre, and • Commence planning for new 3 court indoor stadium located at Lara West as development is taken up and population triggers are reached. The recommended Brearley Reserve site in Marshall, originally identified to be the future home of a regional indoor sports facility, has been deferred due to the emergence of a private provider 900 meters away from the reserve. There is an opportunity to explore a potential partnership and/or expansion of the new private site to deliver on the remaining deficit of courts south of the Barwon river.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Pioneer Park, Waurn Ponds – Skate Park Upgrade (n=1)	Support for the Waurn Ponds Playground, Skate Park and BMX Track upgrade project. *I like the idea of the skate park upgrade at Pioneer Park - Crime Prevention Through Environmental Design (CPTED) seems like a smart option there.*	This is an important project for the City and is included in the Social Infrastructure Plan.
Mapping references and updates (n=1)	Mapping references and corrections required. *Could you please check the report's reference to Percy Cherry Park which is numbered 283 on the schedule listing currents areas of play space on page 153 however we have not been able to locate it on the related map.* *Is the St Leonards Pavilion in the correct location on the map below?*	Checked report maps. Percy Cherry Park is reference number 208 on the Play Spaces Map (on page 153) and is located near Curlewis. Map reference 283 refers to the Geelong Waterfront Youth Activities Spaces, in Central Geelong. The St Leonards Pavilion project icon is in the wrong location on the online map, being north to its actual position at Harvey Park, St Leonards, located between the St Leonards Children's Outdoor Fun Park and the beach. This will be rectified in the final plan.
SPECIFIC AREAS		
Whittington (n= 2)	Strong support for Whittington Community, including the Whittington Community Infrastructure and Services Place-based Needs Study as a priority. *Great to see the plan out for community feedback. Looking forward to hearing what the 3219 postcode particularly Whittington residents, have to say in regard to the community infrastructure and services place based needs study. Let's engage as many people together so that the community voice can be considered and valued in the process.* Also refer to combined submission from Encompass Community Services, Whittington Primary School and Bellarine Living and Learning Centre, attached.	This is a priority area identified in the plan and an important project for the City.
Northern Areas (n=2)	Strong support for projects aimed at the Northern areas of the municipality. *The stigma and non-attention to the needs in the north must be rectified. To include planning of infrastructure to lift moral not just beautifying areas.* *Well done! I am so happy to see that you haven't forgotten the North this time!*	This is a priority area identified in the plan with many important projects for the City.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Lara (n=1)	Limited provision of facilities for dance classes and soccer in Lara. *There are not enough community halls in Lara for dance schools to operate.* *Not enough provision for soccer fields in the future expansion areas in the outer suburbs.*	Lara is experiencing a period of growth and Generation One of the Social Infrastructure Plan has identified a number of projects to help address some of the access limitations. The City is currently undertaking a Master Plan looking at the consolidation and development of a new early years and community facility in addition to a new library near Austin Park, in central Lara. In relation to hall spaces and soccer provision, the plan recommends to: • Commence planning for new 3 court indoor stadium located at Lara West as development is taken up and population triggers are reached (there is opportunity to include provision of multipurpose spaces to cater for dance and other activities) • Implement the Lara Sports Precinct – Developments as identified in the Lara Recreation Reserve Master Plan which includes sports lighting for the soccer field. The plan will be updated annually, informed by new information resulting from planning projects in year 1.
East Geelong / Central Geelong (n=1)	The importance of Central Geelong and centrally located facilities in servicing surrounding areas. *We live in east Geelong (Area 6) but use the facilities in Geelong (Area 9) – this is very important.*	The role of Central Geelong, and centrally located facilities and services, is a key focus identified in the plan. The Central Geelong Framework Plan is currently under development and will consider this broader community role in future planning and provision of community infrastructure.
Bellarine (n=1)	Concerns that the Bellarine has been overlooked in the plan. *Bellarine are overlooked.*	The Bellarine featured highly compared with other areas in Generation One of the Social infrastructure Plan. The plan identifies more than 55 projects specific to the Bellarine ranging from new aquatics provision, indoor sport, early years hub, shared trails, new library, arts hub, sports lighting, major facility upgrades, critical planning work, and more.

Theme / Occurrences	Summary / Comments	Response / Action in Final Plan
Highton (n=1)	Concerns that Highton has been overlooked in the plan. *Highton has missed out again in terms of infrastructure. Only a refurbishment of the library. It should be ripped down and re-built. We deserve better.*	Generation One of the Social Infrastructure Plan identifies a number of priority projects for the Highton area, including: • Highton Library minor refurbishment. • Queens Park Oval 1 Floodlight Major Upgrade. • Queens Park Golf Club Irrigation - Stage 1, major upgrade. Highton will also be one of the initial focus areas of priority in relation small area planning for open space provision. The plan will be updated annually, informed by new information resulting from planning projects in year 1.

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LIBRARIES

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12 June 2020

City of Greater Geelong
Submitted via email: SocialPlanningandInvestment@geelongcity.vic.gov.au

Submission to the City of Greater Geelong on the Draft Social Infrastructure Plan, Generation One 2020-23

The GRLC welcomes the opportunity to provide the City of Greater Geelong with comments on the Draft Social Infrastructure Plan (SIP).

The Plan is ambitious and comprehensive and the City should be congratulated on this complex and necessary undertaking. The SIP articulates an approach and provides a framework for decisions around the provision of social infrastructure across the City. Given the large number and diversity of buildings and spaces that are managed by the City, this Plan will improve transparency and provide a clear rationale and justification for the allocation of scarce resources where there are competing demands.

It is particularly pleasing to see the underpinnings of planning and decision making in the SIP and their strong alignment with important principles around access and inclusion that inform the provision of library services.

The SIP makes explicit the role that social infrastructure plays in addressing disadvantage and contributing to safe and healthy communities. Council seeks to embed in decision making concepts like the development of communities for all, a whole of life approach, access and inclusion by design, shared use, integrated spaces, emerging technologies and building capacity – and these all point to strong support for the development of library facilities and services.

When considering investment decisions the SIP provides an outline of the needs of the community, priorities and a way forward. Importantly the SIP identifies development priorities by social infrastructure type and location, and this is of great assistance to any resident interested in Council's plans for improvements in their neighbourhood.

We note that the SIP includes 13 Network Plans, including Libraries, and a summary of Council's investment priorities over the next 1-3 years. The Strategic Focus Areas for Libraries includes evolving and responding to changing needs, alignment with the GRLC's service model and hierarchy, strengthening partnerships and libraries as primary access points for new and or emerging technologies. The Library Network Plan has been informed by guiding principles and priorities identified in the Library Infrastructure Development Plan prepared by the GRLC in 2019. This strong alignment is welcomed and can only help ensure the GRLC continues to provide a quality service from well presented, contemporary library spaces.

We believe the SIP, including the Library Network Plan will help ensure the GRLC continues to deliver on key outcomes that drive our Library services including:

• **Literacy and lifelong learning**. For a long time public libraries have played a valuable role in helping children to learn to read through story-time programs and children's collections. While this continues to be a cornerstone of library programming, libraries also offer programs and resources to support adult literacy and digital literacy, as well as collections, programs and facilities that enable and encourage people of all ages and interests to pursue formal and informal study and lifelong learning.

• **Stronger and more creative communities**. Public libraries strengthen communities and build social capital by providing an inclusive forum and support for expression of creativity and cultural identity. They preserve the past, celebrate the present and embrace the future by ensuring free and equitable access for all people, collecting and promoting local cultural content, and celebrating diversity and promoting intercultural conversations and tolerance.

• **Digital inclusion**. The ability to access and use technology is becoming a prerequisite for effective participation in society. Today, the only way to access some information, government and business services is through the internet. Yet 14% of Australian households do not have internet access. Libraries play an important role in supporting digital inclusion and bridging the digital divide. Libraries provide free access to computers and the internet, technical support to computer users, and training to people with low levels of digital literacy.

• **Informed and connected citizenship**. Many people come to their local library to connect with one another and find out what is happening in their community. The library is becoming the new 'town square', a non-commercial place in a busy central location close to or co-located with other community facilities, education and cultural organisations.

• **Personal development and wellbeing**. Everyone is welcome to use the library as they choose, be this reading for pleasure, meeting friends and people with common interests, accessing everyday information, accessing information that supports health and wellness, managing personal finances or being somewhere safe with other people.

• **Economic and workforce development**. Public libraries support economic and workforce development by helping people develop literacies and skills, providing access to the internet to allow people to search and apply for jobs online and access to computers to allow people to write job applications. Libraries have always provided spaces where start-ups and small businesses can work, research, communicate and collaborate with customers and business partners.

The GRLC looks forward to working more closely with the City to deliver on a range of projects from small maintenance and renewal projects to the development of new libraries foreshadowed for the next 3 years in the Libraries Network Plan. Further to that, the GRLC looks forward to participating in the review of Generation One of the Plan to monitor progress and ensure the continued evolution of the service. It is already apparent that the existence of the SIP, even in a draft form, and the GRLC Infrastructure Plan are having a positive impact on funding decisions and facility improvements being made by the GRLC and the City.

Thank you again for the opportunity to provide this feedback.



Patti Manolis

CHIEF EXECUTIVE OFFICER

12 June 2020

Social Infrastructure and Planning
City of Greater Geelong

Dear Council

Re: Planning Area 6 soft infrastructure – Whittington Community infrastructure and services place-based need study / Investigate the development of a community hub

Over the past 3 years Bellarine Living and Learning Centre, Whittington Primary School and Encompass Community Services have built a strong and ongoing relationship and welcome the opportunity to provide feedback on the Social Infrastructure Plan-Generation One Draft.

Soft infrastructure planning has been identified based on data collected and the Social infrastructure Planning and investment Policy objectives and principles and we agree that place based and fit for purpose planning is required as different places, communities and activities have different needs and unique challenges.

By addressing the key focus areas of Improving access and connectivity (including reviewing the road and street permeability); empowered and informed communities; creating intergenerational and adaptive place based and fit for purpose spaces, Whittington places and spaces will become more vibrant and connected into a future that will benefit not only the local residents but all of Geelong.

Key positive outcomes of the best practice planning will see improved health and safety for the community, informed social infrastructure and planning, a more inclusive and diverse community, planned sustainable development and vibrant arts and culture creating a sense of pride from a more engaged community. This integrated community supported approach to addressing disadvantage will address some of the often complex underlying causes and not just the symptoms.

The opportunity to have a community infrastructure and services place-based need study will enable Council to address G21 strategic priorities -enabling healthier lifestyles, prevention of violence against women and children, Geelong region opportunities for growth and improving mental health and wellbeing.

We support a more holistic integrated and representative engagement program to inform the City's planning in Whittington and we look forward to supporting /partnering with you in these activities.

Finally, we ask that the Whittington Community infrastructure and services place-based need study be addressed as a priority in the SIP Generation One to ensure the community has excellent facilities and robust partnerships to meet community need into the future. We look forward to the 21/22 budget.

Kind Regards

Jenny Speed
President COM
Bellarine Living and Learning Centre
0425814649

On behalf of

Craig Smith
Principal
Whittington Primary School

Jan Daniels
Special Projects Manager
Encompass CS - Whittington

Ms Kirsten Davies

Senior Planner- Strategy and Policy

Community Life Division

City of Greater Geelong

PO Box 104

Geelong 3220

Dear Kirsten,

Thank you for the opportunity to make a submission to the development of the Generation One Draft Strategic Plan for the COGG Social Infrastructure. (Gen One)

We support the general direction of the Plan and would welcome the chance to avail ourselves of the support of the City of Greater Geelong to develop different relationships with other community groups and spaces to increase our reach into the retired/ semi- retired community.

Currently, we have a tenancy agreement with COGG for use of Cobbin Farm Homestead and Chapel in Grovedale which allows us 5 areas for learning and activities from 8.00am to 5.00pm weekdays only during school terms and hours. (Many members have grandparenting duties) We also rent space across 18 external venues at current rates except venues that offer discounted rates for NFP organisations. Whilst our membership of 1,100 plus is growing, we have reached capacity in our accommodation, due in some part by the new parking area development by COGG at Cobbin Farm which restricts our parking area and subsequently timetabling capacity. Some of the rooms are small at Cobbin Farm and the spatial distancing restrictions because of COVID 19 are unsuitable for some of our bigger classes. We are underway in developing a new Hub at the Leopold Community Centre to accommodate increasing numbers in the Bellarine Peninsula.

We would be delighted to assist you in providing further comment during the development of the new Social Infrastructure and Plan.

Yours sincerely



Dr Garry Kinnane

President

U3A Geelong Inc

Contact details:

During COVID 19 closure: Loretta Winstanley 0409676946 Secretary

Office is open on Monday Mornings only 52445114 mail@u3ageelong.org.au

What is U3A ?

U3A is a worldwide movement founded on the principles of the provision of learning and social experiences for older people in a collegial and supportive environment. The movement is run along collegiate lines on a totally volunteer basis, tutors, administration s and support staff (eg technology specialists etc), 99% funded from membership dues and very little financial support from Governments.

The organisations are incorporated but loosely aggregated into a state network which acts as an advocacy body. There are U3As based in Apollo Bay Surf Coast, and Colac where most of our Associate membership is drawn. Overall, there are 109 U3As in Victoria.

U3As provide an incredibly important role in keeping older people involved in their community. The classes and activities allow people to meet others with similar interests or a chance to pursue new learning and social opportunities. Many of the members have suffered the death of their partner/spouse so these community connections become even more important.

U3A Geelong works collaboratively with U3A Corio Bay and U3A Surf Coast on projects like Seniors Festival and a highly successful Summer School in 2018.

We also have a Memorandum of Understanding with Deakin University which provides 6 lectures a year. Currently we are investigating ways that lectures can be audited.

U3A Geelong has been operating for 35 years with a steadily growing membership.

Current Age Profile:

Honorary:	40 (i.e 34 tutors not enrolled in other courses and office and support staff)
Life	11
Full:	1053
Associates:	9
Total:	**1,114**

U3A Geelong Age profile:

Age	**Male**	**Female**	**Total**
<45	0	6	6
45-50	1	7	8
51-55	1	9	10
55-60	6	45	51
61-65	21	91	112
66-70	66	214	280
71-75	73	201	274
76-80	57	130	187
81-85	44	72	116
86-90	17	34	51
91+	8	10	18
Unknown	0	1	**1**
Total	**294**	**820**	**1114**

Where our members come from:

Yarraville	1	Werribee	2
Essendon	1	Pascoe Vale South	1
Little River	1	Lara	18
Anakie	3	Batesford	2
Mooroobool	2	Corio	14
Norlane	5	Bell Park	7
Bell Post Hill	8	Drumcondra	5
Hamlyn Heights	16	North Geelong	4
Rippleside	10	Belmont	122
Grovedale	129	Grovedale East	1
Highton	156	Marshall	12
Wandana Heights	12	Waurn Ponds	16
Armstrong Creek	9	Charlemont	1
Freshwater Creek	2	Mt Duneed	5
Geelong West	32	Herne Hill	9
Manifold Heights	12	Stonehaven	1
Breakwater	3	East Geelong	32
Newcomb	14	St Albans Park	19
Thomson	2	Whittington	3
Barenna	1	Geelong	66
Newtown	60	South Geelong	2
Ceres	2	Gnarwarre	1
Clifton Springs	22	Curlewis	3
Drysdale	20	Wallington	5
Indented Head	3	Portarlington	20
Leopold	29	St Leonards	4
Moolap	15	Point Lonsdale	16
Queenscliff	5	Ocean Grove	65
Barwon Heads	24	Connewarre	2
Bellbrae	6	Jan Juc	3
Torquay	28	Anglesea	5
Aireys Inlet	2	Moggs Creek	1

Apollo Bay	1	Gherang	2
Moriac	2	Mount Moriac	1
Winchelsea	4	Wurdiboluc	3
Colac	2	Inverleigh	1
Shelford	2	Bannockburn	2
Maude	2	Sutherlands Creek	1
Lethbridge	1	Maddingley	1

Our Range of subject and activities: Please see full Synopsis on our website www.u3ageelong.org.au

Whilst we are closed because of the pandemic, we offer 99 classes across the Humanities, Art and Craft, Computers, Languages, Exercise, Science, Lifestyle and Music.

The pandemic has highlighted the need to provide classes in how to use Zoom ,Skype etc! Some classes have been able to continue and all tutors have been encouraged to remain in touch with the class members via email, Youtube demonstrations eg Tai Chi. We see that we can enlarge our offering to allow unwell/disabled people to access our programs using these platforms and this will be a challenge to upskill our members.

Our venues: (Our courses are held in venues which suit the volunteer tutor we also try to base as many courses at Cobbin Farm to keep our external rentals down)

Cobbin Farm Homestead and Chapel	five teaching areas, two offices and Chapel for teaching/ lecturing/ dance and tai chi/ choir. Classes run for 90 minutes from 9.00am to 4.00 pm. The Chapel is also used for the Guest Speaker and Deakin University lectures.
Drysdale Tennis Club	Recreational Art
Grovedale Neighbourhood House	Yoga: 4 classes/ Fit 'n' fun
Masonic Hall Belmont	Philosophy/ Egyptology
St Andrews Portarlington	Art
St Peters Ocean Grove	Active Listening to Music
Uniting Church Ocean Grove	Poetry Appreciation
Vines Road Community Centre	Life Matters/ 2 Art classes
Black Bull Restaurant	Discussion Group
Eastern Beach Gardens	Dog Handling Skills
Grovedale Community Garden	Gardening
Leopold Community Centre	Tai Chi/ Music Appreciation
Walking trails	Walking group
South Barwon Community Centre	Cryptic Crosswords

Issues we are facing:

Accommodation and outgoings:

Our support from COGG has been extremely generous. When we were given the lease to Cobbin Farm in 2008 we had approx. 700 members. Today we have 1,114 members and growing.

We need to keep our membership fees at $60.00 per annum because all our members are pensioners or self funded retirees with fixed incomes. We, therefore need to keep as many classes at Cobbin Farm to keep the payments to external venues as low as possible.

Transport and Parking:

We have an increasing problem with parking. Cobbin Farm, as you would know is not readily accessible by public transport. Recently COGG sealed the Car Park and restricted access to the space outside the Chapel (which is gazetted public space) thus reducing parking space by half. As some of our classes have up to 50 students (Philosophy, Astronomy, Choir, Music Appreciation, History, Guest Speaker and Deakin Lecture program, Palaeoanthropology, Maritime Science and Let's Do Lunch are some examples) parking is at a premium. With up to 12 students in each of the three classrooms, this adds up to another 40 cars plus office staff and visitors, things get very busy particularly at class changeover times.

The residents of Grove Road have raised their concerns with COGG also.

Technology:

For our ageing members, access, acoustics and rapidly evolving technology provide their own problems. If there is no vaccine for COVID 19 in the near future, we will have to provide a significant effort to upskill our tutors, support staff and members on Zoom, Skype etc and change from our face to face model of teaching to an electronic platform of delivery.

The COVID 19 pandemic poses its won threats and promises with the inability to hold many of our classes in this current level of restrictions (Libraries etc are open but with restricted numbers allowed) but with an upskilling program for our members we will be able to enlarge our cohort by using an electronic platform (thus increasing connectedness and diversity.

Strategic Liaisons:

This issue is going to be significant as we build our membership PLUS the immediate and ongoing need to attract new volunteer tutors. It is seen that this is the only way that we can continue our role as a part of the life long learning continuum to share capacity and accommodation.

Future Directions:

Develop of Community Hubs and access to Senior Citizens Clubrooms

Currently we are running more classes at the Leopold Community Centre to cater for the increasing ageing population in Drysdale and Ocean Grove and the establishment of several retirement villages and a Life Style Centre.

We need to investigate linkages with Men's Sheds and Probus Clubs in the Bellarine Peninsula.

Access to Senior Citizens Club rooms would be of significant advantage (on a shared basis) where there are existing activity rooms, kitchen facilities and parking spaces with good access. There would need to be a storage facility for crockery and team making, possibly a data projector and a whiteboard.

This has finally happened with U3A Corio Bay at Cobradah House after a protracted process.

Catering for a dynamic and changing population:

Armstrong Creek is an area which needs to be investigated and developed. We have been reluctant to expend energy as our current accommodation crisis precludes coping with a rush of new members.

15 June 2020

Attention:
Social Planning and Investment Team. sadmin@geelongcity.vic.gov.au
Ian Hicks, Manager Social Planning & Investment ihicks@geelongcity.vic.gov.au
Robyn Stevens, Director Community Life rstevens@geelongcity.vic.gov.au
Rhona Pedretti, Manager Family Services rpedretti@geelongcity.vic.gov.au

Re: Draft Social Infrastructure Plan

The Toy Libraries of Geelong – being Belmont, Grovedale, Geelong West, Leopold and Ocean Grove, are independent, separate, not for profit, volunteer run organisations that provide an essential Early Years service to member families in our local communities. Membership numbers range from 40-100 member families at each library. Each Toy Library is an active member of Toy Libraries Australia, and Committees of Management are supported in the good governance of their organisations. 3 of the 5 toy libraries have permanent space within a council Community or Family Hub, and 1 utilises storage and community hall hire. 1 toy library is located in a privately owned community facility.

During the recent pandemic Toy Libraries were deemed an essential early childhood service and provision put in place for service delivery to continue in each directive from the Chief Health Officer. Such is the importance of toy libraries as part of the social infrastructure of Victoria that the Premier chose to specifically mention Toy Libraries in the most recent two restriction easing announcements (alongside Libraries).

Given this, we are so sorry to have missed out on the opportunity to contribute to the draft Social Infrastructure Plan, having only had it brought to our collective attention after close of submissions on Friday 12th June. With the challenges that everyone has faced over the last 3 months, and in particular over the last 6 weeks of the open consultation period, we hope that there may be some capacity in which we can still have a meaningful contribution to this important project.

As individual Committees and collectively we have been working to identify a number of issues and opportunities which align with areas in the draft plan, namely strengthening existing toy libraries as demand for these services increase as the financial stressors of global events are felt, awareness around sustainability grows, and the importance of accessing developmentally appropriate tools for play and education for children is better understood by families.

We have considered the potential for expansion of existing or creation of new toy libraries, the risk of over or under supply and identified areas for further development such as the Northern suburbs and Drysdale/Clifton Springs growth corridor. Collectively, we have valuable experience which can help shape the design layouts to foster multi use spaces inclusive of toy libraries for any new integrated family centres.

Our community outcomes sit in alignment with Playgroups and Neighbourhood Houses, which are already well documented within the Plan. We have actively fostered a relationship with Maternal and Child Health Services with toy libraries being promoted as part of the New Parents Groups.

While each of the toy libraries enjoy a strong working relationship with the individual staff across their sites, one thing that has stood out from our interactions during the pandemic, in trying to meet the State Government directives, and with this Plan: that a single contact/department within City of Greater Geelong fostering the relationship and communication between Council and our region's toy libraries is vital, to maximise opportunities to support each other and our community.

We hope that in addition to being able to contribute to the infrastructure plan, we can find a way to work more closely with Council into the future.

Erin Krusic-Golub
President, Grovedale Toy Library
president@grovedaletoylibrary.org.au / 0438 841 576

Deborah Gould
President, Leopold Toy Library
leopoldtoylibrary@yahoo.com.au

Nicola Cooley
President, Geelong West Toy Library
geelongwesttoylibrary@gmail.com

Matilda Ambler / Anita Mullick
Presidents, Ocean Grove Toy Library
coordinator@oceangrovetoylibrary.org.au

Kelly Butler
President, Belmont Toy Library
belmonttoylibrary@y7mail.com

2. SUSTAINABILITY FRAMEWORK AND ACTION PLAN UPDATE

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

Purpose

1. To note the Sustainability Action Plan Engagement Report and present an updated Sustainability Framework 2020 and Sustainability Action Plan for adoption by Council following community consultation; and to seek Council approval for the release of the Draft Sustainability Policy for community consultation.

Background

2. The initial Sustainability Framework was developed in response to Council's resolution of September 2019 and was adopted by Council on 25 February 2020.

3. A draft Sustainability Action Plan was also presented to Council on 25 February 2020 and since then was for community consultation until 31 May 2020. Consultation on the draft Sustainability Action Plan was facilitated by an online survey.

Key Matters

4. In total, 96 responses were received via the survey during the consultation from individuals and community groups and 8 letters were also received regarding the Sustainability Action Plan and the Sustainability Framework. Attached is the engagement report from the community consultation **(Attachment 2)** and the updated Sustainability Action Plan **(Attachment 3)**.

5. Whilst feedback was sought from the community on the draft Sustainability Action Plan, the community also provided feedback in relation to the Sustainability Framework itself. In response to the feedback received in relation to the Sustainability Framework, and consistent with the City's commitment to listening to the community, some amendments are suggested for the Sustainability Framework (**Attachment 4**).

6. The amendments to the Sustainability Framework include:

    6.1 Focus on ensuring the language is clear and is easy to understand;

    6.2 Ensure that the holistic nature of sustainability is represented;

    6.3 Recognise the important role of community education and involvement;

    6.4 Reiterate the acknowledgement of a climate emergency by the City and Council;

    6.5 Reclarify the areas of focus and objectives; and

    6.6 Provide a strong foundation for the role of the City and Council, and their strategies and plans.

7. To implement the Sustainability Framework 2020, the draft Sustainability Policy **(Attachment 5)** is proposed. The draft Sustainability Policy details how the Sustainability Framework will be operationalised across the City's activities.

8. The updated Sustainability Framework 2020, draft Sustainability Policy and Sustainability Action Plan will shape decision making for both Council and the City's operations. And now, in the time of the COVID-19 pandemic, the importance of sustainability has been highlighted, particularly as it relates to the City's ability to provide the support needed by the community now and into the future.

Cr Kontelj moved, Cr Grzybek seconded -

9. That Council:

9.1 Note the Sustainability Action Plan Engagement Report (Attachment 2);

9.2 Adopt the amended Sustainability Framework 2020 (Attachment 4);

9.3 Adopt the revised Sustainability Action Plan (Attachment 3); and

9.4 Endorse the draft Sustainability Policy (Attachment 5) for community consultation for a period of no less than 6 weeks;

Amendment

Cr Asher moved, Cr Mansfield seconded –

9. That Council:

9.1 Note the Sustainability Action Plan Engagement Report (Attachment 2);

9.2 Adopt the amended Sustainability Framework 2020 (Attachment 4);

9.3 Adopt the revised Sustainability Action Plan (Attachment 3); and

9.4 Endorse the draft Sustainability Policy (Attachment 5) for community consultation for a period of no less than 6 weeks;

9.5 Request the Chief Executive Officer to provide a report to Council by 31 December that includes the following:

9.5.1 The public targets to be included in the annual reporting program and the Sustainability Action Plan. The public targets, including a carbon reduction target are to be benchmarked against best practice government and private sector organisations; and

9.5.2 The development of a public Climate Change Statement as part of the Climate Change Response Program.

9.6 Request the Chief Executive Officer provide a report to Council by 21 September with proposed terms of reference for a Sustainability Consultative Committee, comprising representatives with a range of environmental management, social/community planning and financial/risk analysis expertise, to advise and support the development and implementation of the Sustainability Action Plan.

Carried Unanimously.

Division Requested:

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

Against: Nil.

Attachment 1

Financial Implications

1. Implementation of the Sustainability Framework requires funding, including completing the Action Plan and the supporting communications and engagement activities, and measuring and reporting. The approved cost to implement the Framework is $250,000, with $50,000 allocated to the 2019/2020 year and $200,000 has been allocated in the 2020-2021 budget.

2. The Sustainability Framework also recognises the importance of a lens of sustainability across all financial processes and considerations, to contribute to the long-term sustainability of our community.

Community Engagement

3. The Sustainability Framework, Action Plan and draft Policy will be supported by an implementation plan including ongoing communication and engagement activities. It is essential, following the amount of feedback received in the April/May 2020 consultation, to continue to work with key stakeholders in the ongoing delivery of the Sustainability Action Plan.

4. The draft Sustainability Policy must be informed by community consultation.

5. A communications and engagement plan will be developed to support the integration and implementation of the Sustainability Framework, Action Plan and Policy. This will include internal and external activities to ensure that all stakeholders are aware of the sustainability outcomes that the Council is wanting to achieve and the leadership it is displaying.

Social Equity Considerations

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

Policy/Legal/Statutory Implications

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

8. The Sustainability framework also aligns with the overarching governance principles of the *Local Government Act 2020* which require Council to consider the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks and promote this.

Alignment to Council Plan

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

Conflict of Interest

10. There is no identified conflict of interest for any officer involved in this report.

Risk Assessment

11. Failure to consolidate the City's approach to sustainability could result in significant risk as the Sustainability Framework 2020 aims to deliver a culture of sustainable practice across the organisation, therefore better preparing the organisation and community to meet the demands of the future.

Environmental Implications

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

Attachment 2

THE CITY OF
GREATER GEELONG

SUSTAINABILITY FRAMEWORK ACTION PLAN ENGAGEMENT

FINAL REPORT JUNE 2020

CITY OF GREATER GEELONG

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Introduction

The Sustainability Framework and Action Plan provides the foundation to consolidate the City's current and future approach to addressing issues impacting sustainability.

The Sustainability Framework and Action Plan were developed in response to a resolution passed by Council in September 2019. This resolution showed that it was important to Council to demonstrate leadership and respond to community demand as a matter of urgency for action on climate change and other challenges that will impact the long-term livability of the municipality.

The Sustainability Framework was adopted by Council and the Action Plan endorsed for community feedback at Council's meeting in February 2020. This resulted in an online survey being developed and published on 13 March 2020. Consultation on the Action Plan was initially planned for four weeks, but this period was extended until the end of May, to ensure the community had adequate time to have their say.

In total, 96 responses were received via the survey during the consultation from individuals and community groups. Several emails and letters were also received during this period by City Officers and have been included in this summary.

Community feedback indicates broad support for the development of the Sustainability Framework and Action Plan and acknowledges this as a 'good start'.

Ten key themes were identified in the analysis of the feedback:

- Accountability & Scope
- Biodiversity & Greening
- Built Environment & Planning
- Business & Industry
- Climate
- Community & households
- Food
- Governance & Advocacy
- Implementation & Resourcing
- Transport

Under each key theme, community feedback is divided into what was liked, gaps identified and further leadership suggestions. Whilst the consultation was invited on the Action Plan, a significant amount of the feedback received was about both the Action Plan and Framework which informed it.

Therefore, the summarised community feedback in this document references both the Action Plan and Framework and will support refinements to them as a package. It will also be used to inform the City's ongoing implementation.

Engagement Methods

SURVEY

Feedback from the Action plan was sought using an online-based survey. Initially the consultation was for a period of 4 weeks. Due to the introduction of COVID-19 restrictions and changes to many people's circumstances, the engagement activity was extended until 31 May 2020 to ensure that community had the opportunity to participate.

The online engagement activity included:

- A survey with specific questions relating to the Action Plan
- A link to the Sustainability Framework
- A link to the Action Plan

The survey consisted of eight questions, plus the option of leaving additional comments.

Participants were also able to submit their email address if they were interested in future engagement activities about sustainability issues.

A hardcopy of the survey was made available on request.

Survey promotion by the City

Social, online, print and radio media were used to promote the consultation period for the community to provide feedback on the Action Plan, including timeframes for engagement and links to the City's Have Your Say platform.

Online media platforms used included:

- Facebook
- Instagram
- Twitter
- Geelong Australia homepage, main link
- Geelong Australia Have Your Say webpage

Posts were uploaded on each of these platforms; an initial post at the start of the consultation period and additional posts were promoted throughout the consultation period.

Print media and radio media used included:

- Community Update (Council's community newsletter)
- Geelong Advertiser
- Geelong Independent
- Bellarine Times
- Bellarine Echo
- ABC radio
- Geelong Broadcasters
- Council media releases

The Survey was also promoted by the City of Greater Geelong Mayor in:

- The Mayor's newspaper column (Geelong Advertiser, Bell Times, Rip Rumour and Echo).
- The Mayor's social media pages.
- Radio appearances on The Sustainable Hour, BayFM, The Pulse and KRock.

Survey promotion by community groups

The City is aware that several community groups also encouraged residents to make a submission and provide feedback on the City's Sustainability Framework and Action Plan.

- The Centre for Climate Safety posted an article on their website to encourage community members to make a submission and included the link to the City's Have Your Say survey page.
- Climate Justice Alliance Geelong hosted an online session to assist residents interested in making a submission on April 26 2020.
- The Centre for Climate Safety and the Climate Justice Alliance both provided the same guidance for interested people wanting to make a survey submission. Guidance included highlighting seven areas of focus:
    - Whole of Council action and responsibility
    - Community and Council partnering for action
    - Community consultation
    - Reporting method
    - Benchmarking
    - Science-based targets
    - Biodiversity
- Geelong Sustainability provided a link to the Geelong Australia Have Your Say item on their website and social media. They also held an online session to support residents making a submission. Their social media indicated that they had several suggested improvements including:
    - Instilling a sense of urgency on climate action.

    - Set a headline goal i.e. Match Victoria's Renewable Energy Target of 50% renewables by 2030.
    - Set ambitious emissions reduction targets for 2025 and 2030.
    - Provide a greater budget allocation to the environment.
    - Offer community engagement, education and support.
- Transition Streets Geelong and Humans in Geelong also shared the Have Your Say link on their social media and shared information about the engagement from Geelong Sustainability and the Climate Justice Alliance via Facebook.

DIRECT CORRESPONDENCE & OTHER FEEDBACK

Eight direct emails and letters were received on the Sustainability Framework and Action Plan.

One budget submission included an enquiry about the funds allocated to the implementation of the Framework.

Who We Heard From: Survey Demographics

Residential location

11. If you are a resident of the City of Greater Geelong, which suburb do you live in?

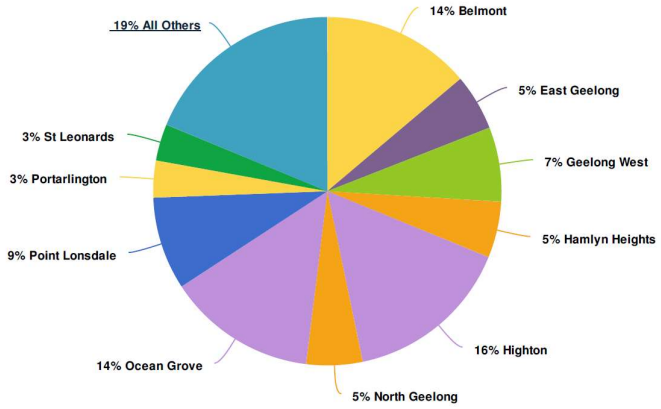


Chart 1.1 – Survey respondents' residential locations

The top 5 suburbs for participation rates included Highton –(16%), Ocean Grove and Belmont (14%), Point Lonsdale (9%), and Geelong West (7%).

Age of residents

10. Age Group

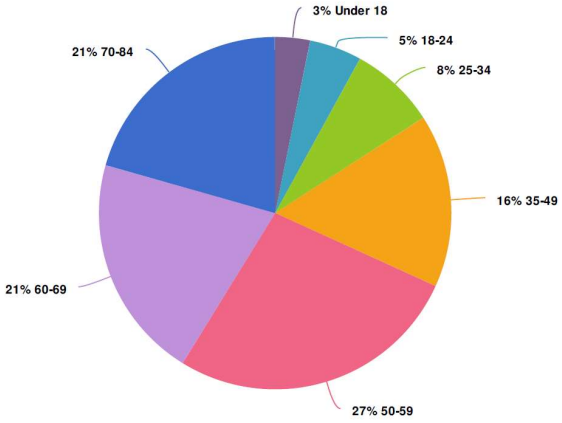


Chart 1.2 – Survey respondents' age groups

Over 69% of survey participants were aged over 50 years: 50-59 years (27%), 60-69 years and 60-84 years (21% respectively). Only 32% of respondents were aged under 50 years.

Summary of Feedback

WHAT WE ASKED

What do you like about the Action Plan?

What do you think might be missing from the Action Plan?

Can you identify any gaps in Council's approach to sustainability?

How do you believe we could show further leadership in our approach to sustainability?

WHAT WE HEARD

Review and analysis of feedback identified ten themes:

- Accountability & Scope
- Biodiversity & Greening
- Built Environment & Planning
- Business & Industry
- Climate
- Community & households
- Food
- Governance & Advocacy
- Implementation & Resourcing
- Transport

A summary of feedback on each theme is below.

ACCOUNTABILITY & SCOPE

What was liked?

- Broad support for the establishment of the Framework and Action Plan to formally document the City's approach to embed and role model sustainability.
- Acknowledged that the Framework and Action Plan are "a good start".
- Identification of the three priority areas – environment, community & business - to demonstrate the interconnectedness of sustainability.
- Acknowledgement of the relationship between community wellbeing and a healthy environment.
- Breadth of the Action Plan and the inclusion of strategies and plans across City departments, including water and waste management, carbon reduction and biodiversity.
- Alignment with UN Sustainable Development Goals and the City's Clever and Creative community Vision.
- Council meeting their deadline to create a draft Framework and Action Plan.
- The opportunity for the community to provide feedback.

Gaps identified

- Absence of targets within the highest level on the Framework and Action Plan.
- Priority actions in the Framework are not included in the Action Plan.
- A perceived lack of new actions and that it is simply a reiteration of pre-existing work.
- Some respondents felt the scope was too narrow – particularly the focus on Council operations and risk. Others felt the Action Plan was too focused on the urban environment.
- Some respondents felt the documents did not reflect the sense of urgency felt by the community and that the Council should be more ambitious in setting goals and objectives.
- The need for greater community consultation and engagement in the development of the Framework.

Further leadership suggestions

- Link to Clever and Creative aspiration to be a carbon-neutral region by 2047 and define the role Council will play to reduce emissions outside of its operations.
- Identify in the Action Plan which City department is responsible for delivery of each item.
- Work closely with other Councils in the G21 region to create change at a regional level.
- Benchmark against Councils already demonstrating sustainability best practice.
- Greater alignment to State Government policies and plans where relevant.
- Increased advocacy to State and Federal Government and stronger partnerships with industry to reduce barriers and increase opportunities.

- Some respondents indicated that the Council should better demonstrate the link between community health and wellbeing and sustainability.

BIODIVERSITY & GREENING

What was liked?

- The objective to increase the quantity and quality of the natural environment,
- Continued commitment to greening through the Urban Forest Strategy.
- Inclusion of stormwater harvesting to support water system health.

Gaps identified

- Environmental outcomes prioritised in decision-making and how this will be applied.
- Role of weed and pest management in protecting the natural environment.
- Opportunity for greening through community planting with a focus on native vegetation.
- Some respondents suggested the Council go beyond sustainability and aim for regeneration, particularly in land management.
- Some respondents suggested the recognition of a biodiversity emergency.
- A few respondents indicated that the Green Spine is an important contributor to greening the urban environment.
- A few respondents spoke of the importance of greening to offset heat island effects in the Northern Suburbs.
- Greater focus on protection of the natural environment.

Further leadership suggestions

- Strong targets to be set in the revised Biodiversity Strategy.
- Declare a biodiversity and/or ecological emergency and identify further actions as a result.
- Explore how Council land management policies and plans can support regeneration.
- Support community tree planting, rewilding and other greening activities.
- Council to demonstrate how environmental outcomes were considered and prioritised in decision-making and planning.

BUILT ENVIRONMENT & PLANNING

What was liked?

- Council's intent to support sustainable housing development in the Northern and Western Growth areas.

Gaps identified

- Opportunities to plan for community water catchment in new housing developments.
- Stronger planning controls and building regulations to produce higher quality housing and commercial buildings.
- Better support for retrofitting of commercial buildings.
- Recognition of the impact of anticipated population growth.

Further leadership suggestions

- Implementation of township boundaries.
- Role model best practice in retrofitting City buildings including leisure centres to be more efficient.

BUSINESS & INDUSTRY

What was liked?

- Recognition of the importance of partnering to achieve objectives.
- The Action Plan item '2.11 Support of local businesses, events and community to encourage and enable their sustainable practice and delivery of outcomes'.

Gaps identified

- The City should play a stronger role to attract new green business, support existing green businesses and to support others to transition to sustainable practices.
- Job creation in the 'green economy'. One respondent suggested that the RISE program could be expanded to focus on jobs in renewable energy.

- Opportunity to position the region as a renewable energy centre.

Further leadership suggestions

- Support local businesses and industry initiatives to transition to clean energy.
- Embrace local and innovative responses to sustainability challenges.
- Create jobs through investment in a green economy.

CLIMATE

What was liked?

- Acknowledgement by Council of a global climate emergency.

Gaps identified

- Activities that address sea level rise and/or coastal inundation.
- Recognition of the key contributors to climate change.
- Lack of overall targets with a net zero emissions target.

Further leadership suggestions

- There is a significant desire from respondents to declare a local climate emergency.
- Stronger acknowledgement of the risks and impacts of a changing climate and activities to address this.

COMMUNITY & HOUSEHOLDS

What was liked?

- Opportunity for community to provide feedback.
- Information in Framework and Action Plan was easy to read.
- The City's commitment to community resilience.

Gaps identified

- Support for residents to transition to a low carbon future.
- Community education through City website, events and activities.
- Opportunities for households to contribute to the City's sustainability outcomes through residential energy, waste and water efficiencies.
- Support for community environmental groups.
- Use of community knowledge to strengthen the Framework and Action Plan.

Further leadership suggestions

- Ongoing and proactive community engagement, including:
    - The Wadawurrung as Traditional Owners and all other First Nations people who are part of our community.
    - Culturally and Linguistically Diverse (CALD) communities.
    - Youth Council.
    - Local subject matter and community experts.
- Increased public participation in decision-making including citizens juries and community advisory groups.
- Support community action and education, particularly for households.
- Introduction of organic waste collection.
- Community partnerships.

FOOD

What was liked?

This theme was not included in the draft Action Plan but was identified as important in community feedback.

Gaps identified

- Role of food and diet to support individual and community wellbeing.
- Opportunity to build community resilience through local food production and systems.
- Protection of agricultural land for food production.
- Role urban farming can play in household and neighborhood food security, education and social connection.
- Community education to prevent food waste.
- Council support for local food production at household, neighborhood and municipality level.

Further leadership suggestions

- Renew the City's Food Policy to inform new action plan items to support local food production, including urban farming, community food gardens and orchards.
- Funding a food sustainability position to lead best practice and benchmark progress against other councils that are leading on this.

GOVERNANCE & ADVOCACY

What was liked?

- Relationship to City values and strategic goals.
- Some respondents liked using other Councils for peer review.

Gaps identified

- Details of the strategies and plans that were highlighted within the Action Plan.
- Increased engagement with neighboring councils on sustainability related actions.
- Alignment to State Government policies, strategies and plans, particularly climate change and renewable energy.
- Advocacy to State and Federal Government for funds to support local outcomes.
- Details and transparency on how strategies and plans are developed.
- Details on the suitability of the Global Reporting initiative (GRI) Standards for reporting, particularly standards for Climate Leadership and Land Use, Planning and Design.

Further leadership suggestions

- Development of a Public Transparency Policy.
- Document and promote how evidence and data inform climate change planning.
- Develop a robust reporting framework to measure and evaluate progress.
- Council to establish a sustainability portfolio.
- Sustainability training for Councillors.
- Promotion by Council of the importance and need for sustainability.

IMPLEMENTATION & REPORTING

What was liked?

- Budget allocated to support the implementation of the Framework and Action Plan.

Gaps identified

- Timeline for implementation and performance measurement.
- Deadlines for Action Plan items.
- How priorities will be applied and competing priorities managed.
- Budget breakdown and allocation – some respondents felt the budget wasn't enough, others worried it would be wasted.

Further leadership suggestions

- Funding for community groups and activities to achieve objectives.
- Consistent and transparent reporting to the community.

TRANSPORT

What was liked?

- The recognition of transport as a contributor to carbon emissions and climate change.

Gaps identified

- How the City will reduce road traffic.
- How the City will support sustainable transport including electric vehicles, active transport and public transport.

Further leadership suggestions

- Stronger encouragement of active transport.
- Advocate to State Government for funding of improved public transport infrastructure, services and networks.
- Council to role model through procurement of an Electric Vehicle fleet.
- Define and plan Council's role and actions to provide Electric Vehicle infrastructure for the community.

WHAT THE CITY WILL DO NOW

Development of the Sustainability Framework and Action Plan was initiated to provide a foundation for the City to document and deliver a consolidated, integrated approach to sustainability.

The initial development of the Sustainability Framework, key priority areas, objectives and associated two-year Action Plan was informed by stakeholder workshops, literature reviews and the consideration of existing global frameworks. Community and stakeholder feedback on the Action Plan has helped the City identify and address gaps in our initial approach.

The feedback from the community and stakeholder engagement on the Action Plan also included commentary on the Framework itself. After consideration, a revised Sustainability Framework has been proposed.

Changes to the Framework include:

- Focusing on ensuring the language is clear and is easy to understand.
- Ensuring that the holistic nature of sustainability is represented.
- Recognising the importance of community education and participation.
- Reiterating the acknowledgement of a climate emergency by the City and Council and the need for a planned response.
- Reclarifying the areas of focus and objectives.
- Providing a strong foundation for the role of the City and Council, and the associated strategies and plans.

In response to community feedback, the City has amended a number of items within the 2020-22 Action Plan and included new actions as follows:

- Develop a Climate Change Response Plan that consolidates and renews the City's adaptation and mitigation programs.
- Establish more nature-based infrastructure that increases urban amenity, reduces urban heat and connects people to nature.
- Review the City's Food Policy and identify how the City can best support local food production for health and social benefits.
- Continue to lead implementation of the Clever and Creative vision partnership and identify how the City will partner with others to deliver municipality-wide emissions reduction.
- Establish and implement a Public Transparency Policy to increase public confidence in Council decision making and planning.
- Update the City's Investment Policy to ensure that it adopts sustainable thinking as a principle.
- Identify opportunities for public participation and deliberative engagement in the Sustainability Action Plan.

As the Framework is implemented, reviewed and publicly reported, our planned actions will shift focus in response to changes in the broader environment and our community values and aspirations. Future Action Plans to deliver the Sustainability Framework will be developed in consultation with stakeholders and community.

Clever and Creative Community Ideas

As part of the consultation on the Action Plan; ideas were also suggested by the community to support the objectives of the Sustainability Framework. The majority of these were focused around environmental initiatives.

These ideas included:

- Solar panels on Council buildings.
- Build sustainability capabilities and accountability into position descriptions for City employees.
- Bulk LED upgrade of street lighting.
- Develop a network of environmental educators in the community.
- Use incentives and local laws to support sustainable practices.
- Share positive community stories and examples to learn from.
- Bulk buy renewable energy programs.
- Organic waste collection.
- Food production and native vegetation planting on nature strips.
- Expansion of the food garden at the Botanic Gardens.
- Using large buildings to harvest rainwater gardens on bus shelters.
- Purchase of marginalised land for the establishment of urban farms / community gardens.
- A 'CERES' project for Geelong (an environmental education centre, urban farm and enterprise hub located in Brunswick).
- Establishment of more community environmental groups like the Friends of Waurn Ponds Creek and the Friends of Buckley Falls.
- Website climate change information including scientific facts and what individuals, households and businesses can do to prepare /reduce their impacts.
- Food hub for excess produce / support community swap activities.
- Access to free mulch and seeds.
- Workshops for growing your own food and preserving it.
- Awards to industry businesses who have become zero carbon organisations.

SUMMARY OF CLEVER AND CREATIVE COMMUNITY

There are many of these community initiatives supported through the City's Sustainability Grants. There is an opportunity for the organisation to further support individuals and organisations interested in applying for funding through facilitated workshops or other engagements to enable these ideas to become action.

Ongoing Communication & Engagement

WHAT WE ASKED

- **How do you think Council should engage with you in the development of sustainability strategies *(drop down box – engagement techniques for each level of spectrum, and other)?***
- **What is the best way for us to keep you informed and updated about progress? *(drop down box – List of Comms Channels, face to face conversations, and other)?***

A summary of what we heard and recommendations for future communication and engagement are below.

WHAT WE HEARD

Preferred methods of keeping community informed

5. What would be the best way for us to keep you informed and updated about progress with the Sustainability Framework and associated projects, strategies and plans?

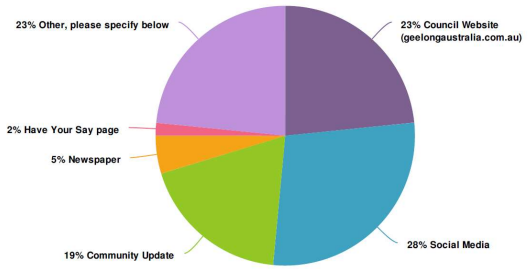


Chart 1.3 – Survey preferred methods of keeping community informed

The top preferred methods of communication were Social Media (28%) and Council's website (23%). Other methods specified (23%) included a sustainability focused community newsletter and a progress dashboard.

Preferred methods of keeping community engaged

7. We are committed to engaging all relevent stakeholders in the delivery of the Sustainability Framework and associated projects, plans and strategies. How would you like us to engage with you in the development of sustainability projects, plans and strategies?

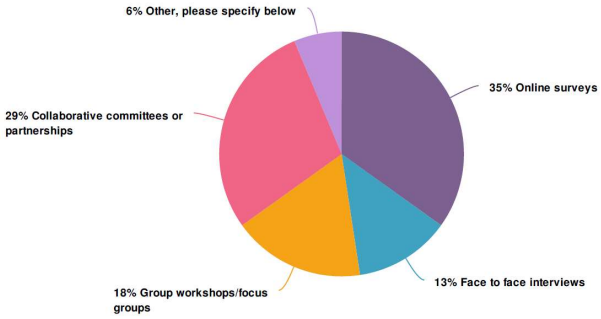


Chart 1.4 – Survey preferred methods of keeping community engaged

The top 3 preferred methods for community engagement were: online surveys (35%), collaborative committees or partnerships (29%) and group workshops/focus groups (18%).

Responses to this question indicated a strong interest from the community to being actively engaged and involved though a diverse range of methods.

The suggestion of a community reference group or similar featured strongly in the review and analysis of responses to these two questions.

COMMUNICATION & ENGAGEMENT SUMMARY

There is an actively engaged sustainability community made up of individual residents and organisations such as Geelong Sustainability, Transition Streets Geelong, Centre for Climate Safety, Climate Justice Alliance Geelong, The Farm Next Door and other friends and environmental groups. Feedback showed a strong desire by these stakeholders to participate and partner with the City in future engagement and development as the Framework and Action Plan are implemented.

Whilst some feedback was critical of the engagement process so far and referred to the principles of the Local Government Act 2020, including transparency and engaging the community in strategic planning and decision-making, the feedback demonstrated the considerable community expertise that has been harnessed through this engagement.

City of Greater Geelong Sustainability Framework

Revised Action Plan 2020-2022

Attachment 3

KEY PRIORITY AREA 1: PROTECTING THE ENVIRONMENT

Timeframe: SHORT: 0-6 months, MEDIUM: 6-12 months, LONG: 1-3 years, ONGOING: Ongoing

Objective	Actions	Timeframe	Responsible Division
1.1 Acknowledge the changing climate is a global emergency and take appropriate local action.			
	1.1.1 Recognise, communicate and address the local impacts of the global climate emergency and reconsider the need to declare a local climate emergency.	ONGOING	City Services
	1.1.2 Prepare the 2021-25 Municipal Health and Wellbeing Plan to include the health impacts from climate change and improve the health and wellbeing of our community.	MEDIUM	Community Life
	1.1.3 Adopt and implement the 2020-30 Environment Strategy to protect our environmental assets and address significant environmental challenges and impacts.	MEDIUM	City Services
	1.1.4 Adopt and implement a Climate Change Response Plan that consolidates and renews the City's adaptation and mitigation programs. This plan will replace the Climate Change Adaptation and outline our climate risks and adaptation actions.	MEDIUM	City Services
	1.1.5 Monitor the risks brought by climate change and its effects to the Geelong Region	ONGOING	Governance, Strategy & Performance
1.2 Support the Community and the City to reduce carbon emissions and promote active transport.			
	1.2.1 Renew and implement the City's Zero Carbon Emission Strategy to inform the Climate Change Response Plan and prepare a roadmap for the region to become zero-carbon by 2047.	MEDIUM	City Services

Revised Action Plan 2020-2022

Objective	Actions	Timeframe	Responsible Division
	1.2.2 Adopt an Integrated Transport Strategy for better integration between modes of transport and to support sustainable transport choices.	MEDIUM	City Services
	1.2.3 Deliver the Better Bike Connections Project to encourage active transport and reduce emissions.	MEDIUM	City Services
	1.2.4 Implement the Shared Trails Master Plan to encourage active transport and reduce emissions.	MEDIUM	City Services
1.3 Support the Community and the City to reduce waste.			
	1.3.1 Implement the City's Waste and Resource Recovery Strategy 2020-30 to reduce waste and encourage reuse and recycling.	ONGOING	City Services
	1.3.2 Introduce waste-wise programs to reduce office waste and support recycling habits for the City's worksites.	ONGOING	City Services
	1.3.3 Reduce paper usage and storage of unused items through the Clever Together Project; a two-pronged approach including the physical removal of paper and junk items and the introduction of technology.	ONGOING	Customer & Corporate Services
	1.3.4 Continue to work with Sustainability Victoria and advocate to State Government for a Container Deposit Scheme and other end-use solutions	ONGOING	Governance, Strategy & Performance

Revised Action Plan 2020-2022

Objective	Actions	Timeframe	Responsible Division
1.4 Protect our biodiversity and ecosystems through effective natural resource management.			
	1.4.1 Review and update the City's Biodiversity Strategy to protect and enhance our network of conservation reserves and indigenous plants.	SHORT	City Services
	1.4.2 Protect internationally important wetlands through the continued implementation of the Sparrovale Wetlands Master Plan.	ONGOING	City Services
	1.4.3 Implement the Stormwater Services Strategy 2020–30 to guide investment in stormwater management based on community values and objectives.	ONGOING	City Services
	1.4.4 Deliver a regional Integrated Water Management Strategy with key stakeholders including Barwon Water and Corangamite Catchment Management Authority.	MEDIUM	City Services
1.5 Create cleaner, greener community spaces.			
	1.5.1 Plant more trees through the Urban Forest Strategy and create opportunities for community planting.	ONGOING	City Services
	1.5.2 Establish more nature-based infrastructure that increases urban amenity, reduces urban heat and connects people to nature.	ONGOING	City Services
1.6 Ensure our land use planning and built environment reflects best practice.			
	1.6.1 Develop best practice Environmentally Sustainable Design (ESD) Action Plans for all precincts within the Northern and Western Growth Areas.	LONG	Planning, Design & Development

Objective	Actions	Timeframe	Responsible Division
	1.6.2 Set best practice standards in the City's Sustainable Building Policy for new buildings, renovations and retrofitting and maintenance and minor works.	MEDIUM	Planning, Design & Development
	1.6.3 Continue to implement the 20-year Settlement Strategy so housing supply meets the needs of the growing population within settlement boundaries.	ONGOING	Planning, Design & Development
	1.6.4 Monitor the implementation of the ESD policy for new developments and strengthen and breadth of the application of the policy over time.	ONGOING	Planning, Design & Development
	1.6.5 Ensure areas identified for more intensive housing development deliver best practice ESD principles and vibrant neighbourhoods	ONGOING	Planning, Design & Development

City of Greater Geelong Sustainability Framework

Revised Action Plan 2020-2022

KEY PRIORITY AREA 2: COMMUNITY WELLBEING AND SOCIAL EQUITY

Timeframe: SHORT: 0-6 months, MEDIUM: 6-12 months, LONG: 1-3 years, ONGOING: Ongoing

Objective	Actions	Timeframe	Responsible Division
2.1 Lead and support education for business and community to encourage sustainable practice.			
	2.1.1 Use the City's exhibitions, art, collections and programs to educate and inspire the community to live more sustainably.	ONGOING	Economy, Investment & Attraction; City Services; Community Life
	2.1.2 Lead the transition to a green economy with tailored support for local businesses and community with a focus on supporting innovation.	ONGOING	Economy, Investment & Attraction
2.2 Encourage and support local, sustainable food production.			
	2.2.1 Adopt and implement a Food Policy to improve health and wellbeing of the community through local food production and sustainable systems.	MEDIUM	Community Life
2.3 Ensure equitable access and inclusion to City services and facilities.			
	2.3.1 Take an integrated approach to address social and economic inequity using policy, planning and programs, including the Vital Communities program.	ONGOING	Community Life
	2.3.2 Conduct regular reviews of the City's services to ensure they meet existing and emerging community needs.	ONGOING	Governance, Strategy & Performance
	2.3.3 Improve the delivery of services to the community by increasing the focus on social equity in the City's Service Planning Program.	ONGOING	Governance, Strategy & Performance

Objective	Actions	Timeframe	Responsible Division
	2.3.4 Improve the short and long-term safety, health and wellbeing of women through delivery of the Ba-gurrk Gender Equity Framework and Action Plan.	ONGOING	Community Life
	2.3.5 Work towards reconciliation within the City and community through the implementation of the City's first Reconciliation Action Plan (REFLECT).	MEDIUM	Community Life
	2.3.6 Improve access to buildings, roads, footpaths, employment opportunities and community events for people living with a disability through the Access and Inclusion Plan.	ONGOING	Community Life
	2.3.7 Shape a healthy future for residents over 55 with the development and implementation of the Positive Ageing Strategy.	ONGOING	Community Life
	2.3.8 Implement the Social Housing Plan in partnership with the Department of Health and Human Services to increase social and affordable housing options.	SHORT	Community Life
	2.3.9 Implement the Multicultural Action Plan 2018-2022 in partnership with the multi-cultural action plan Advisory Committee and other key stakeholders.	LONG	Community Life
	2.3.10 Design and implement the Mental Health Action Plan based on a series of pilot projects across a range of business areas that promote positive mental health outcomes.	ONGOING	Community Life
	2.3.11 Prepare for the Gender Equality bill which will provide positive and significant opportunities for the City to address gender inequalities.	MEDIUM	Community Life

Objective	Actions	Timeframe	Responsible Division
	2.3.12 Design and implement the Arts and Cultural Strategy which celebrates our community's diverse experiences, connection to place, our stories and our Clever and Creative future.	MEDIUM	Economy, Investment & Attraction
2.4 Work with others to achieve sustainable outcomes for our community.			
	2.4.1 Work in partnership with community groups, businesses, and other organisations to promote and educate about sustainable practices.	ONGOING	Community life
	2.4.2 Address local industry skills shortages and create employment opportunities through the delivery of the Regional Industry Sector Employment (RISE) program.	ONGOING	Economy, Investment & Attraction
	2.4.3 Engage with other Councils through the G21 and Barwon Greenhouse Alliances to achieve regional sustainability outcomes.	ONGOING	Governance, Strategy & Performance
	2.4.4 Use the City's new corporate affairs team to better advocate to other levels of government for funding and services.	SHORT	Governance, Strategy & Performance
	2.4.5 Continue to lead the implementation of the Clever and Creative vision and identify how the group will partner with others to deliver municipality-wide emissions reduction.	ONGOING	Governance, Strategy & Performance
2.5 Harness community knowledge to drive sustainable change.			
	2.5.1 Support community generated ideas and projects for sustainable practice and education through the City's grants program, including the Environmental Sustainability Grants.	ONGOING	Customer & Corporate Services

	2.5.2 Identify and work with members of our community with specialist technical and local knowledge through advisory committees to strengthen decision making.	ONGOING	Governance, Strategy & Performance

City of Greater Geelong Sustainability Framework

Revised Action Plan 2020-2022

KEY PRIORITY AREA 3: RESPONSIBLE AND TRANSPARENT BUSINESS

Timeframe: SHORT: 0-6 months, MEDIUM: 6-12 months, LONG: 1-3 years, ONGOING: Ongoing

Objective	Actions	Timeframe	Responsible Division
3.1 Position the organisation to better achieve our sustainability objectives.			
	3.1.1 Adopt and implement the Sustainability Policy which integrates sustainable thinking as a key principle within the City.	ONGOING	Governance, Strategy & Performance
	3.1.2 Establish and implement a Public Transparency Policy to increase public confidence in Council decision making and planning.	MEDIUM	Governance, Strategy & Performance
	3.1.3 Build a positive and inspiring workplace culture at the City though the delivery of the Working Better Together program.	ONGOING	People & Culture
	3.1.4 Keep City employees safe and well with the development and implementation of an organisational Health, Safety and Wellbeing Plan.	MEDIUM	People & Culture
	3.1.5 Review and update management and employment policies to reflect the importance of sustainability to the organisation.	MEDIUM	People & Culture
	3.1.6 Implement a new compliance framework to increase accountability within the City.	MEDIUM	Governance, Strategy & Performance
	3.1.7 Continue to lead Geelong's UNESCO City of Design Designation and implement actions that support the UN Sustainable Development Goals with a focus on sustainable and liveable communities.	ONGOING	Economy, Investment & Attraction

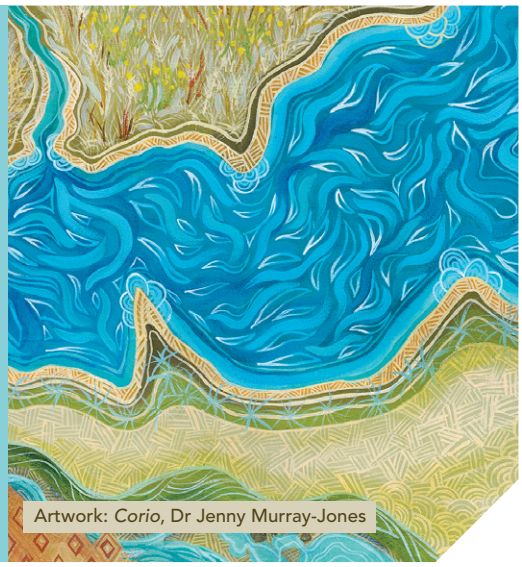
Objective	Actions	Timeframe	Responsible Division
	3.1.8 Implement a new risk management and reporting software solution to manage risks and enable integrated reporting.	MEDIUM	Governance, Strategy & Performance
	3.1.9 Maintain and implement the 10-year financial plan and continue to ensure other long-term organisational plans are fed into the financial plan	ONGOING	Customer & Corporate Services
	3.1.10 Update and maintain the 4-year strategic resource plan and enable delivery of the 4-year Council Plan	ONGOING	Customer & Corporate Service
3.2 Embed sustainability into our decision-making and look for innovative solutions.			
	3.2.1 Develop and implement a Strategic Documents Policy and Strategic Planning Framework for improved efficiency and alignment.	SHORT	Governance, Strategy & Performance
	3.2.2 Develop and implement a Data Governance and Management Strategy to better understand and manage information and to support evidence-based decision making.	LONG	Customer & Corporate Services
	3.2.3 Review the City's Investment Policy and look for opportunities to align it with the Sustainability Framework and Policy.	LONG	Customer & Corporate Services
	3.2.4 Establish an Enterprise Project Management Office (EPMO) that will prioritise projects that provide value for money, meet community needs and support a healthy natural environment.	SHORT	Governance, Strategy & Performance
	3.2.5 Use the City's updated Procurement Policy to support local business and innovation and consider better social and environmental outcomes.	ONGOING	Customer & Corporate Services

	3.2.6 Use the Smart Cities Program to adopt better technology options for the City and within the community.	ONGOING	Economy, Investment & Attraction
3.3 Understand and be guided by the needs and expectations of our community.			
	3.3.1 Renew the City's Engagement Policy and Framework which strengthens the connection with the community.	MEDIUM	Governance, Strategy & Performance
	3.3.2 Create and promote more opportunities for public participation which supports better decision making and the implementation of the Sustainability Framework and Action Plan	ONGOING	Governance, Strategy & Performance
3.4 Pursue ambitious sustainability targets and report our progress publicly.			
	3.4.1 Report our sustainability performance against the Global Reporting Initiative (GRI) Standards and in alignment with the Sustainable Development Goals.	ONGOING	Governance, Strategy & Performance
	3.4.2 Evaluate the effectiveness of our sustainability reporting and continuously improve our reporting practice.	LONG	Governance, Strategy & Performance

Attachment 4

SUSTAINABILITY FRAMEWORK 2020

To us, sustainability refers to a continual way of thinking that focuses on the best outcomes for people, environment and the economy both now and in the future.



Artwork: *Corio*, Dr Jenny Murray-Jones

SUSTAINABILITY POLICY

The sustainability policy will embed sustainability within the City, so it is considered in everything we do.

KEY PRIORITY AREA	OBJECTIVES
Protecting the environment	• Acknowledge the changing climate is a global emergency and take appropriate local action • Support the Community and the City to reduce carbon emissions and promote active transport • Support the Community and the City to reduce waste • Protect our biodiversity and ecosystems through effective natural resource management • Create cleaner, greener community spaces • Ensure our land use planning and built environment reflects sustainable practice
Community wellbeing and social equity	• Lead and support education for business and community to encourage sustainable practice • Encourage and support local, sustainable food production • Ensure equitable access and inclusion to City services and facilities • Work with others to achieve better health outcomes for our community • Harness community knowledge to drive sustainable change
Responsible and transparent business	• Position the organisation to better achieve our sustainability objectives • Embed sustainability into our decision-making and look for innovative solutions • Understand and be guided by the needs and expectations of our community • Pursue ambitious sustainability targets and report our progress publicly

MEASUREMENT PROGRAM

The City will report annually against the Global Reporting Initiative Standards and align its activities with the United Nations Sustainable Development Goals.

Attachment 5

THE CITY OF
GREATER GEELONG

SUSTAINABILITY POLICY

VERSION: 1

Approval Date: DD Month YYYY of official approval

Approved by: Council

Review Date: DD Month YYYY – generally 4 years from approval date unless shorter review period required

Responsible Officer: Manager – Strategy and Performance

Authorising Officer: CEO – City of Greater Geelong

CITY OF GREATER GEELONG

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Introduction

PURPOSE

“Sustainability” refers to a continual way of thinking that focusses on the best outcomes for people, environment and the economy both now and in the future.

This policy explains what the City will do to make sustainability part of its culture, so it can deliver better outcomes for the community and succeed in its vision to ensure that, by 2047, the City is internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.

The City is committed to integrating sustainable thinking as a key principle that is considered in every form of business, when making decisions, writing strategies, plans and policies, managing risks and allocating resources. This assists in finding long-term solutions to the many challenges it faces including climate change, population growth, infrastructure development and social equity.

This policy supports the delivery of the Sustainability Framework and Action Plan, two documents which outline the key areas for the City to focus on and explains what actions will be taken under each of those areas.

SCOPE

This policy applies to the Council, all City Employees, Consultants and Volunteers.

DEFINITIONS

City

The City of Greater Geelong organisation led by the Chief Executive Officer (CEO).

Council

The City of Greater Geelong Council comprised of elected councillors and led by the Mayor.

ELT

The Executive Leadership Team of the City, as constituted from time to time, and led by the CEO.

Policy

The City has existing commitments to sustainability in many policies, plans and strategies. To coordinate its approach and make it consistent, the Sustainability Framework and Action Plan map out current commitments and the future areas of focus. The City will invest in achieving the commitments and will report clearly to the community on progress.

The Sustainability Framework identifies three key areas to make sustainability easier to understand and implement.

To protect our environment, the City will:

- Enhance, protect and restore our biodiversity and natural environments, including the plants and animals that inhabit them. We need to maintain the long-term health of these systems for future generations to enjoy.
- When making land use planning decisions, consider the impacts on our environment and our community now and in the future, avoiding decisions that cause irreparable and/or significant damage.
- Support a circular economy which minimises waste creation and supports long-term waste solutions, within our organisation and in our services.
- Create cleaner, greener community spaces which enhance our rich and diverse environment and provide equitable opportunities for improved health and wellbeing.

To support community wellbeing and social equity, the City will:

- Recognise, respect and value the connection of Traditional Owners to Country and ensure preservation of cultural heritage and a healthy country.
- Build partnerships with key community groups and organisational stakeholders to generate awareness of sustainable thinking and implement actions together.
- Engage our community and provide opportunities for open discussion to share knowledge, build a common understanding of sustainability and promote collective responsibility.
- Make equitable budget and service decisions that are based on community needs, both now and into the future.
- Improve food security in our region by encouraging and supporting local, sustainable food production.

To be a responsible and transparent business, the City will:

- Embed sustainability as a principle into the organisation so all employees have a clear and shared understanding about what it means and how they can apply it.
- Commit to learning more about sustainability and keep our approach current so we can play our role as a leader for our community.
- Acknowledge that sustainability is a complex and multifaceted challenge, and not simply the effective management of environmental resources.
- Ensure our decisions have equal consideration of social, economic and environmental issues and are informed by the best available evidence and understanding of global, national, state and regional issues
- When making budget and investment decisions, ensure that short and long-term impacts are assessed and that a ‘best-value’ approach is achieved.
- Commit to using deliberative engagement to understand community needs and expectations and use this to inform what we do and how we do it.
- Commit to ambitious targets for emissions and waste reduction, biodiversity protection and green spaces in our relevant strategic documents.
- Show our commitment to sustainable thinking by reporting regularly to our community on our sustainability performance, the status of our actions and the progress toward our targets.

MONITORING AND REPORTING

The Strategy and Performance team are responsible for the implementation and reporting on the Sustainability Framework and the associated supporting documents outlined in the Records section below. The Strategy and Performance team monitor strategic document development across the organisation and can provide support in developing and managing sustainability strategies and plans and ensuring that sustainability is represented in all strategic documents.

ADVICE AND ASSISTANCE

The Strategy and Performance team and the Responsible Officer for this Policy manage the provision of advice to the organisation regarding this Policy.

RECORDS

The City must retain records associated with this policy and its implementation for at least the period shown below.

Record	Retention / Disposal Authority	Retention Period	Location
Sustainability Framework	Manager, Strategy and Performance	Document Management to advise	ReX location
Sustainability Action Plan	Manager, Strategy and Performance	Document Management to advise	ReX location
Strategic Documents Policy	Manager, Strategy and Performance	Document Management to advise	ReX location
Strategic Planning Framework	Manager, Strategy and Performance	Document Management to advise	ReX location

REVIEW

The City should review and, if necessary, amend this policy within four years of the approval date.

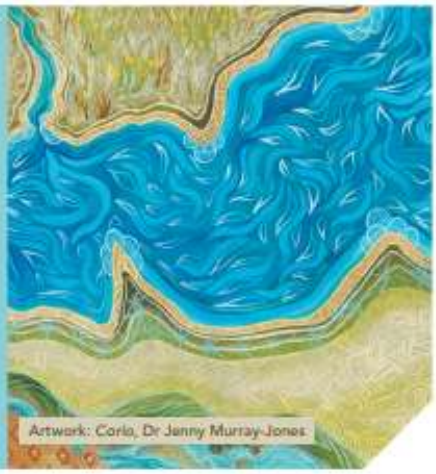
References

- *Sustainability Framework*
- *Sustainability Action Plan 2020-2022*
- *Council Plan 2018-2022*
- *Local Government Act 2020*

Appendix 1: Sustainability Framework

SUSTAINABILITY FRAMEWORK 2020

To us, sustainability refers to a continual way of thinking that focuses on the best outcomes for people, environment and the economy both now and in the future.



SUSTAINABILITY POLICY

The sustainability policy will embed sustainability within the City, so it is considered in everything we do.

KEY PRIORITY AREA	OBJECTIVES
Protecting the environment	• Acknowledge the changing climate is a global emergency and take appropriate local action • Support the Community and the City to reduce carbon emissions and promote active transport • Support the Community and the City to reduce waste • Protect our biodiversity and ecosystems through effective natural resource management • Create cleaner, greener community spaces • Ensure our land use planning and built environment reflects sustainable practice
Community wellbeing and social equity	• Lead and support education for business and community to encourage sustainable practice • Encourage and support local, sustainable food production • Ensure equitable access and inclusion to City services and facilities • Work with others to achieve better health outcomes for our community • Harness community knowledge to drive sustainable change
Responsible and transparent business	• Position the organisation to better achieve our sustainability objectives • Embed sustainability into our decision-making and look for innovative solutions • Understand and be guided by the needs and expectations of our community • Pursue ambitious sustainability targets and report our progress publicly

MEASUREMENT PROGRAM

The City will report annually against the Global Reporting Initiative Standards and align its activities with the United Nations Sustainable Development Goals.

3. DRAFT SOUTH GEELONG URBAN DESIGN FRAMEWORK CONSULTATION

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

Purpose

1. To seek endorsement to release the draft South Geelong Urban Design Framework (UDF) for public consultation.

Background

2. The City's Settlement Strategy 2018 identifies the need for strategic planning work to increase the capacity for development around our train station precincts. Higher density development within the rail corridor is key to deliver on the City's infill development target of 50% of total housing supply within existing areas by 2047.

3. The draft UDF outlines the background policy context, site analysis, consultation, design principles, concept plans and implementation plans which will inform the future use and development of the precinct. See **Attachment 2.**

Key Matters

4. The draft UDF nominates both the South Geelong Station and Moorabool Street precincts as key development areas and an expansion of the increased housing diversity area around South Geelong Station from 400 m to 800 m.

5. Barwon Water is a key landholder within the precinct. The former Barwon Water depot presents a unique opportunity for high density mixed-use development.

6. The duplication of the railway line from South Geelong to Waurn Ponds includes a second platform and is an opportunity to enhance both pedestrian and bicycle access to the railway station via a pedestrian crossing connecting to Bellerine Street.

7. Development of the South Geelong station carpark and construction of a multi deck car park is a long-term vision for the precinct.

8. A mixed-use development is envisaged for the South Geelong station precinct which includes medium to high density residential development, retail and commercial uses.

9. Medium to high density residential redevelopment is envisaged along Moorabool Street, with commercial uses supported on the ground floor.

10. Public consultation on the UDF is proposed for a period of 8 weeks. Consultation on the proposal will be designed with the current situation with COVID-19 in mind.

Cr Sullivan moved, Cr Murrihy seconded -

11. That Council:

11.1 Support the draft directions and design principles for the Urban Design Framework; and

11.2 Endorse the release of the draft South Geelong Station Urban Design Framework for a period of 8 weeks.

Carried.

Attachment 1

Financial Implications

1. There are no significant financial implications in noting the draft plan and releasing it for consultation.

2. Upgrading of roads for bicycle lanes and car parking and other public realm improvements will form part of the long term capital budgeting program. The City is seeking funding through State Government road safety programs as part of the Safer Travel in Local Streets (STILS) program.

Community Engagement

3. On July 2019, the City held a community consultation workshop with residents and stakeholders to discuss the future vision for the precinct.

4. Consultation on the draft UDF will allow further engagement and feedback before the plan is finalised.

5. The consultation for this project will be designed to respond to current circumstances around COVID-19. The consultation period will be 8 weeks to give the community an adequate amount of time to engage in the process. An 8-week period will end just before Council enters its caretaker period. If extended beyond 8 weeks, the consultation period would be paused during caretaker period.

6. In lieu of face to face consultation, the community will have an opportunity to engage through a variety of online platforms. The documents will be accessible online. Those who may have specific questions may be accommodated through phone calls or online meetings.

Social Equity Considerations

7. There is opportunity to deliver affordable housing options in the station precinct. This includes social housing consistent with the City's Social Housing Plan 2020-2041.

8. The UDF provides high level use, design and development to deliver the long term vision. The UDF includes proposed staging of the development to enable the precincts to be developed in stages.

9. In July 2019 the City engaged Galbraith Scott to undertake a universal access audit of the streets within the study area. This audit identified a series of recommended improvements, relating to elements such as street crossings, footpaths, street lighting, railway crossing, disabled parking and way finding signage. The UDF was informed by the universal access audit and recommends that the findings of the audit be incorporated into the final design of street upgrades.

Policy/Legal/Statutory Implications

10. The Plan is consistent with State and Local planning policies relating to the delivery of urban consolidation, a range of housing types in well serviced locations, environmentally sustainable design, the preservation of heritage and neighbourhood character and design.

11. The Plan is consistent with the Social Housing Plan 2020-2041, Housing Diversity Strategy, Settlement Strategy, One Planet Living principles and the Clever and Creative vision.

12. The draft UDF nominates both the South Geelong Station and Moorabool Street precincts as key development areas.

13. An expansion of the increased housing diversity area (IHDA) from 400 m to approximately 800m from the station is recommended. The general residential zone will be applied to the IHDA. A preferred building height of 11m will apply to most residential areas. Heritage overlays in the precinct will be retained.

Alignment to Council Plan

14. The Plan aligns with the following strategic priorities: improved health and safety of our community, informed social infrastructure and planning, a more inclusive and diverse community, planned sustainable development, effective environmental management and organisational leadership, strategy and governance.

Conflict of Interest

15. No officers involved in the preparation of the report have any direct or indirect interest in the matter in which the report relates in accordance with the Local Government Act.

Risk Assessment

16. There are no notable risks associated with implementing the recommendations contained in this report.

17. A portion of the South Geelong UDF study area falls within a 500 metre buffer from a former landfill site. Development within that buffer may require an environmental audit and mitigation measures.

18. Privately owned land adjacent to the car parking area south-east of Geelong Station was used as the South Geelong Briquette depot. An Environmental Audit Overlay was applied to the site when it was rezoned from Industrial 1 to Residential 1 in 2007. A permit has been issued for residential subdivision and development of the site.

Environmental Implications

19. The UDF encourages best practice environmentally sensitive design and proposes substantial tree planting. Public realm improvements will create a more pedestrian and cycling friendly environment. Transit-oriented development near South Geelong Station will reduce private vehicle use and dependency.

THE CITY OF
GREATER GEELONG

SOUTH GEELONG

URBAN DESIGN FRAMEWORK

FIRST DRAFT
JULY 2020



HAVE YOUR SAY

CITY OF GREATER GEELONG

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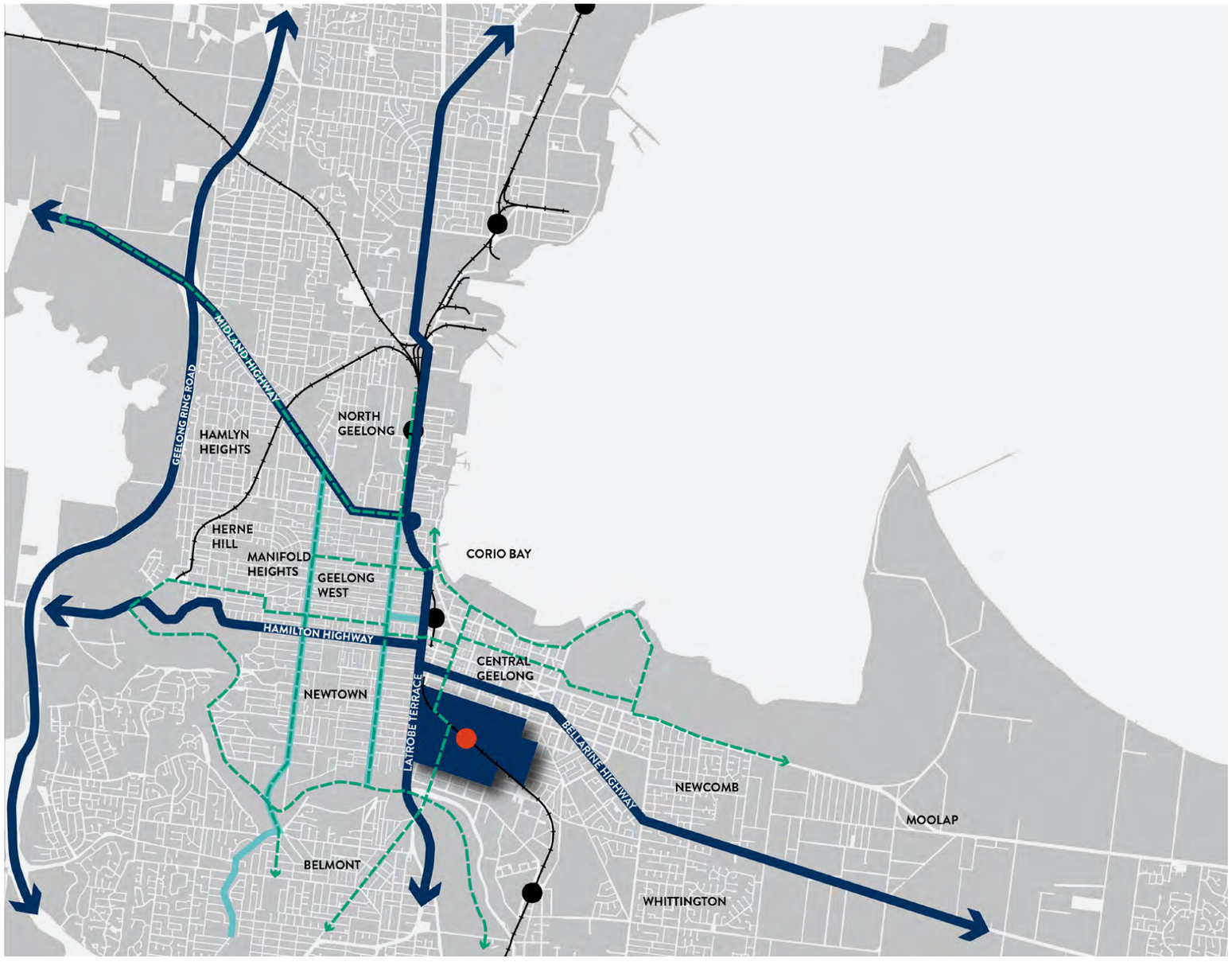
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CONTEXT PLAN

KEY

- Study area
- Primary roads
- Local roads
- Primary cycle paths
- Railway line
- South Geelong Station

N

Figure 1. Context plan

INTRODUCTION

01

AN URBAN DESIGN FRAMEWORK

An Urban Design Framework (UDF) provides strategic guidance for the future development of urban areas. It establishes an integrated design vision that involves the generation of ideas and the preparation of realistic design concepts based on community consultation, research and analysis. The vision is realised through tools such as planning scheme changes, capital works projects and guidelines for development.

REPORT STRUCTURE

In developing this urban design framework we have undertaken the following analysis and consultation:

RESEARCH (SITE, CONTEXT AND LITERATURE REVIEW)

- Conduct a review of existing plans, policies, strategies and infrastructure programs.
- Prepare a heritage character study for the study area.
- Prepare a universal design and access audit.
- Perform a systematic analysis of the study area's; use patterns, movement patterns, urban form and structure.
- Conduct an analysis of local strengths, weaknessess, opportunities and threats.
- Meet with Barwon Water, Department of Transport to understand current proposals and processes.
- Prepare a background report.

KEY STAKEHOLDER ENGAGEMENT

- Consult with Department of Transport and Regional Rail Victoria.
- Consult with Barwon Water.
- Consult with local busineses.

COMMUNITY CONSULTATION

- Consult with the community and other key stakeholders to understand aspirations, seeks ideas.
- Public survey conducted through the Geelong Australia webpage.

The structure of the report is as follows:

- Principles and analysis of issues and opportunities, existing policy framework, background reports and community consultation.
- The strategic framework, which includes the vision and key objectives and strategies for the study area.
- Key development area analysis and recommendations.
- Summary of finding and key recommendations including planning scheme changes.

STUDY INTRODUCTION

Underpinning this project is a need to link several public and private sector strategic projects together. These projects all seek to leverage off the South Geelong train station, Kardinia Park and the proximity of the location to services and infrastructure. Without the UDF these projects would occur in isolation of one another.

For the South Geelong residents and visitors, it is crucial that this UDF brings together their ideas and vision for their local neighbourhood. The UDF will seek to ensure the local area can continue to thrive, meeting community expectations and that the development and liveability potential of the area is unlocked.

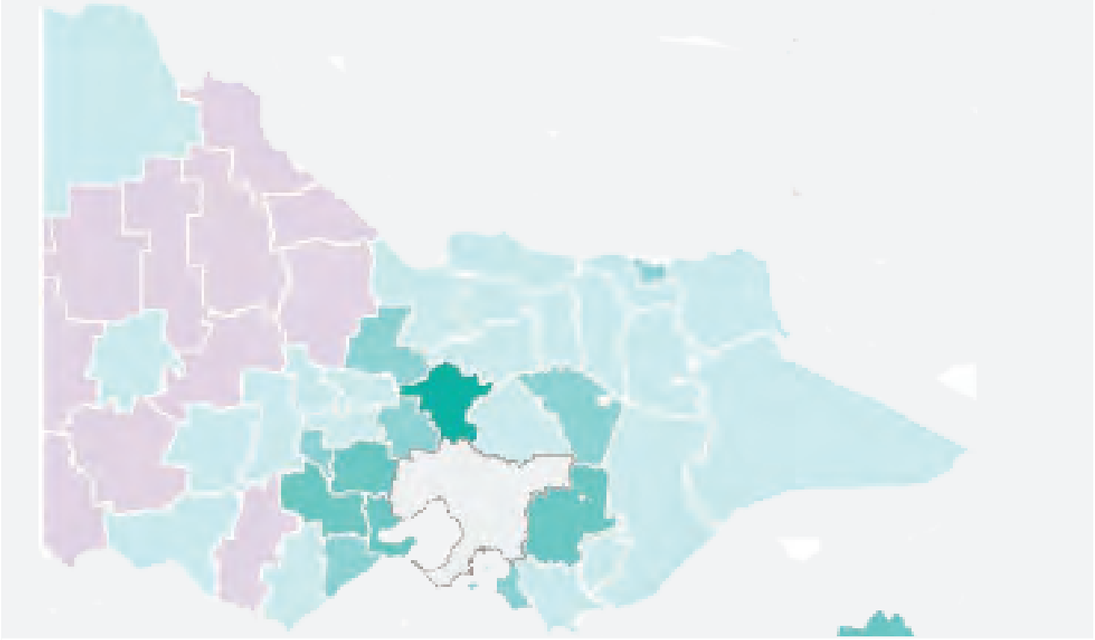
Particular project objectives are:

- To assist in implementing the City's settlement strategy by investigating the area for higher density development potential.
- To leverage opportunities from the Rail Duplication and Station Upgrade project currently being undertaken by Department of Transport (DoT).
- To prepare objectives, strategies, policies and plans to support the vision for South Geelong.
- To provide detailed design guidance and planning provisions for the area and development pressure areas.
- To identify priority projects and an implementation program to identify needs.

REGIONAL CONTEXT

Greater Geelong is one of the fastest growing regions in Victoria with stronger population growth than all other regional municipalities combined.

In 2016, the total population of the City of Greater Geelong was estimated to be 239,531 people. It is expected to increase by over 120,469 people to 360,000 by 2036. This is based on an increase of over 52,000 households during the period.



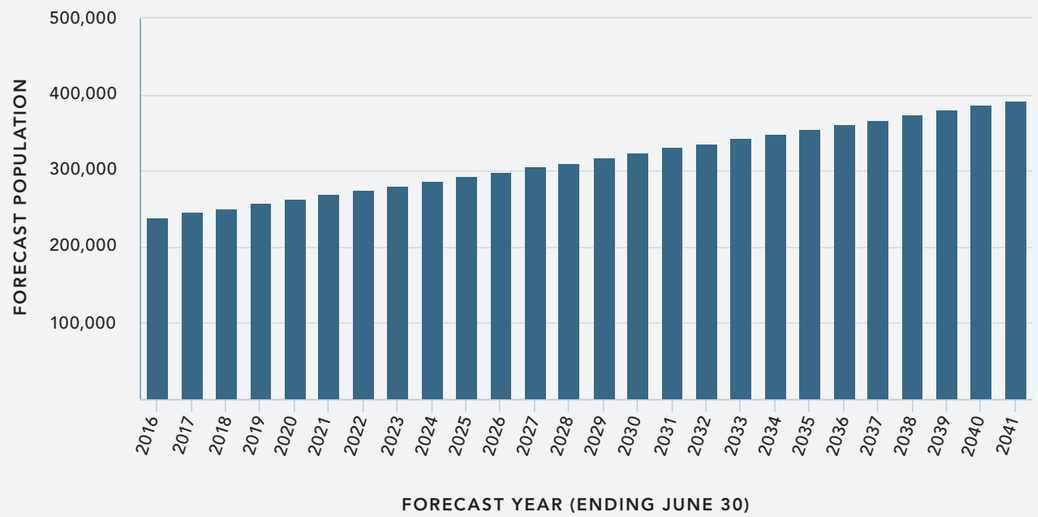
ANNUAL AVERAGE RATE OF POPULATION CHANGE

KEY

- 4-5%
- 3-4%
- 2-3%
- 1-2%
- 0-1%
- <0%

N

Figure 2. Annual average rate of population change, regional local government areas (lga), 2018 to 2036
Source: Victoria in Future 2019



FORECAST POPULATION

Figure 3. Forecast population

N

Source: Population and household forcasts, 2016 to 2041, prepared by .id, July 2019

STRATEGIES

CLEVER AND CREATIVE

Representing the voices of more than 16,000 members of our community, Greater Geelong: A Clever and Creative Future is a 30-year vision that guides all levels of government, community organisations, businesses and anyone wanting to make a genuine contribution to the city-region. The clever and creative concept is about developing a consistent approach to how things are done, which is why all proposals to Council will need to demonstrate how they positively contribute to the 30-year vision. The clever and creative concept is also about collaborating to address challenges and opportunities, embracing innovation, and new ways of doing things that applies to everyone. At the heart of the 30-year vision are a series of community aspirations that are focused on the region's economy and employment, the environment, arts and culture, transport connections, tourism, efficient and equitable digital access, and good governance.

The vision recognises that in order for a city-region to be successful, it must be connected, prosperous, creative, sustainable and resilient, and designed for people. The South Geelong UDF can play a leading role in delivering a clever and creative future. The UDF's overall principles will respond to the community aspirations and positively contribute to achieving the measures of success.



Figure 4. Community aspirations from Clever and Creative strategy

PLAN MELBOURNE 2017–2050

Plan Melbourne is a metropolitan planning strategy that defines the future shape of the city and state over the next 35 years. It seeks to integrate long-term land use, infrastructure and transport planning, and support jobs and growth, while building on Melbourne's legacy of distinctiveness, liveability and sustainability. It advocates for urban consolidation and decentralisation, calling on Victoria's regional centres to assist Melbourne in housing, employing and educating the growing population.

SETTLEMENT STRATEGY

The City of Greater Geelong Settlement Strategy provides a framework and gives clear direction on where growth and development should occur, to ensure the City can meet the needs of the municipality by 2036 in a sustainable, planned, logical, integrated, efficient and cost-effective way. The Settlement Strategy seeks to increase the role of urban consolidation as part of Geelong's overall housing supply. The strategy seeks to facilitate infill development to increase its housing supply contribution to 50%, by 2047. The rail corridor from North Geelong through to Breakwater provides an opportunity to facilitate increased housing densities. To achieve this, investment in amenity and local facility improvements in and around these areas should occur.

HOUSING DIVERSITY STRATEGY

With almost 85% of Geelong's housing stock consisting of suburban detached 'family homes', increasing housing diversity will be a key factor in addressing housing need in the future. The Housing Diversity Strategy was adopted in 2007 to guide how urban consolidation should occur and provided the basis for the application of the new residential zones that were introduced into the Planning Scheme in 2014. Clause 22.63 of the Greater Geelong Planning Scheme provides the policy that applies to all residential land located in Increased Housing Diversity Areas (IHDA).

The policy divides the established urban area into three categories:

- Key Development Areas – Higher density and mixed-use housing.
- Increased Housing Diversity Areas – a mix of conventional housing with some medium density housing around activity centres and train stations.
- Incremental Change Areas – primarily conventional residential housing.

The housing categories are described as:

HOUSING DEFINITION	DESCRIPTION	DENSITY
Conventional housing	Single detached dwellings on lots generally ranging between 500 and 1,000 square metres (sqm). The development of an area for conventional housing.	Generally, results in a gross residential density of 10 – 15 dwellings per hectare.
Medium density housing	The provision of two or more detached or attached dwellings, townhouses or apartments on a site below four stories.	The development of an area for medium density housing generally results in a gross residential density of 20 – 40 dwellings per hectare.
Higher Density housing	Attached townhouses or apartments, usually more than 3 storeys in height.	The development of an area for high density housing generally results in a gross residential density of more than 40 dwellings per hectare.



Figure 5. Increased housing diversity area

KEY

Existing increased housing diversity area

N

0 150 300

CHANGES TO THE HOUSING DIVERSITY AREA

South Geelong train station is a significant commuter station which has the potential to become a more intensive hub activity. The area surrounding the South Geelong train station is nominated as an increased housing diversity area (IHDA) and is expected to cater for areas of change in housing type and density. IHDA areas can provide residents local shopping needs and/or are serviced by public transport, meaning that new development should encourage walking as a viable alternative to private vehicles. The IHDA policy includes design objectives for delivering housing that positively contributes to the neighbourhood, regardless of whether they involve redevelopment of existing housing stock, new medium or higher density developments. This policy aims to avoid a one size fits all approach in order to provide choice in housing types that reflect the local context and responds to heritage, significant vegetation, as well as topography and views while catering for the housing needs of a diverse range of future residents.

The significant changes proposed around the train station and Kardinia Park will result in an increased connection to public activity areas and a major active transport link in the Bellerine Rail Trail. The significant number of properties that have a heritage overlay within the area constrains the proposed intensification of density around the train station. Because of this, it is considered that the size of the IHDA catchments should be increased to approximately 800 metres. This will offer more opportunity for development within close proximity to the station and other amenity.

The Barwon Water site and the existing Commercial 2 Zoned land on the east side of Moorabool Street should both be defined as key development areas. Both areas are within approximately 800 metres of the South Geelong Station and could potentially have capacity to provide higher density housing opportunities in excess of 40 dwellings per hectare and accommodate development which exceed 3 storeys in height.

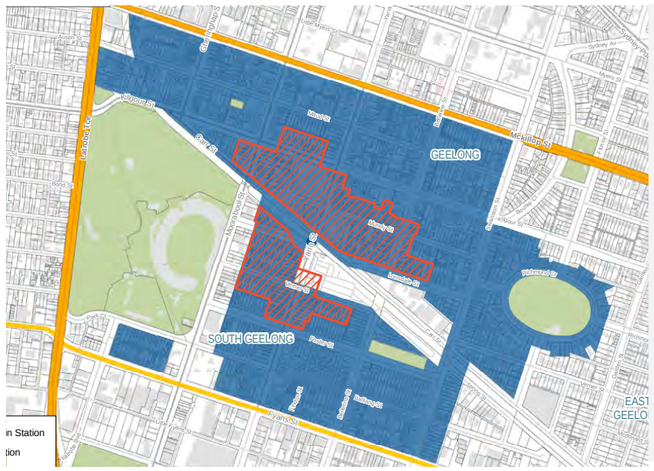


Figure 6. Proposed increased housing diversity area

KEY

South Geelong Train Station

Existing South Geelong IHDA

Approximate 800 Walkability Catchment from Geelong Train Station

N

0 150 300 600

RETAIL STRATEGY 2020-2036

The City has prepared a Retail Strategy that provides a review of current retailing trends, land use, population growth and makes recommendations for changes to planning policy. The strategy will guide retail development in Greater Geelong until 2036 in order to ensure residents continue to have access to essential retail services. Retail trade is one of the region's largest employment sectors, employing 12.7% of the population in 2016.

Below are some of Geelong's key opportunities and challenges recognised in the Strategy;

- population growth directed at greenfield locations which create demand for new retail centres.
- supermarket and bottleshops currently dominate retail sales across Geelong but typically offer little support to other stores within a centre.
- restricted retail floorspace is generally over supplied across the municipality.

The Retail Strategy identifies Moorabool/Fyans Precinct, South Geelong as a dispersed restricted retail centre. The retail strategy does not support the growth of this centre beyond current commercial zone land. The land along Moorabool Street is identified as having small land parcels and a lack of car parking making the area unattractive as a modern restricted retail precinct. The area south of Moorabool Street which is not a part of the study area, forms part of a separate urban renewal precinct and is guided by the Fyans-West Fyans Precinct Structure Plan. It is envisaged that over time this broader area will transition to a mixed use, primarily residential precinct.

SOCIAL HOUSING PLAN 2018 – 2041

This strategy seeks to:

- Increase the supply of social housing across the City area to 13,500 by 2041.
- Advocate for increased state and federal investment in new social housing.
- Increase supply of social housing by contributing City-owned land to new developments.
- Amend the City's Planning Scheme to require the inclusion of social and affordable housing in new developments based on need.
- Continue to revitalise our neighbourhoods of high social housing to increase liveability and wellbeing.

It is council policy to seek a social and affordable housing assessment as part of the rezoning of major sites such as the Barown Water site or Moorabool Street.

URBAN FOREST STRATEGY

The City of Greater Geelong values the immense benefits of the City's urban tree population. Our trees provide shade and cool the city. They improve the look, feel and liveability of Geelong. They also have a strong positive influence on the health of our community. Geelong's trees are extraordinarily valuable assets that are worth investing in for the future.

The City seeks to reach an ambitious target of improving Geelong's tree canopy cover from 14% to 25% over a thirty-year period. The City has enormous potential to develop a healthier and more dynamic urban forest and improve canopy cover in our streetscapes, urban growth areas, open spaces and reserves.

This strategy will achieve its vision by adopting four simple objectives into the City's day to day operations:

- To green the City.
- To cool the City.
- To engage the City's community and build regional partnerships.
- To demonstrate best practice urban tree management.

The prime opportunities are:

- 45,000 existing vacant nature strips in our streets.
- Developing tree lined entrances to our city.
- Revegetation of the Greenway, the Ted Wilson Bike Trail alongside the Geelong Ring Road.
- Thousands of tree planting locations across Geelong's open space network.
- Improving the quality of streetscapes and open space in urban growth areas.
- Planting more indigenous trees in wetland reserves and conservation areas.
- Rejuvenating and renewing avenues and boulevards in heritage landscapes.

OTHER RELEVANT PROJECTS

KARDINIA PARK TRUST – MASTERPLAN

The Kardinia Park Stadium Trust (the Trust) was established as a statutory authority pursuant to the Kardinia Park Stadium Act 2016.

The Trust is established to administer, promote and manage the Kardinia Park Stadium Trust Land, within an over-arching objective of contributing to the economic, community and liveability benefits to Geelong and the broader region that arise from the use of the stadium.

The trust is custodian to the Stadium and the adjacent hard stand car park facilities equating to 7.035 hectares of space within Kardinia Park, except on major event days the Trust assumes custodian responsibility for the stadium and adjacent parkland.

A masterplan for the stadium and the surrounding park land will be prepared by the City and Kardinia Park Trust in conjunction with other stakeholders. The masterplan will detail the final stage of the redeveloped stadium (stage 5) and integration with the balance of the park. Access to and from the stadium, parking, commercial and sporting uses will be considered within the masterplan.

BETTER BIKES

A fast, reliable and connected transport network is part of our 30-year community-led vision for a clever and creative city. To reach our goal of half of all journeys to work made by public transport, walking or cycling, we need better bike connections around greater Geelong. It means safer riding, less congestion, cleaner air and healthier residents.

The Council received a $4.7 million grant from the TAC's Safer Pedestrian and Cyclist Fund to create two cycling connections:

- The southern link will connect Central Geelong with Waurn Ponds via Belmont.
- The western link will connect Central Geelong with Herne Hill via Geelong West.

Adopting best practice from around the world, the cycling routes will include a combination of protected bike lanes (where bikes are separated from cars) and a shared use system (where cars and bikes share the road). Both routes are designed to be used by cyclists of a wide range of ages and abilities to safely ride to destinations like shopping areas and key employment precincts.

The southern route connects central Geelong to Waurn Ponds via Moorabool Street. The City has undertaken an extensive consultation process to determine the most appropriate route and functionality for the bicycle lanes. The design of Moorabool Street has adopted the recommendation from the Better Bikes project.

SAFER TRAVEL IN LOCAL STREETS (STILS)

The City of Greater Geelong has recently undertaken a review of street safety. The review identified that streets in South Geelong had a history of high injury crashes and would benefit from measures to make local streets safer. Feedback received during the community workshops as part of the South Geelong UDF highlighted that residents and visitors to the area want safer local roads for all user groups including pedestrians, cyclists and motorists.

The City is in the process of identifying where possible, improvements to the safety of streets within South Geelong should occur. The City is seeking funding through State Government road safety programs to enable improvements to the streets to be carried out.

Figure 57. captures the concerns raised by residents during consultation and the current thinking of Council officers regarding the need to make improvements to streets.

THE GEELONG LINE UPGRADE - SOUTH GEELONG TO WAURN PONDS RAIL DUPLICATION

The Geelong Line Upgrade is part of the staged upgrade of the Geelong Line and the first step in delivering track duplication from South Geelong to Waurn Ponds to enable more frequent and reliable services for passengers.

Stage 1 of the Geelong Line Upgrade will deliver the Waurn Ponds Station upgrade, including a new pedestrian overpass to create a user-friendly, safe and accessible connection between platforms for station users.

Stage 2 of the Geelong Line Upgrade includes planning and development for the Waurn Ponds Duplication Project, which will duplicate the line between South Geelong and Waurn Ponds to enable more frequent and reliable services for passengers along the line.

Construction on Stage 1 is due to get underway in mid-2020 and is targeted for completion in late 2021. The City is continuing to work with the relevant Rail Authorities in the development of the concept of the South Geelong Station.

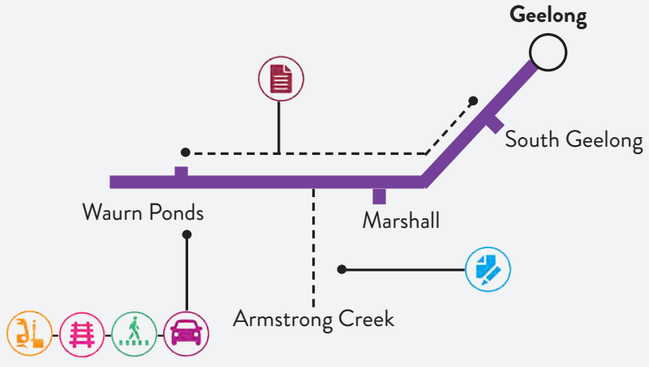


Figure 7. Geelong Rail Upgrades

COMMUTER CAR PARKING

The South Geelong Station Precinct experiences a high demand for access and parking, from commuters associated with the station. Pick up and drop offs at the South Geelong Primary School contributes to the high demand as well. The station carpark can be accessed via crossovers provided on Yarra Street and Verner Street where two all movement accesses and a single exit are provided.

There are 753 off-street, at-grade carparking spaces including eight disabled bays and five 10-minute kiss and ride spaces provided for commuter usage. Based on recent surveys undertaken by the Department of Transport these off-street parking areas are highly utilised.

Based on an inventory review by Department of Transport undertaken in 2018, on-street parking in proximity to the station includes:

- Foster St which provides 254 parking spaces with a mixture of unrestricted and 4P restrictions.
- Bellerine St provides 107 parking spaces with a mixture of unrestricted, 2P and 4P restrictions.
- Yarra St provides 67 parking spaces with a mixture of unrestricted, 2P and 4P restrictions.
- Verner St provides 104 parking spaces with a mixture of unrestricted, 1/4P, 1P, 2P and 4P restrictions.
- Lonsdale St provides 138 parking spaces with a mixture of 1/2P, 1P, 2P and 4P restrictions.
- Carr St provides 190 parking spaces which are unrestricted.
- Mundy St provides 123 parking spaces which are unrestricted.

SOUTH GEELONG RAILWAY STATION URBAN DESIGN FRAMEWORK: HERITAGE CHARACTER STUDY NOV 2019

The City of Greater Geelong engaged heritage consultant Dr David Rowe, Authentic Heritage Services Pty Ltd to prepare a heritage character study to inform the proposed South Geelong Railway Station UDF.

The objectives of this Heritage Report are:

- Confirm and refresh the historical evolution of the South Geelong Heritage Area (including the buildings and streetscape infrastructure) through historical research.
- Carry out physical analysis of the urban layout, built character, engineering infrastructure and public landscapes within the study area (through fieldwork and aerial imagery).
- Assess the existing conditions of existing heritage areas and identify additional heritage character areas following historical research and physical analysis.
- Provide recommendations on the future management of identified heritage character areas.
- Provide recommendations on new development within existing heritage overlays and heritage character areas, interpretation of historical assets, management of public landscapes and infrastructure that contribute to the heritage significance and character of the study area.

The report make a number of recommendations relating to heritage matters within the Study area. The key recommendations include:

- Consider further assessments of the heritage character areas identified in this report for inclusion as heritage overlays in the Greater Geelong Planning Scheme.
- Consider future assessment of individual properties as identified in the report for inclusion within a heritage overlay.
- Support the continued use of old historic shops and stores.
- Maintain the layout of streets.
- Retain uninterrupted view along Yarra, Swanston and Moorabool Streets.
- Protect existing bluestone kerb and channel.
- Reinstate a pedestrian bridge over the railway line at Bellerine Street.
- Additions to heritage building should continue to by sympathetic to the heritage character of the area, including two storey and modern additions.
- Large new development should occur outside heritage areas or potential heritage character areas identified in this report, not dominate significant heritage building, view lines or landmarks.
- Retain existing vegetation and consider new plantings. Particularly retain the three canary street palm date trees at the South Geelong Train Station.

UNIVERSAL ACCESS AUDIT

In July 2019 Council engaged Galbraith Scott to undertake a universal access audit of the streets within the study area, between Mckillop and Fyans Streets and between Moorabool and Bellerine Streets.

In undertaking the audit, the principles of universal design were considered. Universal design means design that is suitable for most users to the greatest extent possible, without the need for specialised adaptation. A series of common design elements are referred to as appropriate in the audit findings and these include:

- Ground surfaces
- Pedestrian paths/ walkways
- Tactile ground surface indicators (TGSIs)
- Pedestrian road crossings
- Vehicle crossovers/ loading bays
- Parking

Several recommendations resulted from the audit. In summary the key recommendations are:

- Many streets within the study area do not meet minimum cross falls, or kerb cuts for people within limited mobility or vision impairment.
- There is a lack of TGSIs, or where they have been provided should be reviewed or upgraded.
- The wide streets make crossing difficult and require people to walk significant distances to the nearest safe crossing point. Additional safe crossing points such as pedestrian refuges should be provided in wide key pedestrian streets.
- There is a significant need to upgrade and maintain footpaths to meet Australian Standards.
- Street lighting should up upgrade or improved.
- Access across the railway track needs to be upgraded to be wheelchair accessible.
- The number of disable parking spaces in the area should be increased and meet Australian standard for access.
- The area would benefit from additional and consistent way finding signage.

This UDF recommends changes to several streets within the study area. As these streets are upgraded or changed, the findings from the audit should be incorporated into the final design of the streets. A copy of this report has also been provided to Council's Engineering Department for consideration during any streetscape renewal projects.

PLANNING SCHEME AFFECTING THE STUDY AREA

ZONES

Figure 8 shows the location of the different zones within the study area. Zoning controls are used to guide land use and built form outcomes. The zoning map indicates that much of the study area is located within a residential zone

COMMERCIAL 2 ZONE – MOORABOOL STREET

- Purpose is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, and associated business and commercial services.
- There is no building height limit for this area.

RESIDENTIAL GROWTH ZONE 2 – 400M WALKABLE CATCHMENT AROUND TRAIN STATION

- To provide housing at increased densities in buildings up to and including four storey buildings.
- To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- A maximum building height limit of 10.5m applies to this area.

Note: In March 2020 Council resolved to rezone this area from RGZ2 to GRZ4 in response to state government zone changes to maintain the three storey height limit for this area.

GENERAL RESIDENTIAL ZONE 1 – BALANCE OF THE STUDY AREA

- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- A preferred building height limit of 11m applies in this area.

PUBLIC PARK AND RECREATION ZONE – KARDINIA PARK, RICHMOND OVAL, HOPETOUN PARK AND GEORGE TRICKEY RESERVE

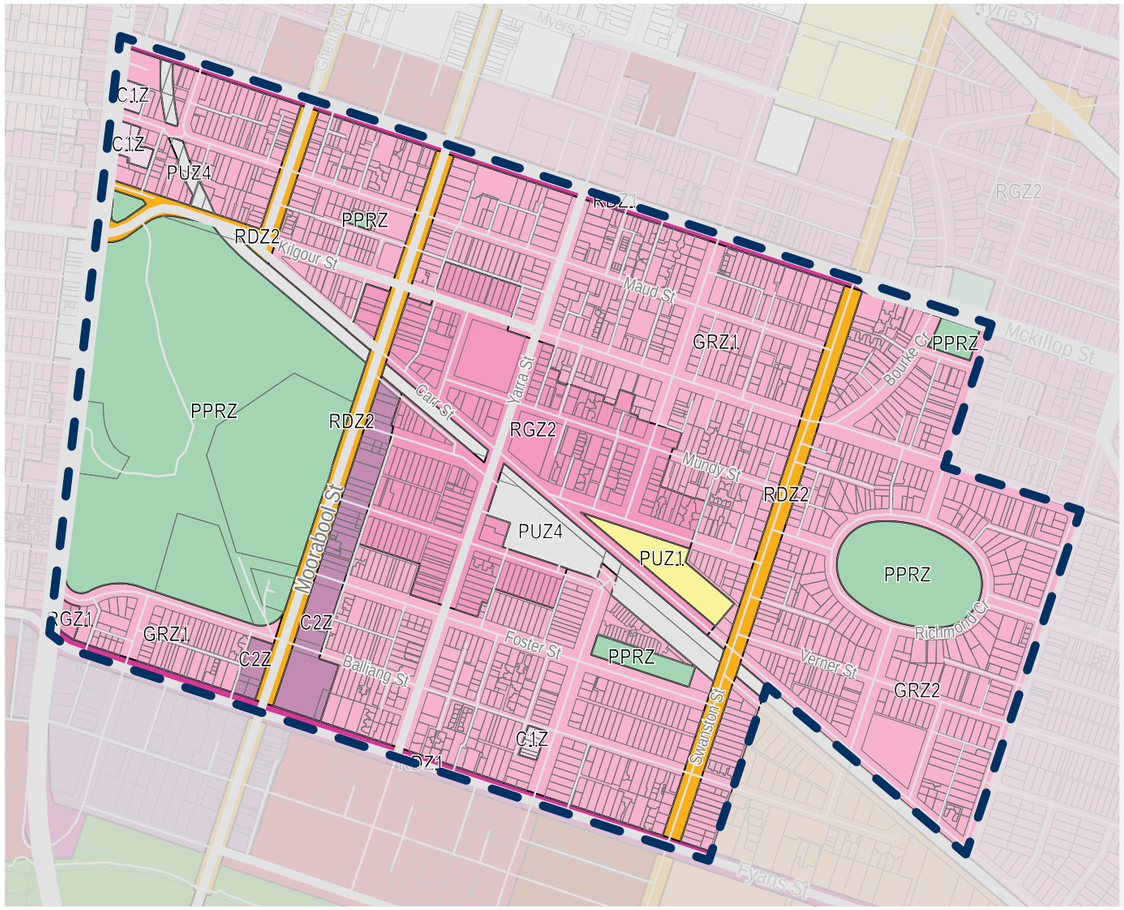
- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

PUBLIC USE ZONE 1 – SERVICE AND UTILITY – BARWON WATER SITE

- Purpose is to recognise public land use for public utility and community services and facilities.
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.

PUBLIC USE ZONE 4 – TRANSPORT – RAIL CORRIDOR

- Purpose is to recognise public land use for public utility and community services and facilities.
- Purpose is to provide for associated uses that are consistent with the intent of the public land reservation or purpose.



ZONING MAP

KEY

- UDF Study Area
- Commercial 1 Zone
- Commercial 2 Zone
- General Residential Zone - Schedule 1
- General Residential Zone - Schedule 2
- Residential Growth Zone - Schedule 2
- Public Park and Recreation Zone
- Public Use Zone - Service and Utility
- Public Use Zone - Transport
- Road - Category 1
- Road - Category 2

Figure 8. Zoning Map

OVERLAYS

Overlays are additional layers of planning control that determine the type of development that occurs and often reflect the need to address previous uses, specific site constraints, and/or strategic locations and relationships.

There are several heritage overlays within the study area. Figure 9 shows the location of the heritage overlays. Figure 9 indicates that there is a large number of heritage listed properties in the north of the study area toward McKillop Street.

Purpose

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Below are key extracts of each of the Heritage Overlay Areas that relate to the study area:

HO 1641 CITY SOUTH HERITAGE AREA

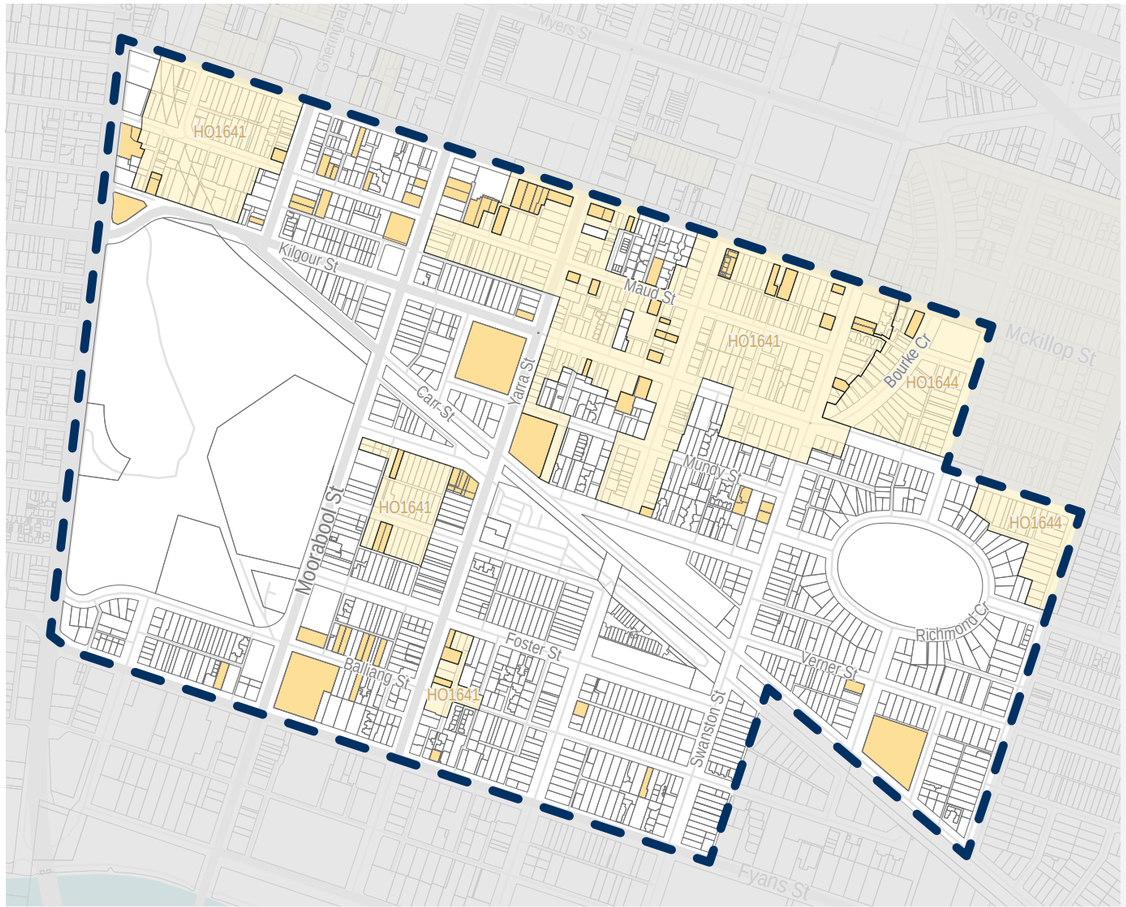
Objectives

- To retain the wide nature strips, street planting, generous building setbacks and garden settings.
- To maintain the distinctive patterns of form and siting determined by street width, where major roads have double fronted houses with generous setbacks and separation, and narrower streets have single fronted houses with smaller setbacks, subdivisions and less separation.
- To protect the intact groups of typical examples of Victorian, Edwardian and, to a lesser extent, Californian Bungalow styles predominantly single storey, detached houses.
- To encourage the contemporary interpretation of traditional building design within the area.
- To encourage the use of traditional construction materials in the area.
- To encourage the use of appropriate fence types, designs and locations.
- To encourage the appropriate development, form and scale of garages and/or carports.

HO1644: CITY SOUTH-EAST HERITAGE AREA

Objectives

- To retain the distinctive, original street planning, garden settings, street setback, and wide nature strips.
- To retain and enhance the combination of grand and modest residential buildings.
- To retain characteristics of intact houses of diverse architectural styles including late Victorian, Edwardian and California Bungalow styles.
- To retain the uniformity of scale of the area including single storey height, regular front and side setbacks, side or rear driveways, building separation and subdivision pattern.
- To encourage the contemporary interpretation of traditional building design within the area.
- To encourage the use of traditional construction materials in the area.
- To encourage the use of appropriate fence types, designs and locations.
- To encourage the appropriate development, form and scale of garages and/or carports.



HERITAGE OVERLAY

KEY

Heritage Overlay - Individually Listed

Site Heritage Overlay - Precinct

Figure 9. Heritage Overlay

OTHER OVERLAYS

Below are the overlays that affect the study area:

ENVIRONMENTAL AUDIT OVERLAY

This overlay is used on sites with potential contamination issues related to previous uses. Its purpose is to ensure potentially contaminated land is suitable for use which could be significantly adversely affected by any contamination.

DESIGN & DEVELOPMENT OVERLAY - SCHEDULE 36

The overlay identifies areas which are affected by specific requirements relating to the design and built form of new development. Schedule applies to the Emergency Medical Service (EMS) Helicopter Flight Path Area (H3 - Rooftop Helipad).

Ensures that the height of new development does not encroach on the flight path airspace areas associated with the Geelong Hospital rooftop helipad.

Ensures that the height of new development avoids creating a hazard to EMS helicopters operating in the vicinity of the Geelong Hospital helipad and to facilitate safe emergency medical service helicopter flight operations.

Triggers a permit requirement to construct a building or to construct or carry out works with a constructed height more than 25.0 metres above ground level.

LANDFILL GAS AND DEVELOPMENT NEAR LANDFILLS

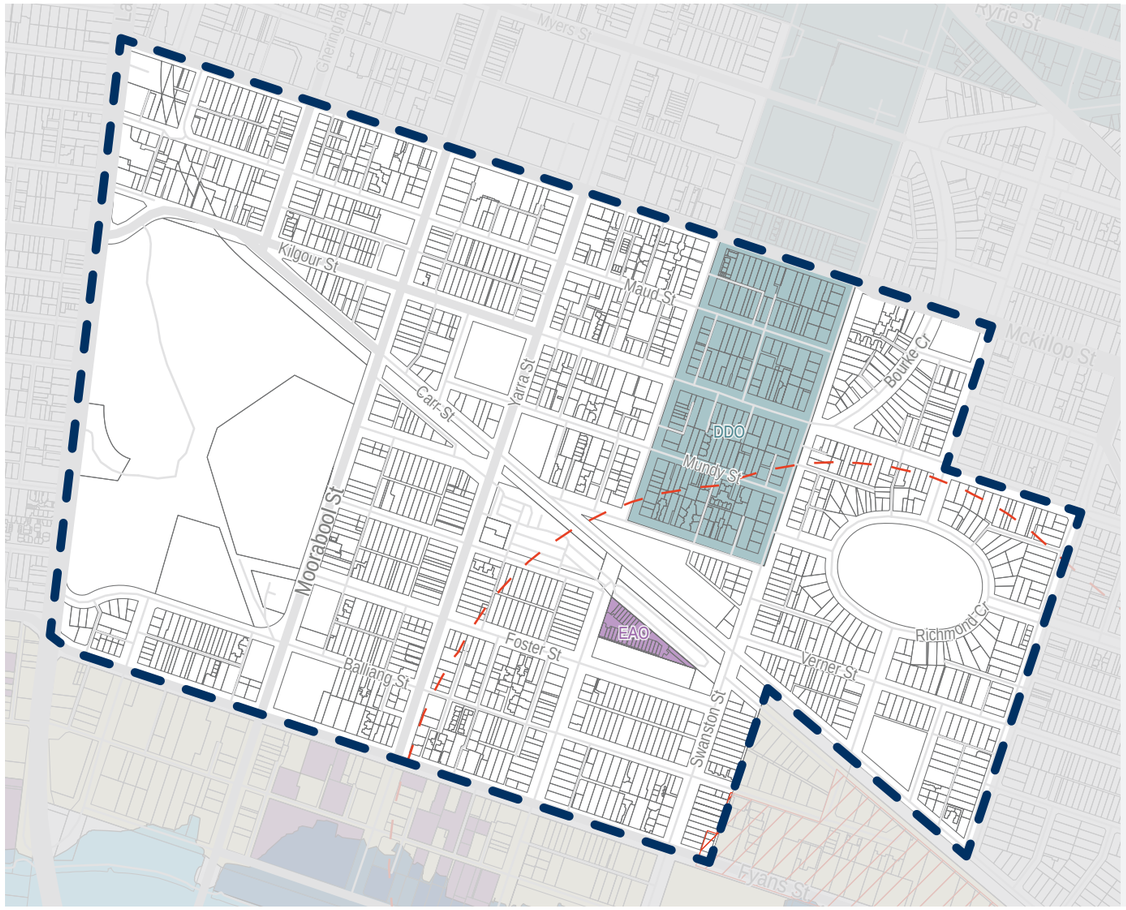
Environment Protection Authority Victoria (EPA) regulates landfills to ensure compliance with the Environment Protection Act 1970 and its subordinate legislation, including the Waste Management Policy (Siting, Design and Management of Landfills) (the Landfill WMP). EPA's purpose in regulating landfills is to protect the environment and surrounding community.

Buffers separate landfills and 'sensitive land uses'. Landfill buffers are used to manage the risk of:

- landfill gas from operating and closed landfills.
- odour impacts from operating landfills.

Outside of the study area but within South Geelong exists a closed landfill and a 500 metre landfill buffer distance applies. Development within the landfill buffer requires:

01. An environmental audit be conducted under section 53V of the Environment Protection Act 1970 (section 53V Audit) that assesses the risk of harm to the proposed development or amendment area from the landfill; or
02. Using relevant information, where sufficient, from a previous assessment or audit (available on the EPA website).



OTHER OVERLAYS

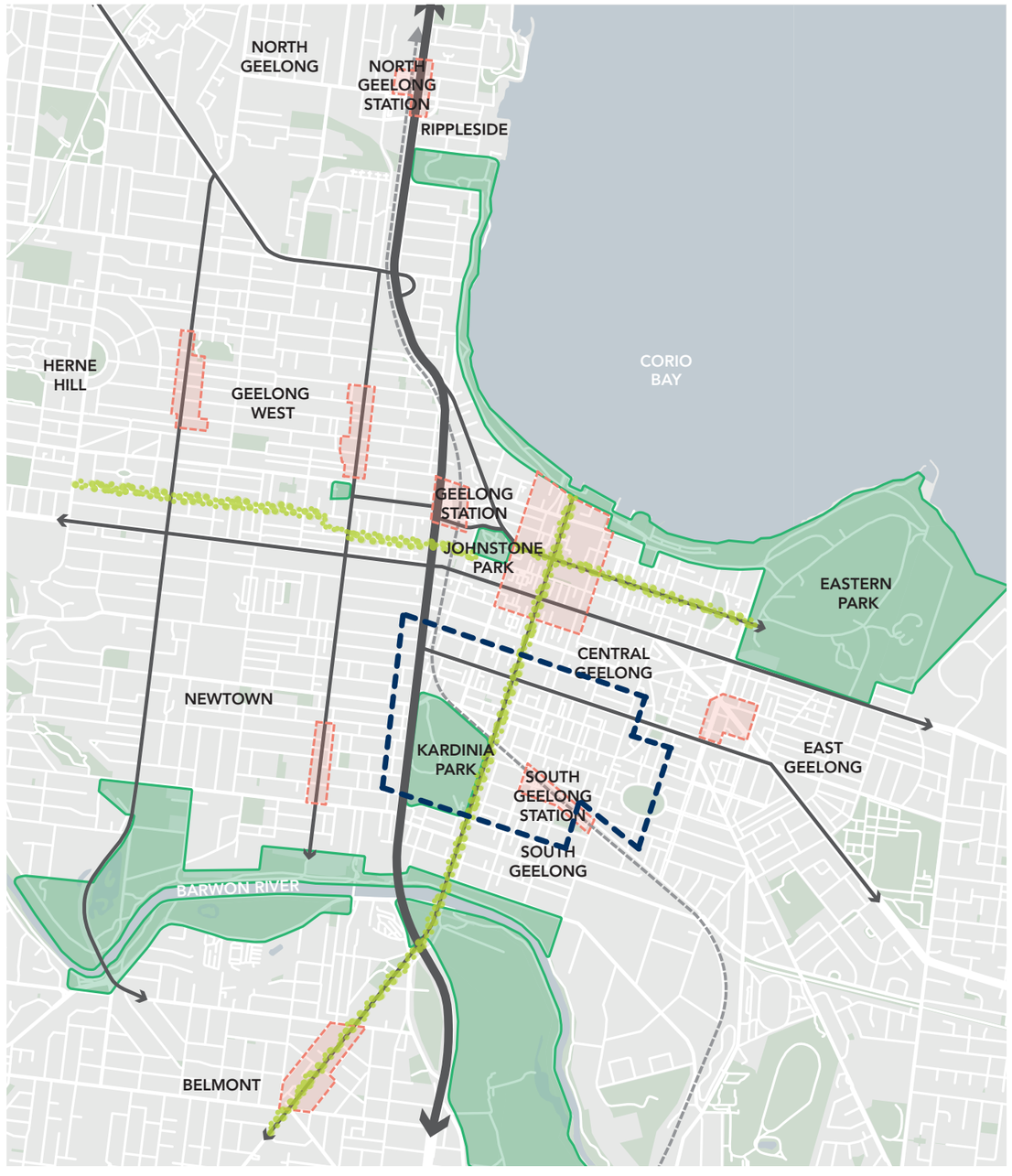
KEY

- Design & Development Overlay - Schedule 36
- Environmental Audit Overlay
- Former Landfill
- Former Landfill 500m EPA Buffer

0 200 400m

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Figure 10. Other Overlays



A WIDER STATEGIC FRAMEWORK

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

The City acknowledges the need to continue to invest in its streets, transforming them into a safe, inclusive, and attractive part of the public realm. 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.

WIDER STRATEGIC FRAMEWORK PLAN

KEY

South Geelong UDF study area boundary

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.

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 a green people-friendly environment with activated streets which connect public spaces.

N

Figure 11. Wider strategic framework plan

CONSULTATION

In July and August 2019, the City organised externally-facilitated South Geelong Station UDF community workshops - 110 community members took part. This gave residents an opportunity to highlight what the community values about the area; what's working well and not working so well and what the area should look like and be like in the future.

Alongside the workshops, 376 community members provided their feedback through an online survey.

The following table highlights the key community and stakeholder strategic outcomes expressed in the consultation.







Consultation workshops

Table 1: Summary of community consultation future directions and strategic outcomes

FUTURE DIRECTION	STRATEGIC OUTCOMES
Access and Connections	• Easy universal access connections within the neighbourhood and to the central business district, riverfront, hospitals, rail trail, surrounding coast and hinterland. • Easy and safe to move around with clear signage, way-finding and lighting including clever and creative pedestrian crossing lighting. • Comprehensive walking and cycling network. • Safe area where people come first. • Well managed and safe traffic intersections. • Clever and creative public transport options.
Social	• Clever and creative responses to changing social infrastructure needs. • Maximised use of existing social infrastructure which meets needs. • Open spaces for people and pets.
Development and housing	• The definitions, implications and decision-making processes in approving housing developments are understood and inclusive. • Developments reference the 'character and identity' of the area and provide the future heritage. • Mixed use development with housing options, retail and open, urban spaces.
Traffic and Parking	• Traffic moves through the neighbourhood slowly and safely. • Available parking for the cars and bicycles of commuters.
Character and identity	• Leafy, evergreen trees define our streets. • An active and healthy community. • A connected and engaged community. • Community gardens and orchards are part of neighbourly interactions. • Developments reference the character of the areas to create the community's future heritage.
Businesses	• People living and working locally. • Vibrant shopping, cafés and nightlife.

ANALYSIS

04

The analysis is based on four broad subject areas:

Local character and development – including landscape setting, building form and scale, heritage elements, key activities and public spaces.

Movement and Access – including traffic and pedestrian circulation, parking, safety and linkages between activities.

Activities - including land use economic development, recreation and social and community activities.

Environment - including public streetscapes and built form.

The analysis work has incorporated field work, heritage character assessment, policy analysis, community feedback. From this foundation a set of design principles have been formulated to guide the development. These principles underpin the Vision and proposed improvement actions for the area.

LOCAL CHARACTER AND DEVELOPMENT

South Geelong is characterised by a grid layout of wide streets, with the exception of the later east extension providing a dynamic curved streets of Bourke and Richmond Crescent.

Punctuating the grid layout is the Geelong to Warrnambool Railway line which extends on a diagonal access from the west end of Kilgour Street to the south end of Garden Street.

South Geelong's gentle sloping topography and regular grid layout provides largely uninterrupted views between the northern and southern parts of the study area.

Most dwellings within the study area are single storey, detached, hipped/ gabled, and constructed of corrugated sheet metal roof cladding and timber weatherboard wall cladding.

Heritage dwellings in the study area largely comprise of a small number of stylistic types: Early Victorian, Victorian, Edwardian/ Federation, interwar and post war.

The football stadium and light towers are a major landmark in the southern central part of Geelong and Moorabool Street Precinct.

Other landmarks that contribute to the character of the area include: Austin Homes, South Geelong Primary School, Former South Geelong United Church Complex, Former Jewish Synagogue, Elephant and Castle Hotel, Former Geelong Grammar School, Former Gordon Junior Technical School and Palais Dance Hall along with early hotels, commercial buildings and corner stores.

DESIGN PRINCIPLE: TO PROTECT AND ENHANCE LOCAL CHARACTER

The existing character of South Geelong should be protected and improved where appropriate. The land use types, style of built form, heritage values, extent of development, landscape setting and public realm experience all contribute to the character of the locality.

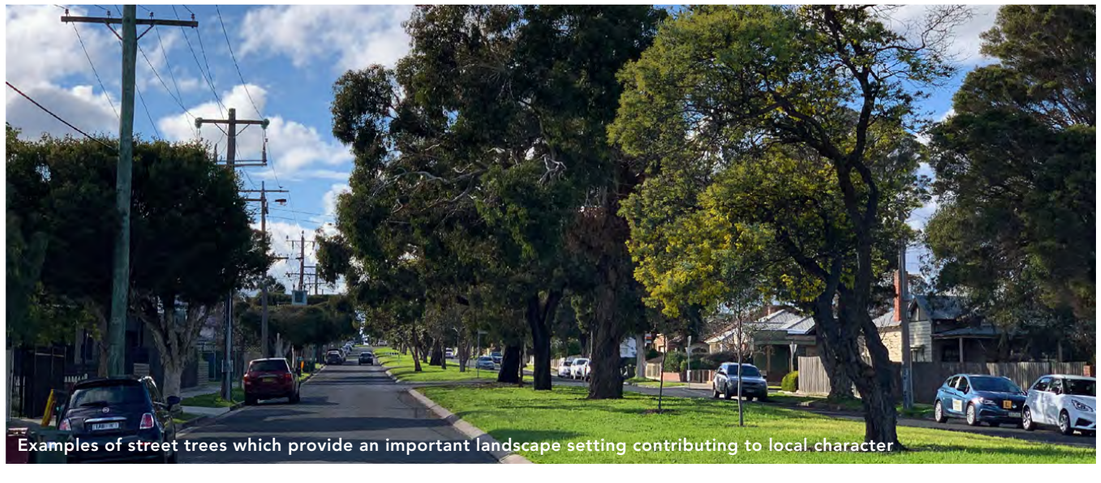








Examples of heritage built form which contributes to local character



Examples of street trees which provide an important landscape setting contributing to local character

MOVEMENT AND ACCESS

Central to South Geelong is the train station and at-grade commuter car parking. The car parking is rudimentary in appearance and difficult for pedestrians and cyclists to navigate. The train station predominantly functions as a park and ride station which results in parking pressures around the station and in local streets.

Road spaces are generally characterised by wide expanses of bitumen, which encourage high vehicular speeds and make pedestrian crossing difficult. Angle parking with no landscaping also dominates most streetscapes.

There are substantial opportunities for public realm improvements to reduce vehicular speeds, improve conditions for cyclists and provide safe pedestrian crossing points.

DESIGN PRINCIPLE: TO IMPROVE UNIVERSAL ACCESS

Accessibility should be inclusive to all and walkable to allow safe and enjoyable pedestrian movement. A sense of arrival, effective circulation and wayfinding are important features.

ENVIRONMENT

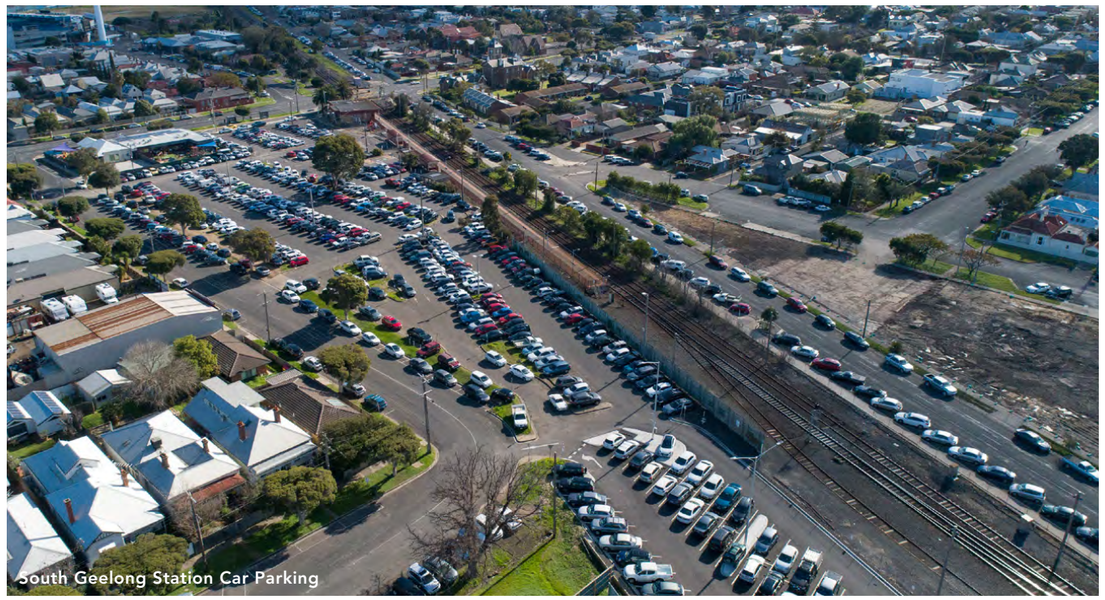
Residential streets throughout the study area mostly feature Brush Box planting. Road reserves could be improved with landscaping, using indigenous vegetation. There is also valuable vegetation within public spaces such as Richmond Park which should be maintained and improved.

DESIGN PRINCIPLE: TO ENCOURAGE BEST PRACTICE ENVIRONMENTALLY SENSITIVE DESIGN

Ensure that the future urban design framework supports; energy efficient building design, water sensitive urban design in streets and public parks, minimal water use and maximising water reuse and supporting schemes such as car sharing.



South Geelong Station


South Geelong Station Car Parking

ACTIVITIES

South Geelong has access to corner shop style cafes, schools, open space and the train station. It is within walking distance to the Geelong City Centre, Barwon Health Hospital, Barwon River, Rail trail and coast.

Richmond Park functions as an important outdoor community space, with opportunity for further enhancement.

Kardinia Park is also an important facility which supports regional sporting and events.

Moorabool Street is a commercial precinct which features office and restricted retail uses. The built form has a predominantly large footprint and is between one to two storeys with variable front setbacks. The public realm is dominated by vehicular movement, features inconsistent paving treatments, large vehicle crossovers, little to no weather protection for pedestrians and limited street tree planting.

DESIGN PRINCIPLE: PROTECT AND ENHANCE LOCAL CHARACTER

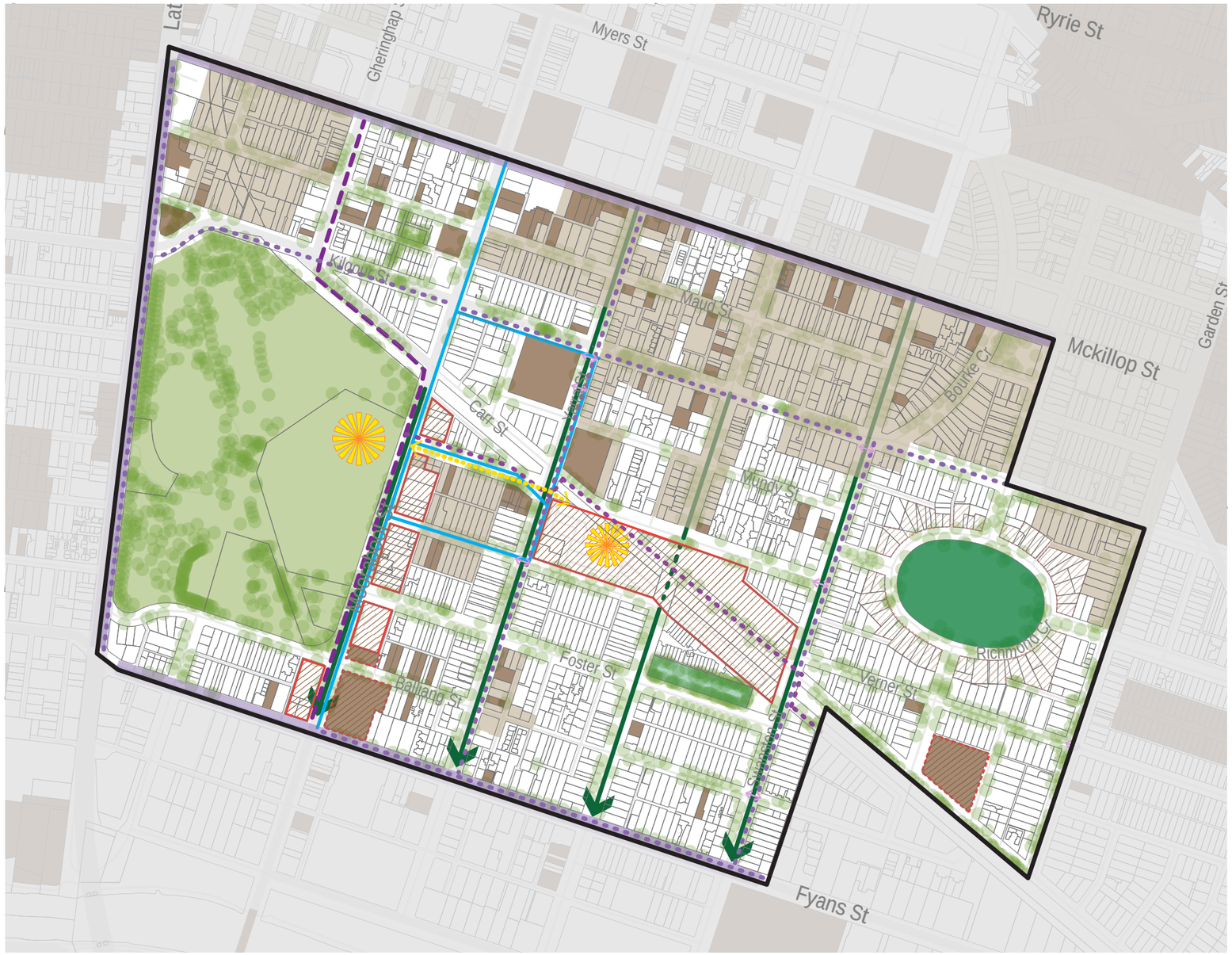
The existing character of South Geelong should be protected and improved where appropriate. The land use types, style of built form, heritage values, extent of development, landscape setting and public realm experience all contribute to the character of the locality.



Richmond Oval



Moorabool Street



URBAN DESIGN ANALYSIS PLAN

OTHER OVERLAYS

KEY

STUDY AREA

- Boundary

CHARACTER

- Heritage area
- Heritage building
- Development opportunity
- Other heritage character areas outside existing heritage overlays identified for further heritage assessment

ENVIRONMENT

- Street tree planting
- Parkland
- Kardinia Park Stadium and parkland
- Key views

MOVEMENT AND ACCESS

- Primary road
- Vehicular entry - signalised crossing
- Vehicular entry - round-a-bout
- Vehicular/ pedestrian conflict points
- Cycle network - separate path
- Cycle network - on road
- Bus route

ACTIVITIES

- Activity node
- Link between activity node

Figure 12. Urban Design Analysis Plan

N

0 200 400m

The strategic direction for South Geelong embodies the General Design Principles and reflects the analysis presented.

The proposed vision for South Geelong addresses the significant issues identified during the analysis and consultation process and builds on the key opportunities for enhancing the special qualities of South Geelong.

Objectives for the area support existing policy context and reflect community issues.

The concept plans for key development areas provide a design response to some of the objectives.

VISION

South Geelong will continue to have a strong residential community with a character of green, tree lined streets and open spaces.

It will have attractive destinations which promote community interaction and are linked by safe and pleasant pathways.

Development will remain modest in scale within heritage areas, where there is opportunity for larger developments, consideration should be given to existing heritage buildings, streetscapes and open spaces.

KEY OBJECTIVES AND STRATEGIES

WALKABILITY/ ACTIVE TRANSPORT

OBJECTIVE:

Improve pedestrian and cycling circulation and safety

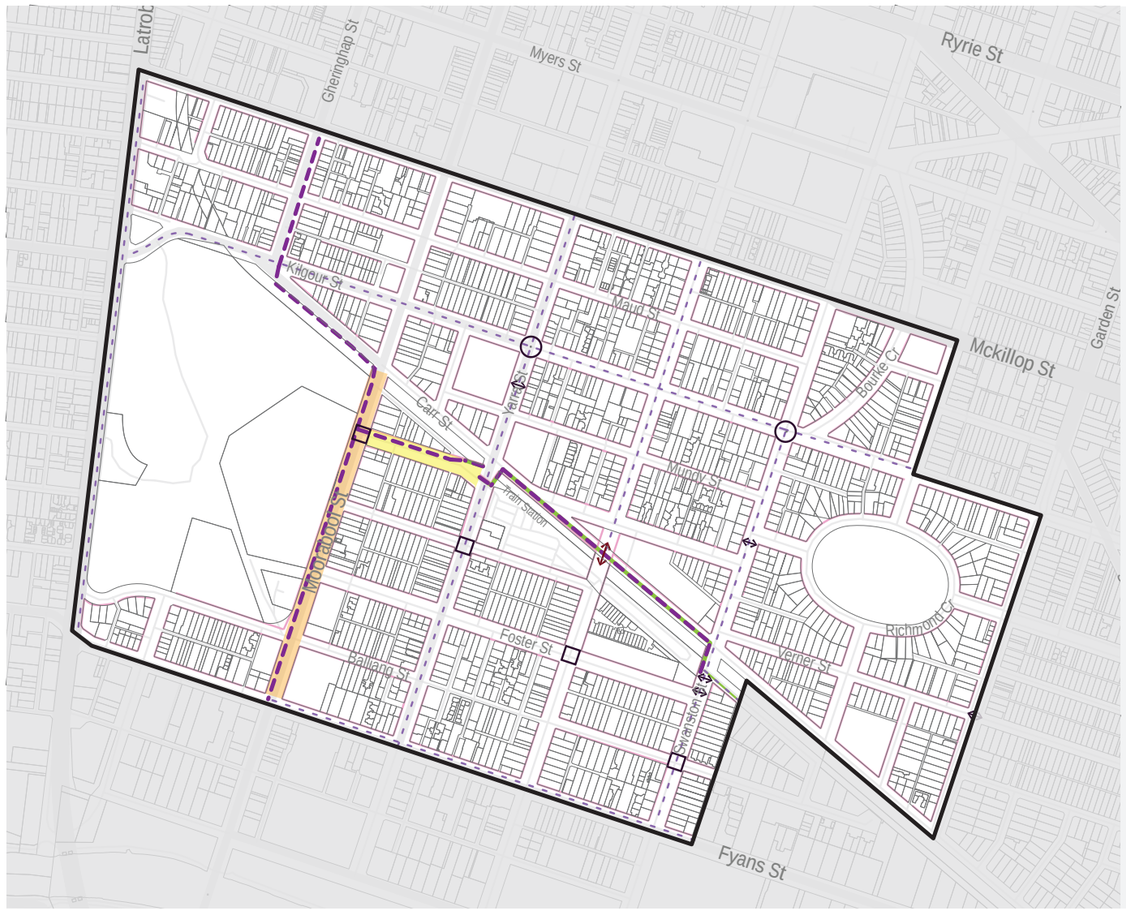
STRATEGIES

Short Term:

- Create a distinctive 'starting point' for the Rail Trail at the Station with good end of trip facilities and cycle infrastructure.
- Provide a pedestrian crossing over the railway line at Bellerine Street as part of a Station renewal project.
- Provide a signalised pedestrian/ cycle crossing across Moorabool Street at the Londsdale Street intersection.
- Improve pedestrian connections from the Train Station to Kardinia Park via Lonsdale Street.
- Improve pedestrian crossings to Geelong South Primary School, particularly across Yarra Street.
- Improve pedestrian crossing at Yarra and Verner Street intersection.
- Improve pedestrian crossings at roundabouts on Kilgour/ Yarra and Kilgour/ Swanston.
- Improve pedestrian crossing of Swanston Street and Balliang Street intersections.

Long Term:

- Improve pedestrian crossings generally throughout South Geelong precinct by providing central medians or extending the footpath/ verge at intersections, as part of a possible suite of public realm streetscape improvements.



WALKABILITY AND ACTIVE TRANSPORT STRATEGY PLAN

KEY

PEDESTRIAN AND CYCLE CROSSING IMPROVEMENTS

- Improve roundabout
- Improve intersection
- Improve road crossing
- Pedestrian crossing over or under the railway line

PEDESTRIAN PATHS

- Maintain and enhance footpath network
- Improve pedestrian environment on Moorabool Street
- Improve pedestrian and cycle connections between Kardinia Park and the train station

CYCLE PATHS

- Separate cycle path
- On road cycle path
- Rail trail

Figure 13. Walkability And Active Transport Strategy Plan

0 200 400m

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VEHICULAR ACCESS AND CAR PARKING

OBJECTIVE:

To provide a safe environment for pedestrians and to minimise the visual impact of car parking area

STRATEGIES

Short Term:

- Where possible provide street trees and shade to car parking spaces.
- Provide safe and convenient footpaths connecting parking spaces to the Station building and platforms.

Long Term:

- Limit all day car parking in residential streets.
- In the long term, a small number of car parking spaces will be removed to accommodate additional planting, walking and cycling safety improvements and shared car spaces.

On street car parking	Number of car parks
Existing	3420
Medium term proposal	3420 (no change)
Long term proposal for street upgrades (planted medians)	3200 (change of 6.5%)

Note: Department of Transport have identified a potential 300 additional car parking spaces at the South Geelong Train Station may be required in the long term future.

TYPICAL STREET CROSS SECTIONS

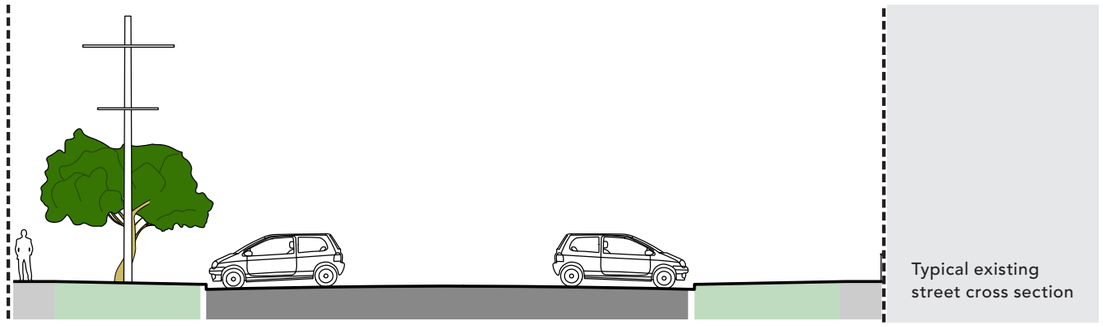
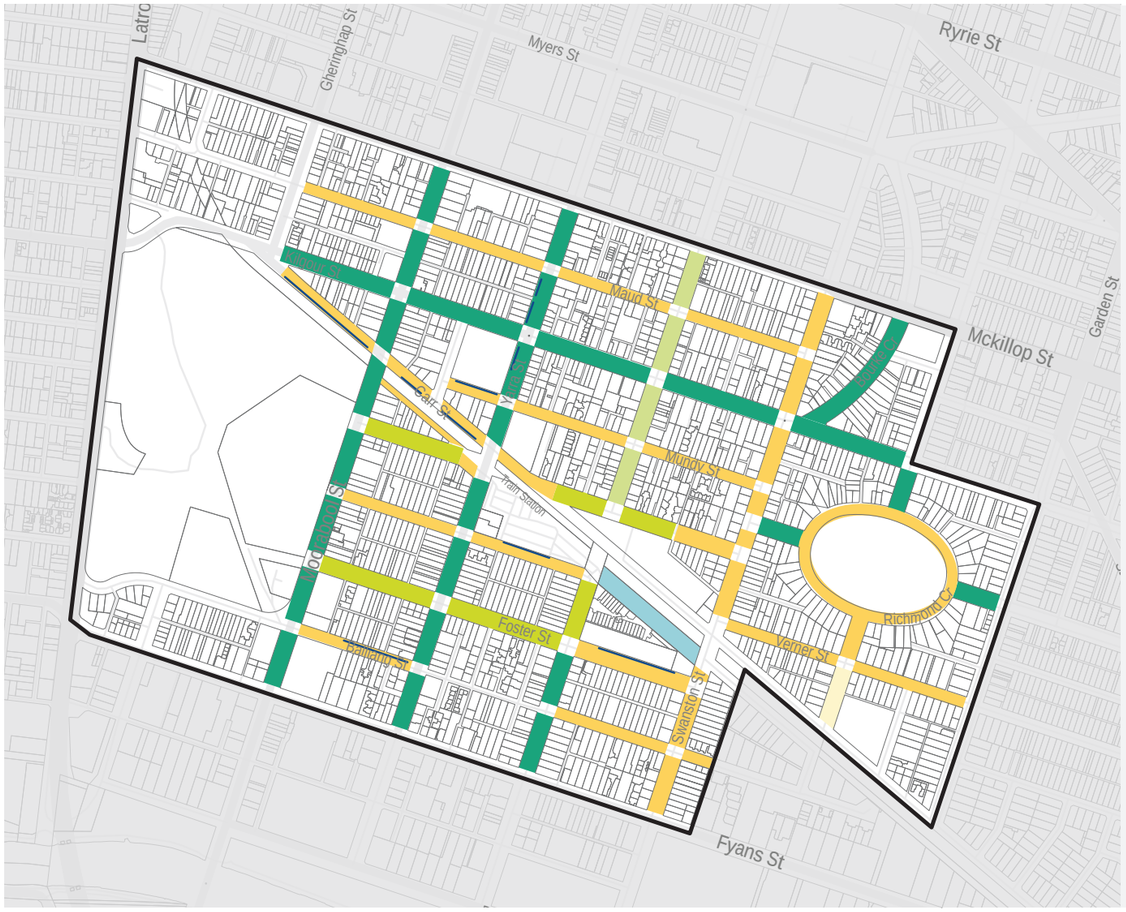


Figure 14. Typical street cross sections


Latro
Gheringhap St
Myers St
Ryrie St
Garden St
Mckillop St
Moorabool St
Malop St
Ware Cr
Ware Cr
Little Malop St
Little Malop St
Station St
Train Station
Mercer St
Mercer St
Mercer St

PUBLIC REALM AND STREETSCAPE

OBJECTIVE:

Preserve the 19th century heritage of ordered and finely interwovern framework of green streets and other spaces to maintain a safe, civilised and healthy urban enviornment conducive to walking and cycling as the primary mode of travel.

STRATEGIES

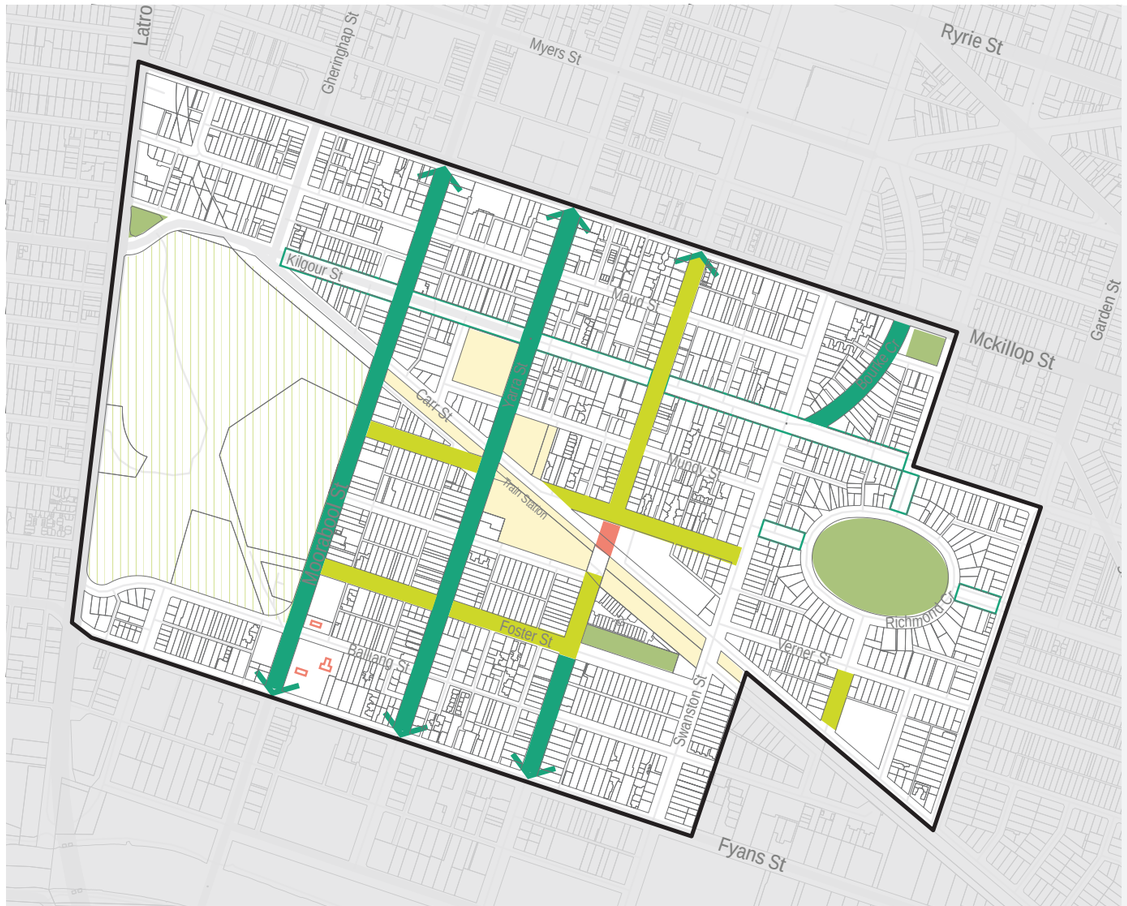
Short Term:

- Protect and retain healthy street trees. Street trees not only offer inherent beauty but protect buildings, street surfaces with shade from the sun and protection from the wind.
- Provide new street tree planting in streets to reduce the heat island effect and absorb carbon dioxide.
- Improve soil moisture and water quality by introducing water sensitive urban design solutions where possible.
- Built form adjoining public spaces must activate the space and provide passive surveillance of the space.
- CPTED principles must be achieved inlcuding ecouraging passive surveillance, effective lighting and management of public areas.
- Wayfinding signage should be provided, particularily supporting the Rail Trail.

Long Term:

- Remove centre road carparking and introduce vegetated central medians, include a mix of vegetation to enhance urban ecology and biodiversity.

Street trees and permeable planted surface	Number/ area
Existing street trees	1400
Proposed street tree planting	470 trees (net gain 134%)
Existing bitumen road pavement	238,000sq m
Existing planted median	13,000sq m
Proposed planted median	16,900sq m (7.1% reduction in road pavement and introcution of permeable planted surface)
Proposed long term planted median	2,500sq m (further 1.1% reduction in road pavement and introcution of permeable planted surface)



PUBLIC REALM AND STREETSCAPE STRATEGY PLAN

KEY

STREETSCAPE

- Provide large canopy tree planting in a new central median (consider water sensitive urban design treatments where possible).
- Maintain and enhance vegetation in existing central medians.
- Provide large canopy tree planting within 90 degree centre road parking. (Staged removal of car parking over time and introduction of vegetated medians).

PUBLIC PARKS

- Maintain and enhance existing public parks as a series of gardens and formal squares.
- Kardinia Park master plan currently underway.
- Provide a new public plaza which connects Bellerine Street with the proposed train station pedestrian overpass.
- Investigate the opportunity of new public plazas associated with heritage buildings in Moorabool Street.

Figure 16. Public Realm and Streetscape Strategy Plan

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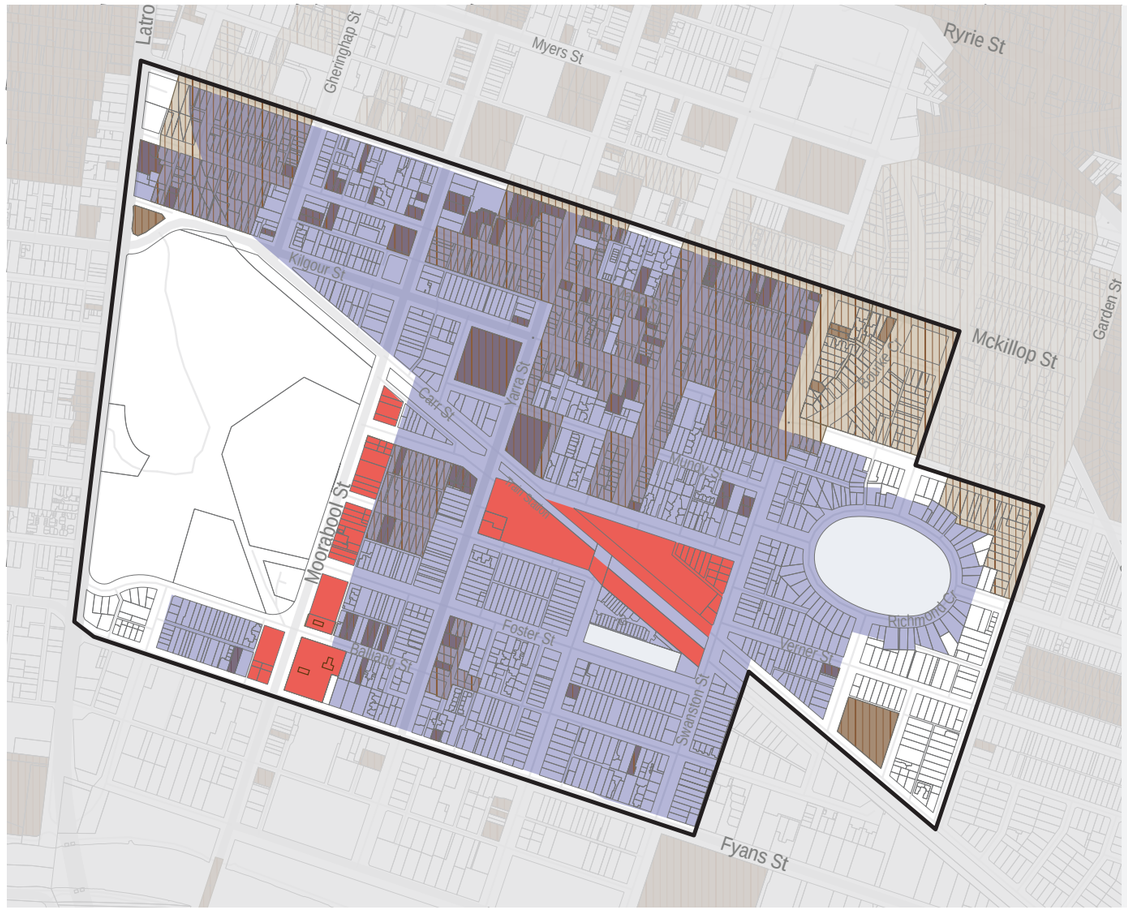
PROMOTE A DIVERSITY OF BUILT FORM AND HIGH QUALITY URBAN ENIVRONMENTS

OBJECTIVE:

Maintain the existing heritage builtform while providing opportunities for refurbishment, adaptive re-use and new buildings to provide a mixture of building types, including different typologies, tenures and adaptable and affordable housing.

STRATEGIES

- Maintain and protect existing heritage built form.
- Redevelopment of the 'Big Shed' (current permit for a medium density development).
- Expand the IHDA to (approximate) 800m.
- Direct significant housing change to Moorabool Street, the Barwon Water Site and Station Precinct by nominating as Key Development Areas.



BUILT FORM STRATEGY PLAN

KEY

- Maintain and protect existing heritage built form.
- Increased housing diversity area.
- Concentrate development around South Geelong Station and Moorabool Street (planning scheme changes required).

Figure 17. Built form Strategy Plan

0 200 400m

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KEY DEVELOPMENT AREAS

06

The analysis and consultation processes have generated specific areas to become the subjects of design studies as part of the UDF. Two development opportunity areas have been identified for further investigation:

01. South Geelong Station Hub
02. Moorabool Street

SOUTH GEELONG STATION HUB

This key development area includes the railway station and its car parking areas, along with the former Barwon Water operations site and some private landholdings which interface these sites.

This section includes recommendations regarding adjacent and surrounding streets including Bellerine, Carr, Lonsdale, Verner and Yarra Streets.

The South Geelong railway station is a major transport node travelling to and from Melbourne, as well as for visitors attending sporting events at Kardinia Park. It has extensive commuter car parking and is also serviced by a major bus route within Geelong.

The former Barwon Water operations site is a vacant 1.16 ha land parcel with frontage to both Lonsdale and Carr Streets. It is less than 200 metres from the railway station.

OPPORTUNITIES

Proposed rail upgrades between South Geelong and Waurn Ponds and the recently closed and vacated Barwon Water site provide an excellent opportunity for a coordinated transit-oriented development. This would include land currently owned by Barwon Water, Vic Track and the City of Greater Geelong, along with some private land holdings.

Close proximity to the railway station allows for residential, commercial and other land uses to capitalise on and benefit from excellent access by public transport. It is also less than 1km from central Geelong makes it particularly suitable for the provision of social housing as a component of new development.

Physical improvements in and nearby the South Geelong Station Hub can provide better pedestrian access between the railway station and Kardinia Park. Better access would encourage spectators to potential sports events to utilise public transport.

Its location also allows for improved pedestrian and cyclist connection to the Bellerine Rail Trail. The activities generated at the start and end point of journeys on that trail will contribute in activating the South Geelong Station hub.

An Increased Housing Diversity Area has been identified within 800 metres walking distance of the station. Its proximity to the station provides opportunity for residential intensification to higher density that will have excellent accessibility by public transport.

CHALLENGES

The railway line is a physical barrier to movement through the area. There is no pedestrian crossing of the railway line between Yarra and Swanston Streets.

A desire for safe universal pedestrian and cycling access has been identified as a key issue through public consultation.

A universal access audit undertaken for Council by Galbraith Scott within the South Geelong UDF study area recommended a range of actions to achieve appropriate standards, particularly for people with limited mobility or vision impairment. These include:

- additional safe crossing points such as pedestrian refuges on wide key pedestrian streets;
- improved street lighting; and
- upgraded access across the railway line to be wheelchair accessible.

The heritage study undertaken by Authentic Heritage Services recommended reinstatement of a pedestrian bridge over the railway line at Bellerine St.

Development needs to ensure safe and functional vehicular access to the railway station and associated car parking.

There is high demand for existing commuter and on-street car parking spaces.

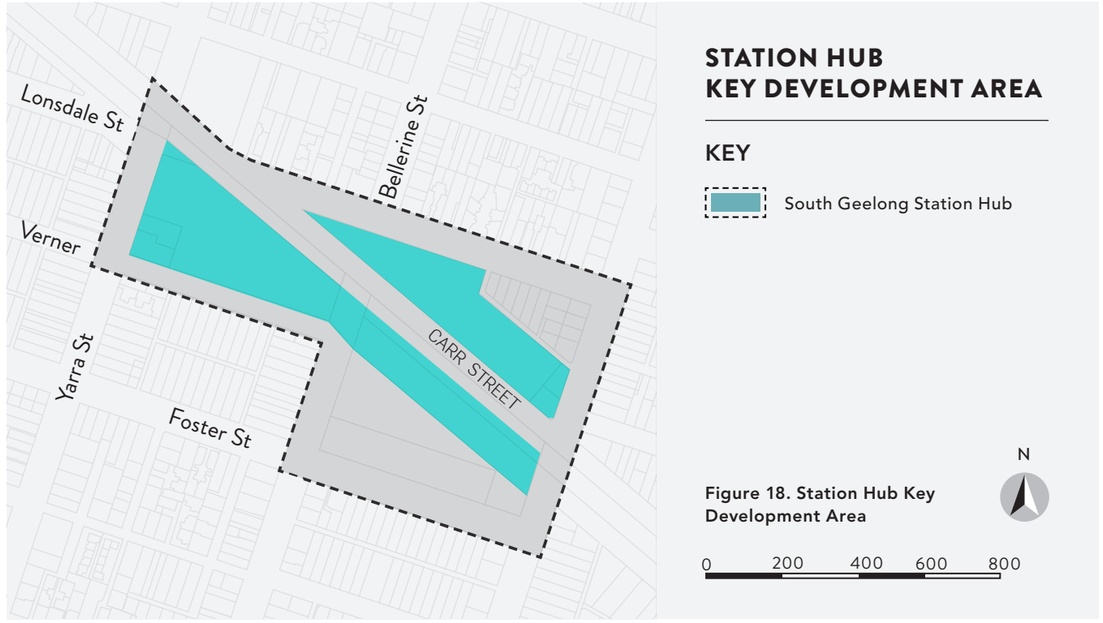


Figure 18. Station Hub Key Development Area

IMPROVEMENTS AND CHANGES

Improvements to pedestrian access throughout the precinct should provide for safe and easy movement, including improved street crossings and a new crossing of the railway line in the vicinity of Bellerine Street.

Intersection improvements should facilitate safer movement for vehicles, cyclists and pedestrians.

Land use intensification to provide higher density residential development and commercial uses, particularly adjacent to the station, will capitalise on proximity to the station and provide a vibrant, activated mixed use environment.

Community, retail and small-scale commercial uses within the redevelopment will serve new residents and the surrounding neighbourhoods.

Railway station car parking should be consolidated within a multi-level car parking facility to free up areas of on-street and off-street car parking for access and streetscape improvements as well as for new development in the long term.

Development within the South Geelong Station Hub will be generally consistent with a concept plans set out in the UDF. The ultimate form of development will be informed by development feasibility as well as another phase of design refinement, consultation through a planning scheme amendment and documentation before it is implemented. Two options have been included in the concept plan to test scenarios with the community and stakeholders.

STATION HUB OBJECTIVES:

The objectives of this development plan are to ensure:

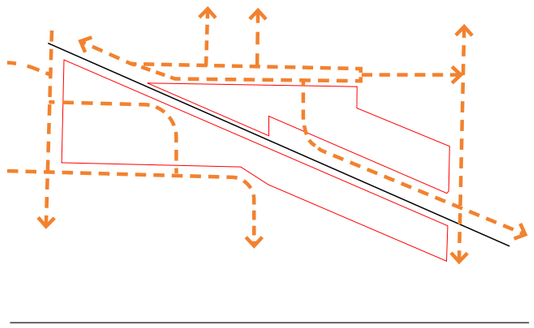
- That the future redevelopment of the Station area will result in a model example of ecologically sustainable urban renewal;
- The development of a diverse and high quality residential and mixed-use precinct;
- That the site consists of high-quality landscaped public plaza spaces;
- That the heritage palm trees are conserved;
- That a pedestrian railway crossing is provided;
- That new buildings respond to their context in order minimise their impact on the amenity of neighbouring dwellings and urban character of the surrounding area;
- The street network provides attractive tree-lined streets and a pedestrian and bicycle priority access network with significant water sensitive urban design elements;
- That the built form, layout and street network encourages and promotes the use of public transport;
- The staging of the redevelopment of the precinct will ensure that car parking supply is managed overtime.

DESIGN PRINCIPLES:

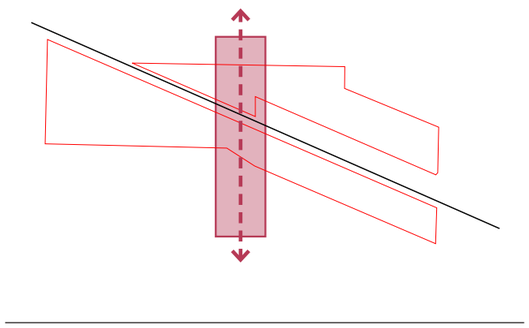
The redevelopment of the station precinct is to be in accordance with the following principles:

- Create new station forecourts/ public squares which are connected across the railway by a pedestrian overpass.
- Provide a legible and coherent structure of streets that complement the existing, adjacent street network and responds to key pedestrian and bicycle desire lines (principally from the Rail Trail and Bellerine Street), universal access considerations, stormwater management requirements and crime prevention through environmental design principles.
- A new 'mini main street' will be carefully designed and landscaped to create high quality pedestrian and cycle priority streetscapes and very low vehicular traffic speeds.
- Access to the Station and bus stops will be enhanced.
- A community hub will be created within the station precinct supporting a range of uses that will serve the new and surrounding neighbourhoods, including community, retail and small-scale commercial uses.
- The development will provide for a diverse population through an appropriate mix of dwelling types including accessible, adaptable and affordable housing.
- The buildings located on the corner of Bellerine St/ Lonsdale St and Yarra St/ Lonsdale Street are to be of the highest architectural quality as they form key view points and assist in orientating the Station.
- The style of the remaining architecture on the site should be generally visually recessive and of high-quality construction. A variety of building heights and forms should be achieved with a maximum of 10 storeys. Buildings above 4 storeys in height should be designed to minimise the visual impact of the upper levels. This could be achieved through upper level setbacks, dark recessive colours and material and minimising the visibility of roof forms and associated plant structures, lift overruns and the like.
- Development at the eastern edge, towards Swanston Street, should be predominantly lower in scale and be of maisonette and townhouse typologies.
- The development's urban structure will extend public domain view corridors from streets into and through the site.

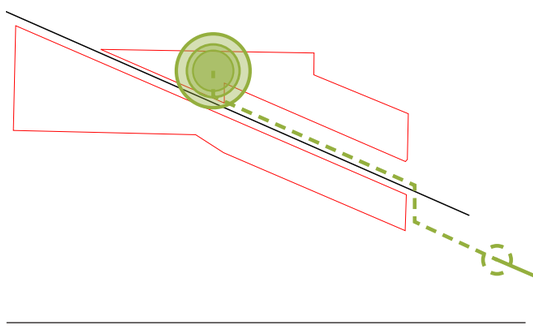
STATION HUB DEVELOPMENT AREA PRINCIPLES DIAGRAMS



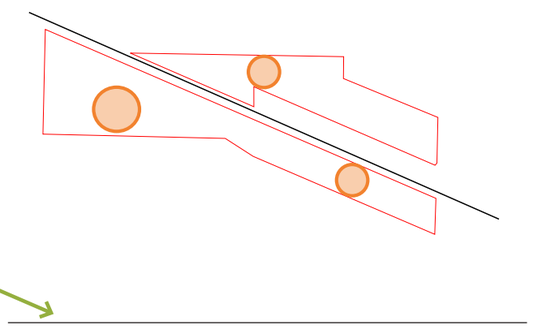
Create a legible and coherent structure of streets



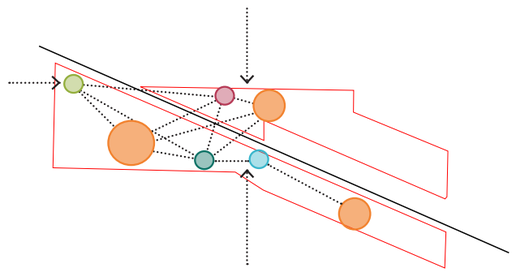
Reinstate Bellerine Street pedestrian connection



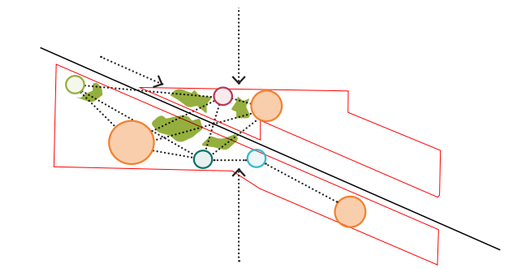
Celebrate the beginning of the Bellerine Rail Trail



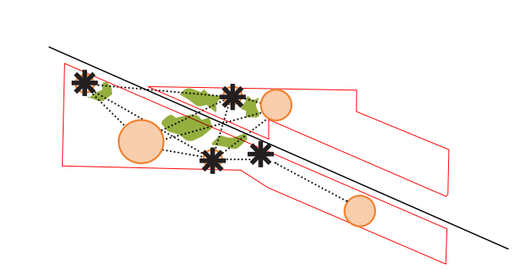
Anchor each end with pedestrian generating uses



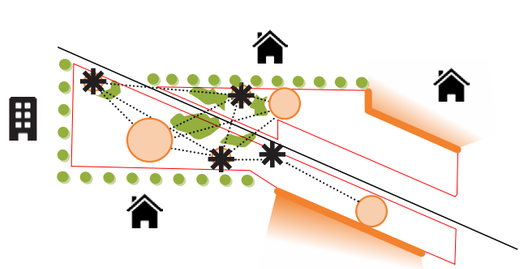
Mix of uses scattered across the site to generate foot traffic



Local civic or public spaces at the major intersections of foot traffic



Create landmark forms at key points



Integrate the edge conditions to surrounds

Figure 19. Station Hub development area principles diagrams

EXAMPLES OF EXEMPLA BUILT FORM AND STATION DESIGN



Mid rise development, Victoria St, Brunswick



Courtyard development, Western Harbour Sweden



Sustainable housing, Copenhagen



Footscray Station Arcade Bridge



Platform design at Middle Gorge Station

CONCEPT PLANS

The concept plans aim to provide a vision for how the station hub development area may be developed over the time period of the study. The plan is a conceptual design proposal which will require economic testing, as well as another phase of design refinement, consultation and documentation before it is implemented.

Two options have been prepared to test scenarios with the community and stakeholders.

KEY MOVES

PUBLIC PLAZA AXIS

Two new landscaped public plazas will be located on the axis of Bellerine Street which will form the heart of the precinct. The plazas will become important locations to cross the railway line and access the station.

Active edges will frame the plaza spaces and provide opportunities for outdoor dining and informal gathering.

The northern plaza will be the start/end point for the Rail Trail with directional signage and end of trip facilities.

STATION ARCADE BRIDGE

An architecturally designed, combined pedestrian and station arcade bridge is proposed to connect the two plazas.

RAIL PLATFORMS

The bridge will connect with rail platforms on the north and south of the railway lines.

RECONFIGURATION OF CARR STREET

Carr Street is proposed to be reconfigured to accommodate the new northern rail platform and provide opportunity for a pedestrian and cyclist priority forecourt space. Carr Street will be rerouted through the centre of the Barwon Water site.

Note: An assessment of rail noise will need to be undertaken in line with Department of Transport Passenger Rail Infrastructure Noise Policy. Noise attenuation at the source is preferable if possible.

MULTI-DECKED CARPARK

A multi decked car park is proposed on the southernmost portion of the commuter car park site. This will accommodate the current car parking requirements within two levels, with potential to add another level if required. The carpark will share lifts with the Station Bridge Arcade.

YARRA STREET

Bus stops will be relocated to Yarra street with a raised signalised crossing to allow safe pedestrian connection to the Station and surrounding neighbourhood.

An intersection upgrade is proposed on the corner of Verner and Yarra Street to improve both pedestrian and vehicles crossings.

MINI MAIN STREET

This new street will be a slow speed pedestrian priority street with taxi and ‘kiss and ride’ facilities.

PROPOSED LAND USES

BARWON WATER DEVELOPMENT

The Barwon Water site could be developed for a variety of uses including residential, health and wellbeing, commercial and retail.

STATION CARPARK DEVELOPMENT

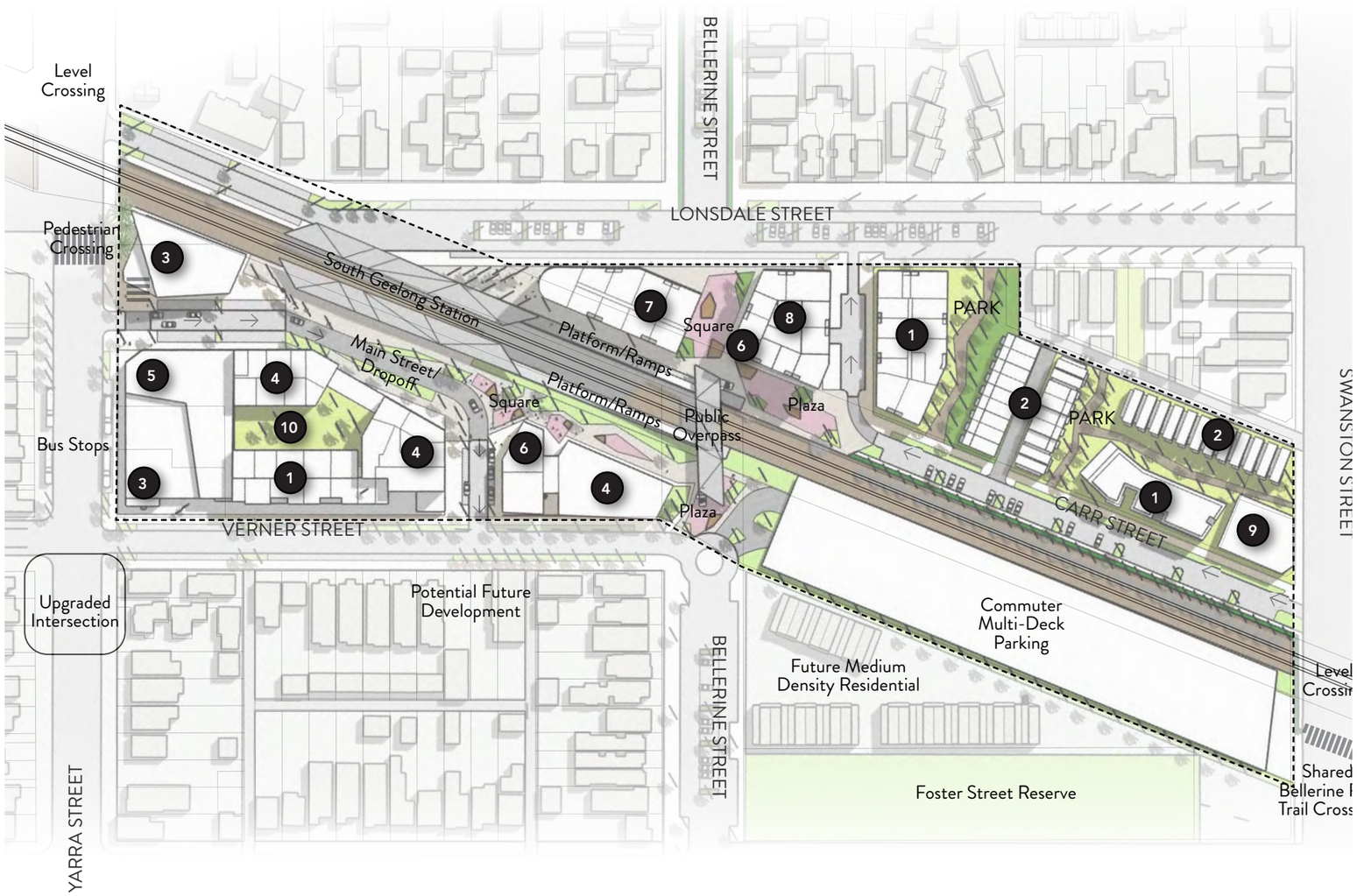
Consolidation of the car parking allows opportunity for re-development of the remainder of the site. A mixed-use development is proposed with non-residential uses addressing a new ‘mini main street’, Yarra Street, and Verner St.

A small-scale supermarket could be accommodated on the ground floor, which is sleeved in smaller scale retail/ commercial development.

A combination of office and residential uses are proposed on the upper levels.

CHILDCARE REDEVELOPMENT

The Childcare has been shown on the first floor of the development. While it would be preferable for the Childcare to be incorporated in a redevelopment as shown the plan, the Childcare could remain in its current configuration until funds become available.



CONCEPT PLAN STATION HUB PRECINCT OPTION 1.

KEY

1. RESIDENTIAL (APARTMENTS)
2. RESIDENTIAL (TOWNHOUSE/ MAISONETTE)
3. COMMERICAL
4. RETAIL (RESIDENTIAL ABOVE)
5. FIRST FLOOR CHILDCARE
6. CAFE/ RESTAURANT
7. HEALTH/ WELLBING (RESIDNETIAL ABOVE)
8. MEDICAL/ MIXED USE (RESIDENTIAL ABOVE)
9. MIXED USE (COMMERCIAL AND RESIDENTIAL
10. GROCER AND LOADING (GARDEN ABOVE)

Figure 20. Concept Plan Station Hub Precinct Option 1.

0 40 80m

N

OPTION 1 BUILT FORM AND BUILDING HEIGHTS

Medium to high rise development is considered appropriate in order to introduce new housing and building typologies into South Geelong and make best use of this unique location adjacent to public transport.

BARWON WATER SITE

The development on western edge of the plaza (corner of Bellerine St and Carr St) is proposed to be a landmark podium building of up to 10 storeys.

Development will generally reduce in height as you move east through the site. Development is proposed to be up to 6 storeys on the remainder of the Lonsdale Street frontage and Carr Street frontages.

Development which addresses Swanston Street and the existing lane should be lower in scale - up to 3 storeys - and be of maisonette and townhouse typologies to minimise impact on existing residents.

STATION REDEVELOPMENT SITE

The proposed commercial building on the corner of Yarra St and the train line could be up to 4 storeys. This prominent development should be of high-quality architectural design. The building may include architectural roof features that protrude above the normal roof line and increased parapet heights.

The commercial building on the corner of Bellerine and Verner Street could be of a similar scale, up to 4 storeys.

All other development on Verner Street would be up to 7 storeys with upper level setbacks, as shown on the cross section A-A, to minimise overshadowing and visual impacts of the development when viewed from Verner St.

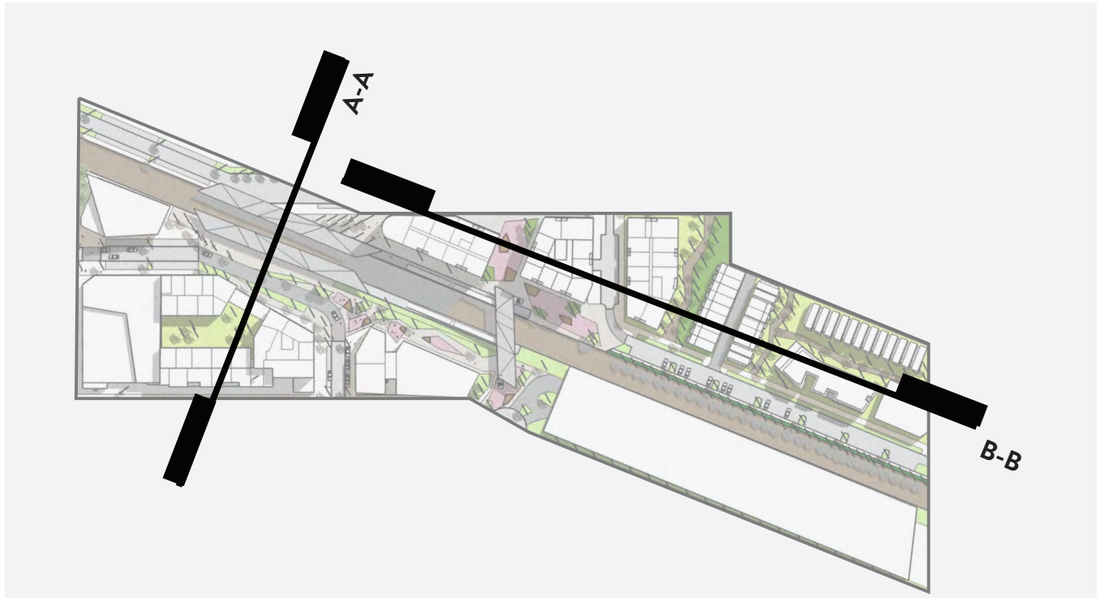


Figure 21. Key plan

OPTION 1 BUILT FORM AND BUILDING HEIGHTS

CROSS SECTION A-A (OPTION 1)

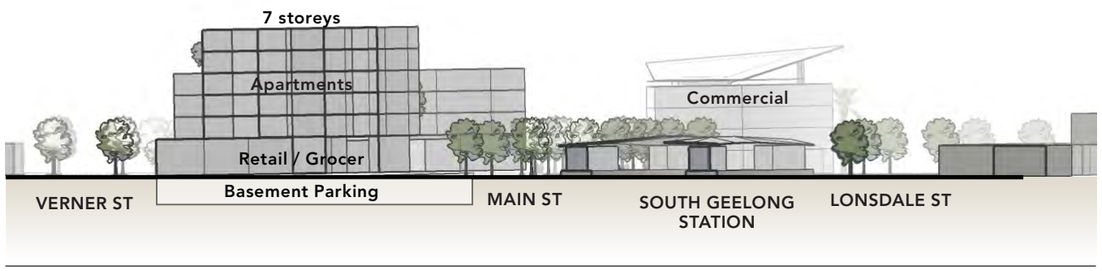


Figure 22. Cross Section A-A (Option 1)

LONG SECTION B-B (OPTION 1)

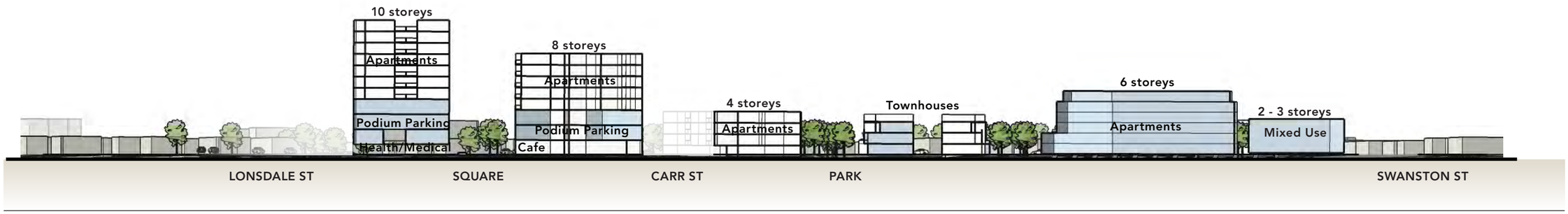


Figure 23. Long Section B-B (Option 1)



Figure 24. Aerial view from the south of potential development in the Station Hub precinct (Option 1)



Figure 25. View looking into the Station Hub precinct from Yarra St (Option 1)

OPTION TWO - ALTERNATE DEVELOPMENT OPTION ON THE BARWON WATER SITE

OPTION 2 BUILT FORM

This option explores an alternative layout of development blocks and buildings for the Barwon Water site.

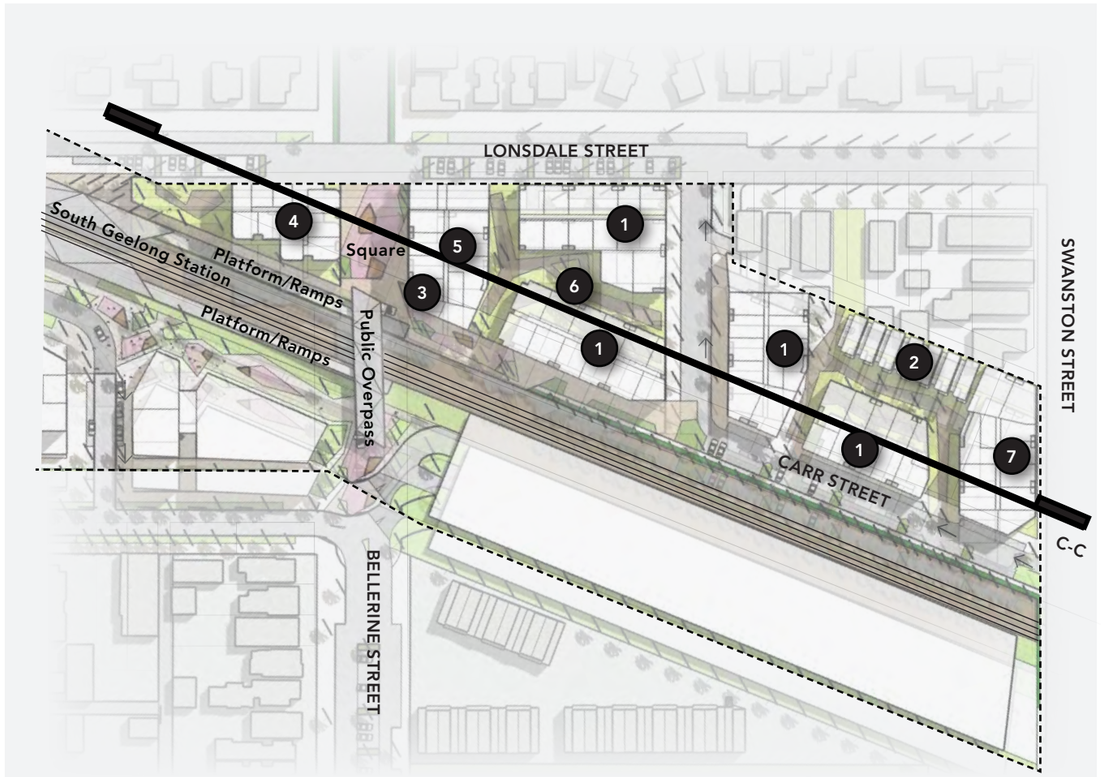
Development is proposed to address the street to form perimeter blocks with central courtyard spaces.

It results in a lower overall building height of maximum 6-7 storeys. The mix of uses would be similar.

OPTION 2 ACCESS AND MOVEMENT

The perimeter block pattern focuses active edges and pedestrian access and movement on public streets, the public square and park on the corner of Lonsdale and Carr Street.

The Rail Trail, starting point and provision of end of trip facilities in a public square is similar in both options. As are proposed vehicle movements.



CONCEPT PLAN STATION HUB PRECINCT (OPTION 2)

KEY

1. RESIDENTIAL (APARTMENTS)
2. RESIDENTIAL (TOWNHOUSE/ MAISONETTE)
3. CAFE/ RESTAURANT
4. HEALTH/ WELLBING (RESIDNETIAL ABOVE)
5. MEDICAL/ MIXED USE (RESIDENTIAL ABOVE)
6. INTERNAL PODIUM PARKING (GARDEN ABOVE)
7. MIXED USE (COMMERCIAL AND RESIDENTIAL)

N

0 40 80m

Figure 26. Concept Plan Station Hub Precinct (Option 2)

OPTION TWO - ALTERNATE DEVELOPMENT OPTION ON THE BARWON WATER SITE

LONG SECTION C-C (OPTION 2)

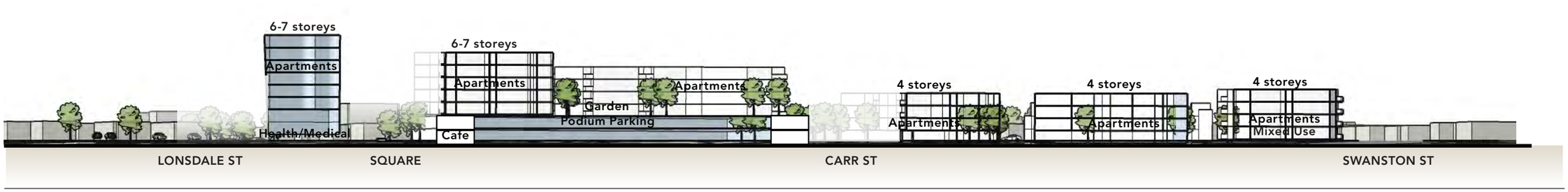


Figure 27. Long Section C-C (Option 2)



Figure 28. Aerial view from east (Option 2)

SUMMARY OF KEY DIFFERENCES BETWEEN DEVELOPMENT OPTIONS ON THE BARWON WATER SITE

	KEY DIFFERENCES BETWEEN PROPOSED BARWON WATER SITE DEVELOPMENT - OPTION 1	KEY DIFFERENCES BETWEEN PROPOSED BARWON WATER SITE DEVELOPMENT - OPTION 2
BUILT FORM		
Block and street pattern Setbacks on boundaries/ street frontages	Option 1 shows a street and block pattern of buildings which address public and private open spaces. This creates potential for multiple pedestrian connections through the site from Lonsdale Street to Carr Street and the Station.	Option 2 features a different block pattern of buildings with 0m setbacks to street boundaries, which form perimeter blocks. The perimeter block pattern focuses active edges and pedestrian access and movement on public streets. This is arguably more in keeping with the development pattern of Geelong.
Building height	The 10 storey building proposed on the corner of Lonsdale and Carr Street is somewhat out of character to the surrounding residential neighbourhood. However, given the proximity to the Station and future character of the train station precinct, intensification may be more desirable in the future.	Option 2 proposes a lower scale of development, up to 6 storeys, which is arguably more in keeping with the character of the area. **Note: further economic testing is required on the viability of the proposed building types.**
View lines	Views through the 'Mini Main Street' will terminate on a landmark, 10 storey building. Geelong's grid layout does not generally include view lines terminating on buildings. While this is out of context for Geelong, it may be appropriate to help locate the Station building.	A 6 storey building at the termination of the view would be less prominent.
PUBLIC SPACES/ LANDSCAPE FEATURES		
	Option 1 shows a series of small landscaped parks which provide amenity for future residents. These may be fenced or provide pedestrian links through the site to the station.	Option 2 shows a park on the corner of Lonsdale and Carr Street which is more obviously public and provides good north facing amenity for users. Option 2 shows proposed courtyards developed on podium parking, which would result in central private courtyards. Deep soil planting would not be possible.
SOCIAL IMPACT		
Affordable and social housing	Given the greater development yield in Option 1, there may be more opportunities for affordable and social housing.	There may be reduced opportunities for affordable and social housing.
Community services and facilities	The increased development provides more opportunities for services and facilities due to the higher number of people living in the precinct.	There may be reduced opportunities for services and facilities due to fewer people living in the precinct.
Safety	Retail and community facilities as well as upper level residential development which address the streets and public spaces provide 'eyes on the street' to create a safer pedestrian space. Option 1 includes car parking in the podium levels and therefore reduces the 'eyes on the street'.	Option 2 sleeves all car parking with active edges and residential development which increases 'eyes on the street'.

FINAL OPTION

It is anticipated that following consultation a final option will be developed.

This may be a hybrid of option 1 and 2 depending on community and stakeholder preferences.

The final layout of South Geelong Station will also consider passenger and operational needs of the station including pedestrian, cycle and bus connections. These requirements will be factored into the decision on final location on the proposed pedestrian bridge.

A redesign of the location of the station arcade bridge requires a careful rethink of the public squares which interface the bridge. The connection across Bellerine Street is also very important and historically significant, whether it's to be a visual or physical connection it will require careful design consideration.

A strong architecturally designed overpass and ramp system, be it on the axis of Bellerine Street or mid-way between Lonsdale and Yarra Streets, is imperative in this important urban precinct.

The City will continue to work with Department of Transport, Rail Projects Victoria and Barwon Water on a preferred outcome following the consultation period.

STATION HUB PUBLIC REALM WORKS

An integrated, staged public realm and streetscape upgrade program is proposed within the Station Hub key development area, which utilises the wide street reserves for biodiversity, pedestrian and cycle benefits.

LONSDALE STREET (EAST)

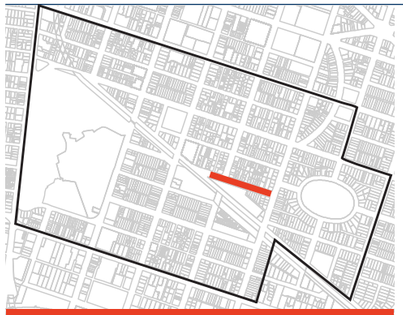


Figure 29. Key Plan

EXISTING CONDITION:

This section of Lonsdale Street is between Swanston Street and Carr Street.

- Wide asphalt carriageway in good condition.
- Concrete footpaths.
- Brush Box planting to road edges.
- A 30m wide road reservation.



Figure 30. Lonsdale Street (East), existing typical cross section

LONSDALE STREET (EAST) PUBLIC REALM VISION:

The northern side of Lonsdale Street will be maintained substantially in its present form using existing pavement, trees and drainage. The south side will be reconstructed to included expanded footpath and nature strip which allows provision for pedestrians, new canopy trees and WSUD treatments. A combination of centre of road and kerb side parking will service both residents and commuters.

Note: Long term staged removal of centre road car parking is proposed. To be replaced with vegetated medians.

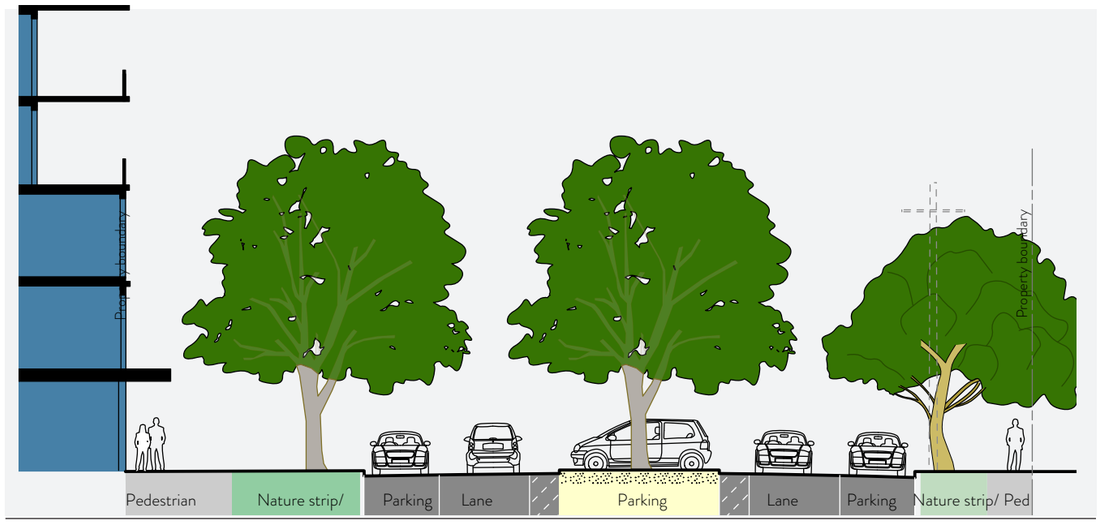


Figure 31. Lonsdale Street (East), proposed typical cross section

STRATEGY PLAN:

- Provide parking for residents, short stay shopping and commuters.
- Provide canopy trees.
- Provide space for sitting, resting and meeting on the southern (sunny) side of the street.
- Develop WSUD solutions, especially where they can help support better tree growth.
- Underground power.
- Reduce speed limit to 40 km/hr.

MATERIALS:

- Concrete footpaths.
- Trees within parking bays, established within wide trenches of structural soil.
- Trees within nature strips/ rain gardens.
- Pedestrian lights within footpath zone.

TREE SPECIES:

- Brush Box planting maintained and reinforced in northern nature strip.
- Large canopy tree planting within parking zone and nature strips. Possible tree selection; Lemon Scented Gum, Spotted Gum or Smooth-barked Apple Myrtle.

CARR STREET

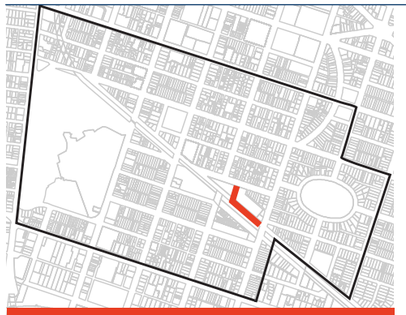


Figure 32. Key Plan

EXISTING CONDITION:

- Wide asphalt carriageway in good condition.
- Concrete shared path.
- Sparing planting with inadequate scale (bottlebrush) on northern road edge.
- Sparing Brush Box planting on the southern road edge.
- A 20m wide road reservation.

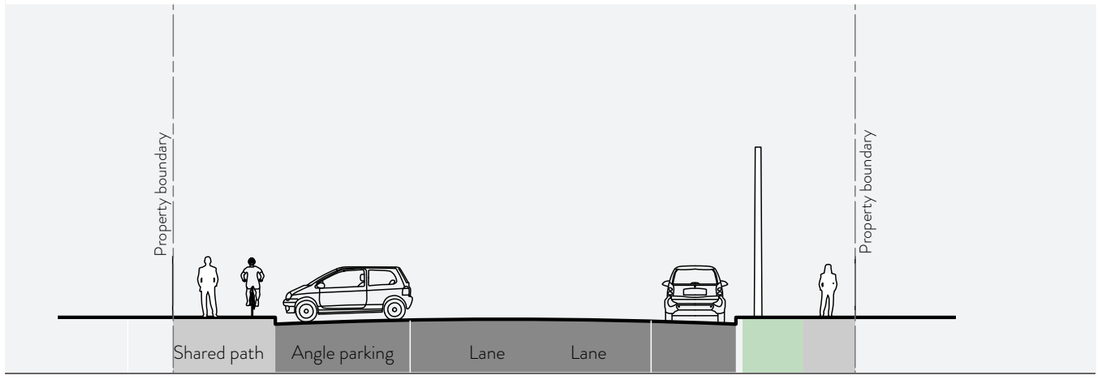


Figure 33. Carr Street, existing typical cross section

CARR ST PUBLIC REALM VISION:

Carr Street will continue to perform its role as a parking street. It will be reconfigured to accommodate 90-degree parking and one-way traffic (entry from Swanston Street).

The northern footpath and nature strip will be expanded to provide opportunities for improved landscape and amenities associated with new residential development.

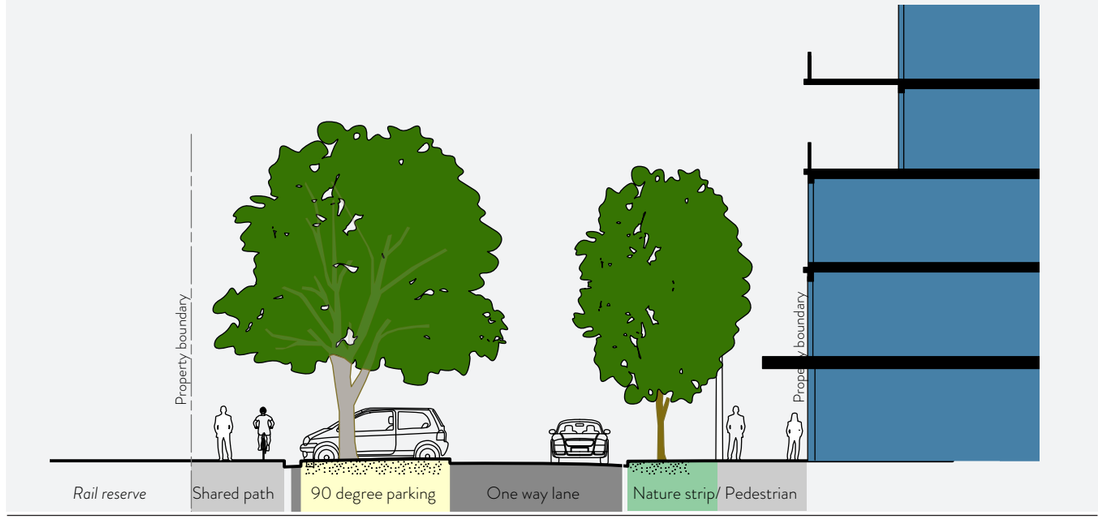


Figure 34. Carr Street, proposed typical cross section

STRATEGY PLAN:

- Divert Carr Street through the Barwon Water redevelopment site.
- Close a section of Carr Street to improve pedestrian connections to the station and proposed pedestrian overpass. (Refer figure 20. for further detail)
- Provide for one way traffic and efficient carparking.
- Improve conditions for pedestrian and cyclists.
- Develop a ‘starting point’ for the Rail Trail with associated infrastructure and end of trip facilities.
- Provide large canopy trees within car parking bays.
- Develop WSUD solutions where possible in the road especially where they can support better tree growth.
- Reduce speed limit to 40 km/hr.

MATERIALS:

- Concrete footpaths.
- Trees within median and parking bays, established within wide trenches of structural soils.
- Pedestrian lights within footpath zone.

TREE SPECIES:

- Large canopy tree planting within parking zone and nature strips.
  TBC Species, including large scale eucalypts.

YARRA STREET

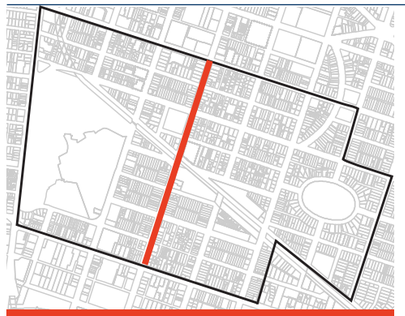


Figure 35. Key Plan

EXISTING CONDITIONS:

- Wide asphalt carriageway in good condition.
- Concrete footpaths in good condition.
- Brush Box on road edges.
- A 30m wide road reservation.

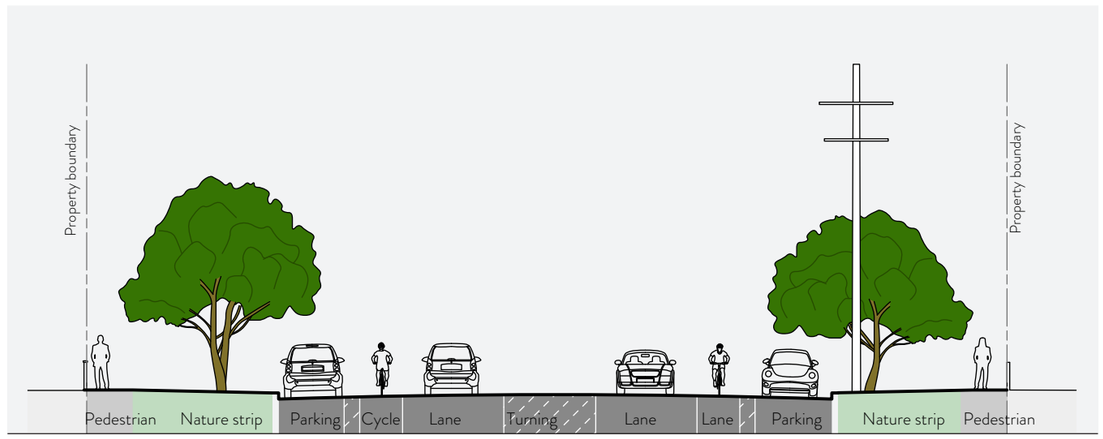


Figure 36. Yarra Street, existing typical cross section

YARRA STREEET PUBLIC REALM VISION:

Yarra Street will be mainted substantially in its present form using existing pavement, trees and drainage.

The central road space will be reconstructed to provide for new canopy trees and water sensitive urban design treatments.

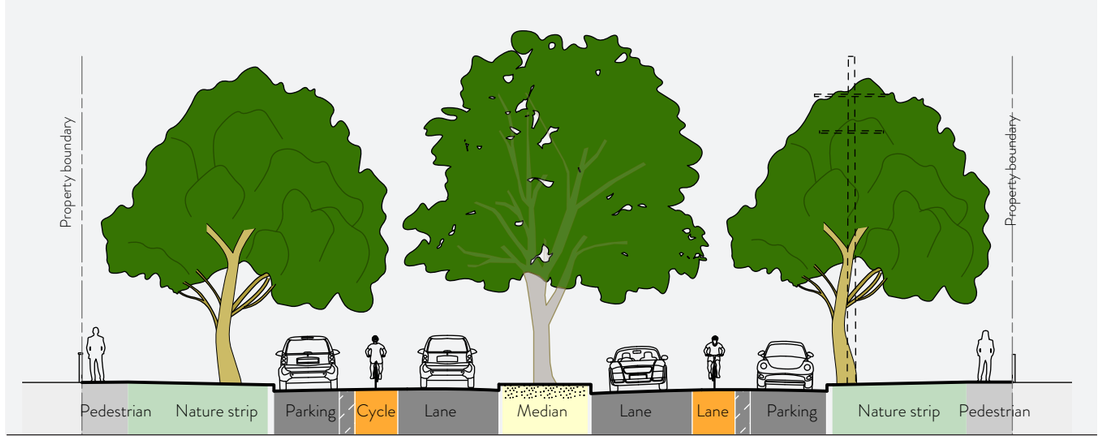


Figure 37. Yarra Street, proposed typical cross section

STRATEGY PLAN:

- Provide for pedestrian, bicycles and traffic.
- Provide large canopy trees along both sides of the road and median where possible.
- Develop WSUD solutions where possible in the road and nature strips especially where they can support better tree growth.
- Underground power.

MATERIALS:

- Concrete footpaths.
- Trees within median, establised within wide trenches of structural soil.
- Pedestrian lights within footpath zone.

FOOTPATH TREE SPECIES:

- Brush Box planting on road edges maintained and reinforced.
- Central median species, options include; Lemon Scented Gum, Spotted Gum, Smooth-barked Apple Myrtle.

BELLERINE STREET NORTH

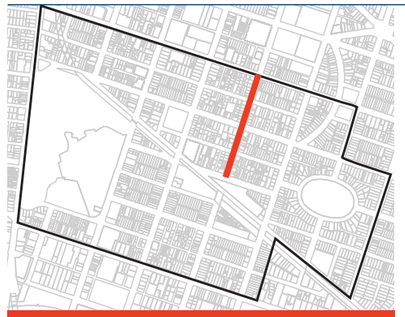


Figure 38. Key Plan

EXISTING CONDITION:

This section of Bellerine Street is from Lonsdale Street to McKillop Street.

- Wide asphalt carriageway in good condition.
- Concrete footpaths.
- Brush Box on western road edge.
- A 30m wide road reservation.

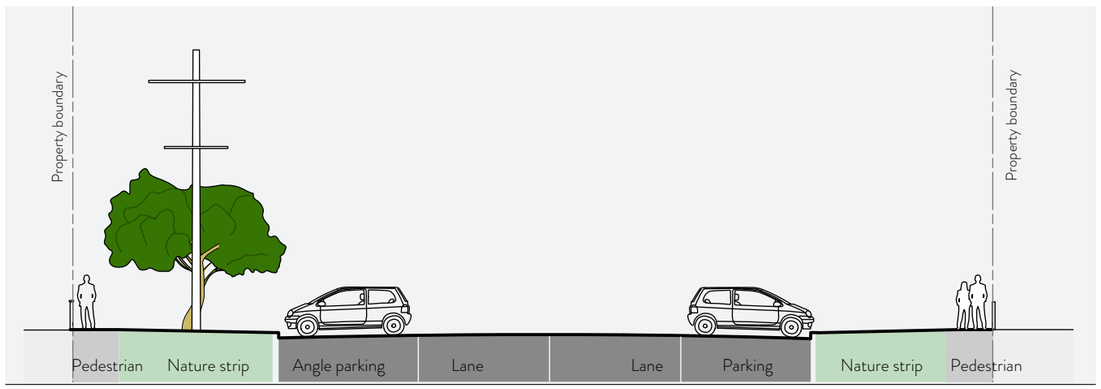


Figure 39. Bellerine Street north, existing typical cross section

STRATEGY PLAN:

- Provide for pedestrian, bicycles, traffic and parking.
- Provide large canopy trees along eastern side of the road and within a central median.
- Staged introduction of vegetated central medians is recommended as we shift away from private vehicles in favour of modes such as walking, cycling, street level mass transit, trains and shared vehicles. This will require a careful strategy of removal of car parking, generally starting furthest away from the train station.
- Develop WSUD solutions where possible in the road and naturestrip especially where they can support better tree growth.
- Undergrounding of power throughout the precinct.
- Reduce speed limit to 40 km/hr.

BELLERINE STREET NORTH PUBLIC REALM VISION:

Bellerine Street will become an important green street which provides interpretation of the histroical first street connection between 'north' and 'south' Geelong.

This section of the street will be maintained substantially in its present form using existing pavement, trees and drainage. The roadway will be reconfigured to include separated bike paths, which connect to the Station, Rail Trail and proposed pedestrian crossing over the railway.

The central road space will be reconfigured to provide a vegetated median with new canopy tree planting. Sections of centre median will allow for 90 degree car parking.

Note: Staged removal of car parking over time and introduction of vegetated medians. Some visitor car parking will remain in Bellerine Street in the long term.

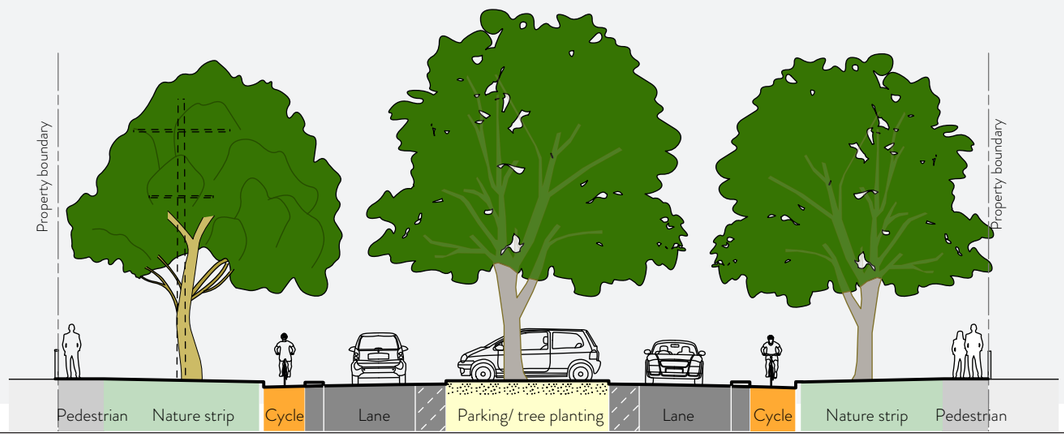


Figure 40. Bellerine Street north, proposed typical cross section

MATERIALS:

- Concrete footpaths.
- Trees within parking bays, establised within wide trenches of structural soil.
- Trees within nature strips/ rain gardens.
- Pedestrian lights within footpath zone.

TREE SPECIES:

- Brush Box planting on western road edges maintained and reinforced.
- Central median species, options include; Lemon Scented Gum, Spotted Gum, Smooth-barked Apple Myrtle).





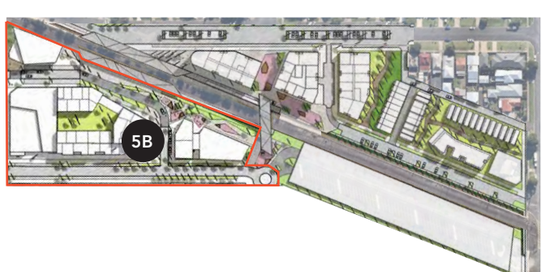












STATION HUB STAGING PLAN

The precinct will be developed in stages by different stakeholders as funds become available.

Shown is Option 1. Option 2 would be similarly staged.

STAGING PLAN

KEY

1A DEVELOPMENT OF BARWON WATER SITE (EAST), INCLUDING NEW NORTH SOUTH STREET THROUGH BARWON WATER SITE.

1B IMPROVEMENTS TO CARR ST (SOUTH OF NEW DEVELOPMENT).

2A NEW NORTH PLATFORM POSITIONED TO CONNECT TO A FUTURE STATION ARCADE BRIDGE.

2B STATION ARCADE BRIDGE.

3 DEVELOPMENT OF BARWON WATER SITE- WEST INCLUDING CLOSURE OF CARR ST WEST AND PUBLIC REALM IMPROVMENTS.
PUBLIC REALM WORKS IN LONSDALE ST.
PUBLIC REALM UPGRAGES TO BELLERINE ST (NORTH).

4A NEW SOUTHERN PLATFORM - WHICH ALIGNS WITH THE STATION ARCADE BRIDGE.

5A DEVELOPMENT OF MULTI DECKED COMMUTER CAR PARK.

5B DEVELOPMENT OF MIXED USE TRANSIT ORIENTED DESIGN WITH BUS INTERCHANGE. VERNER STREET AND BELLERINE STREET PUBLIC REALM UPGRADES.

Figure 41. Staging Plan

MOORABOOL STREET

This design study has been prepared to set out a comprehensive vision for the future development of both public and private land along Moorabool Street. The aim is to establish place making for the precinct, in a way that enhances the area from an environmental, social and economic perspective. The implementation of this comprehensive vision will take some time, and funding schemes to be realised.

INTRODUCTION

Moorabool Street in South Geelong, between Fyans Street and the railway line has been identified as a redevelopment opportunity. The area is well serviced by open space, public and private transport and shopping facilities. The area is within a 20-minute walk of central Geelong, the Belmont sub regional shopping precinct and the Barwon River.

Moorabool Street currently operates as a major connector road into central Geelong. It carries a high volume of traffic and is the City's preferred bicycle route connecting central Geelong to Waurn Ponds. A dedicated bicycle path is to be constructed along Moorabool Street.

This section of Moorabool Street has a direct interface with Kardinia Park where the swimming pool, netball courts, open space and the GMHBA stadium are located. However, there is a lack of safe connections between the existing commercial uses, the stadium and beyond to the South Geelong Train Station and the Barwon River.

Existing development within this part of Moorabool Street consists of 1 and 2 storey commercial buildings, including a mix of restricted retail, cafes/restaurants, offices and car yards uses. There are several areas of heritage significance within and adjacent to Moorabool Street.

The area has a limited number of street trees and a large number of on-street car parking spaces.

OPPORTUNITIES

The Moorabool Street precinct is a key redevelopment area, with potential for strong pedestrian links along Moorabool Street, and between Kardinia Park, the Train Station, the Barwon River and into Central Geeong.

The link from the river to the bay can be strengthened through improvement in the public realm.

The area has been identified through the retail strategy as not suitable for modern restricted retail uses, creating an opportunity to explore other land uses for redevelopment.

Given the location's proximity to services, the area is considered suitable as a mixed use, predominantly residential precinct.

There are opportunities for retail and commercial activity at street level with residential uses above.

There is no demand for a new shopping in this area, given the proximity to the Belmont sub regional centre and central Geelong. However, ground floor uses which service the local area and help create a destination around Kardinia Park are considered appropriate.

Water Sensitive Urban Design should be incorporated into the street network and new development.

All new development should be environmentally sustainable and achieve a high level of energy efficiently.

The function and quality of public spaces within the area requires improvement.



Figure 42. Moorabool Street Redevelopment Area Key Plan

CHALLENGES

Moorabool street carries a significant amount of traffic. It is the only river crossing point which provides direct access to central Geelong from the southern Geelong suburbs.

Moorabool street is a wide busy street, with limited street trees and pedestrian crossing points. It creates a physical barrier to access Kardinia Park.

There is a mixture of old and new buildings within the area, therefore it is likely some buildings will be retained in the long term.

The interface with low scale residential development needs to be carefully managed.

New development should consider future noise impacts from GMHBA stadium.

The Moorabool Street precinct will;

- be transformed into a boulevard with improved amenity for pedestrian and cyclists;
- Introduce a mixed-use ground plane, with predominantly residential uses on the upper levels;
- Provide for a diverse population through an appropriate mix of dwelling types including accessible, adaptable and affordable housing.

DESIGN PRINCIPLES

- Create a consistent built form edge to Moorabool Street.
  - Improve the pedestrian experience by removing vehicle crossovers from the eastern edge of Moorabool Street and relocating them, where required, to an expanded rear lane (Lamb Place).
- Provide upper level setback on street edges and adjacent to heritage buildings.
  - Create high quality public plazas which will frame heritage buildings and become a focal point for the community; and
  - Ensure that new buildings respond to their context in order minimise their impact on the amenity of neighbouring dwellings and urban character of the surrounding area.
- Incorporate social housing within new development.



Example of blending heritage and new development, Victoria St, Brunswick



Example of building design showing setback upper storeys, defined street wall, and articulated facade, Harold Park apartments

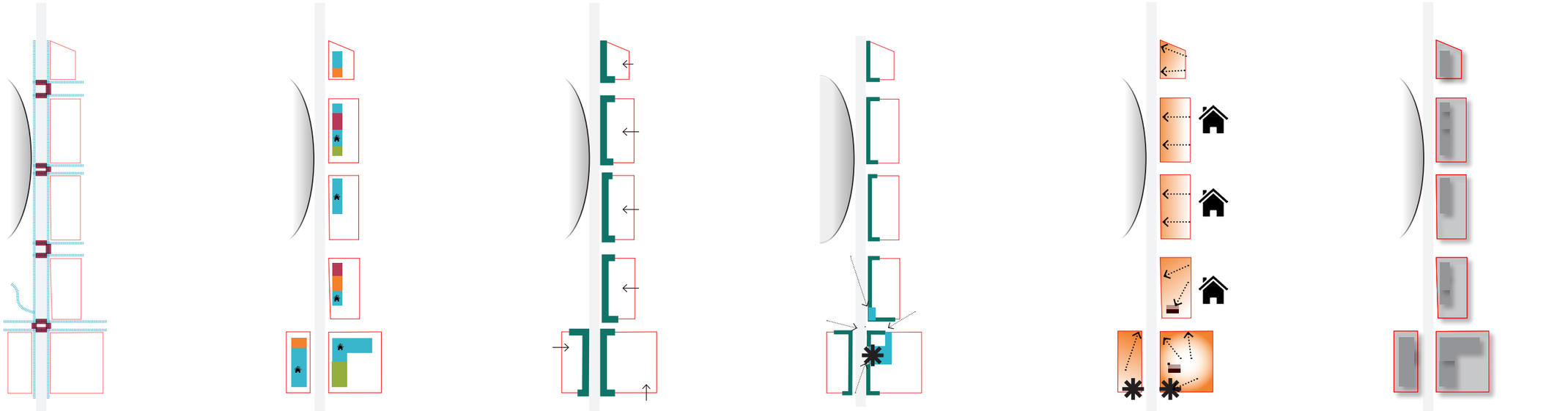


Example of green landscaped streets, Dandenong



Example of safe separate cycle path, Dandenong

MOORABOOL STREET DEVELOPMENT AREA PRINCIPLES DIAGRAMS



Create a continuious pedestrian path linking all streets

Introduce a mixed use ground plane with housing at the upper levels

Create a street wall uninterupted by vehicle crossovers

Create a vibrant public space as a focal point

Consider a heigh strategy which is sensitive to residential and heritage buildings

Introduce a range of building typologies

Figure 43. Moorabool Street development area principles diagrams



BLOCK 1: RAIL LINE TO LONSDALE ST



BLOCK 2: LONSDALE TO VERNER ST



BLOCK 3: VERNER TO FOSTER ST



BLOCK 4: FOSTER TO BALLIANG ST



BLOCK 5: BALLIANG TO FYANS (EAST OF MOORABOOL)



BLOCK 6: BALLIANG TO FYANS (WEST OF MOORABOOL)

Figure 44. Block views

CONCEPT PLAN MOORABOOL STREET REDEVELOPMENT AREA (PRIVATE DOMAIN)



Figure 45. Concept Plan Moorabool Street redevelopment area (private domain)

INDICATIVE CONCEPT PLAN

An indicative concept plan has been developed to show how the area may look in the future and to better understand the areas development potential.

Important aspects of the concept that need to be considered in any redevelopment of the area include land use, built form and access and movement.

CONCEPT PLAN MOORABOOL STREET REDEVELOPMENT AREA (PRIVATE DOMAIN)

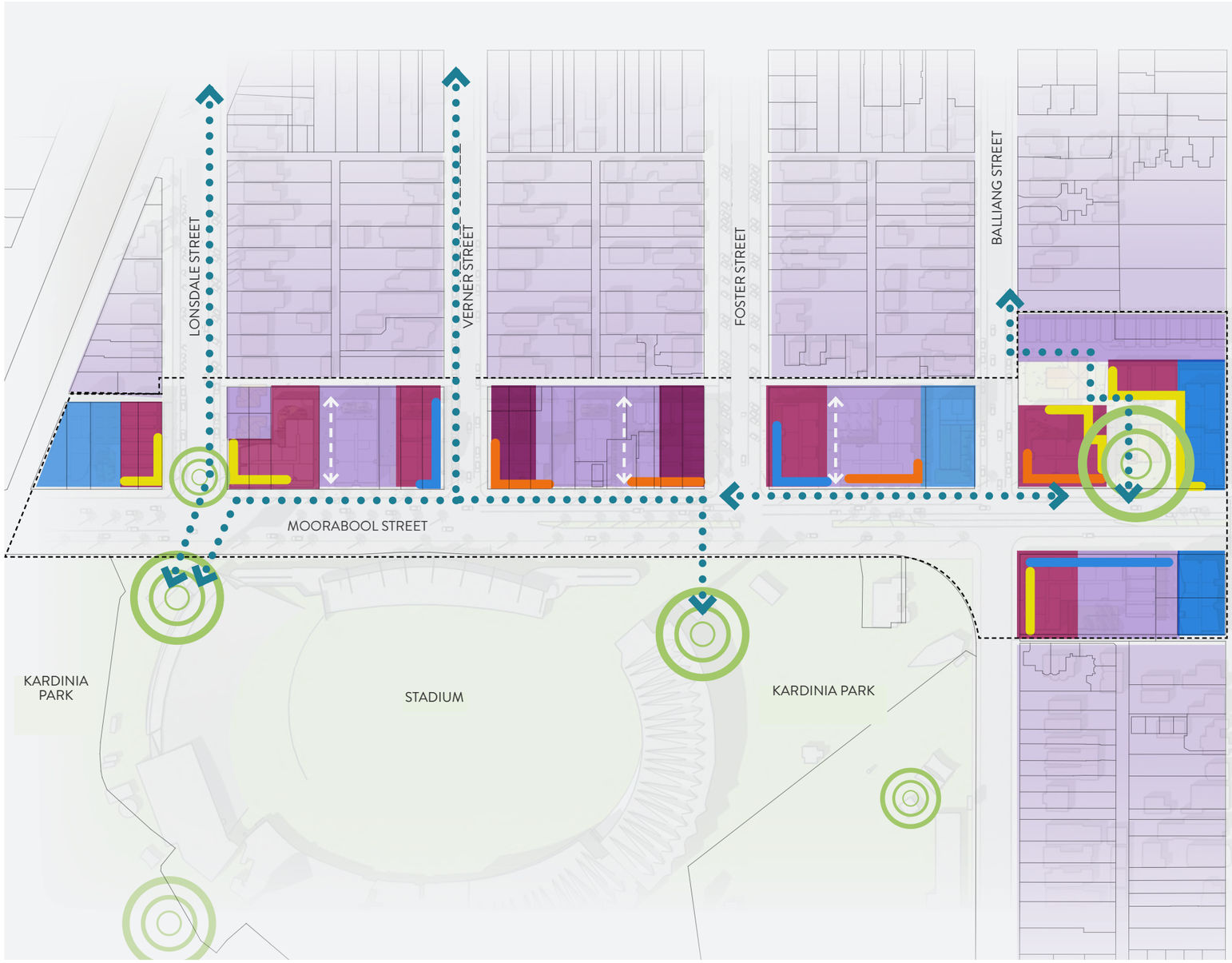
KEY

1. RESIDENTIAL (APARTMENTS)
2. RESIDENTIAL (TOWNHOUSE/ MAISONETTE)
3. COMMERICAL
4. COMMERCIAL (RESIDENTIAL ABOVE)
5. RETAIL (RESIDENTIAL ABOVE)
6. FOOD AND RECREATION (RESIDENTIAL ABOVE)
7. MIXED USE (RESIDENTIAL ABOVE
8. MIXED USE/ COMMUNITY CIVIC

Figure 45. Concept Plan Moorabool Street redevelopment area (private domain)

0 40 80m

N



LAND USE PLAN

The area will transition over time into a vibrant primarily residential neighbourhood.

Small commercial uses on the ground floor are supported. The preferred location for non-residential uses is on ground floor street corners for consistency and better access.

Large, multi-level commercial uses are not supported, and are encouraged in Central Geelong and other commercial centres identified in the City of Greater Geelong Retail Strategy 2020-36.

Public spaces associated with heritage buildings are to be activated with retail or commercial uses addressing these spaces.

Consolidation of lots is encouraged to maximize development potential, but only to the extent that there are equitable development opportunities on adjacent lots.

MOORABOOL ST. REDEVELOPMENT AREA LAND USE PLAN

KEY

SUGGESTED LAND USE

- Residential focus
- Commercial focus
- Mixed use focus

SUGGESTED FRONTAGES

- Active food and beverage frontage
- Active retail frontage
- Commerical frontage

MOVEMENT

- Drawcards
- Pedestrian flows

Figure 46. Moorabool Street redevelopment area land use plan

0 40 80m

N

BUILT FORM

Built form would be setback from Moorabool Street boundary to provide opportunity for garden and public plaza spaces to soften the street edge and provide a pleasant experience for pedestrians.

Upper levels are setback from Moorabool Street and heritage items.

Lower scale townhouse/ maisonette development is proposed adjacent to existing residential development.

Common spaces and private open space are to be designed to have a northerly aspect where possible.

High quality facade design and finishes are expected throughout the precinct, particularly where built form is adjacent to heritage buildings or on corner sites.

Architectural expression within each block should be varied.

Noise attenuation must be provided to all residential/sensitive use developments.

Water sensitive urban design should be incorporated into all new development.

BUILDING HEIGHTS

Development which addresses Moorabool Street (opposite the Stadium), the railway line and Fyans Street, could potentially be up to 7 storeys. Upper level setbacks would be required above 3 storeys from street frontages and public plazas.

Generally, development should step down in height towards existing development, including residential dwellings to the east. Development on the eastern boundary laneway could be up to 3 storeys with overlooking issues addressed through the building design.

The remainder of development would be 4 to 6 storeys as shown on section C-C.

ACCESS AND MOVEMENT

All new buildings should be setback from Lamb Place (rear lane) to allow rear loaded vehicular access.

No new vehicle crossovers will be supported on Moorabool Street where an alternative access is available, to create a more pedestrian friendly environment.

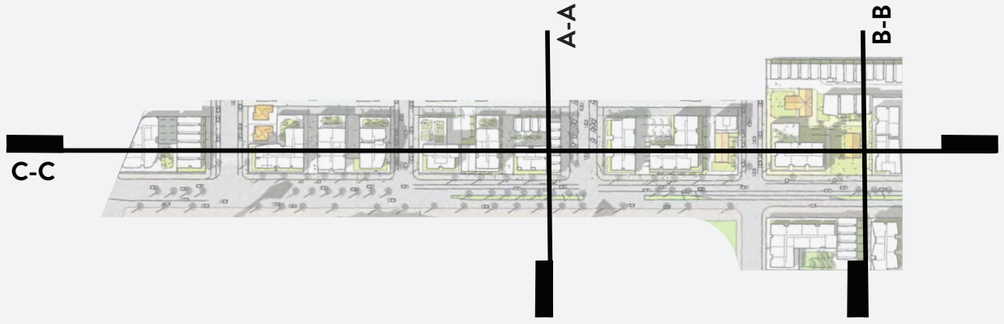


Figure 47. Key Plan

CROSS SECTION A-A



Figure 48. Cross Section A-A

CROSS SECTION B-B



Figure 49. Cross Section B-B

LONG SECTION C-C

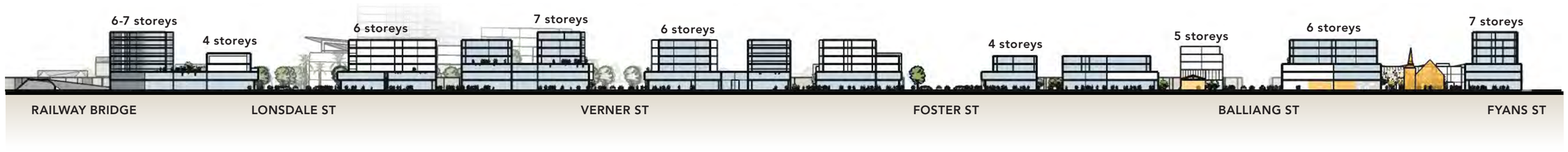


Figure 50. Long Section C-C

MOORABOOL STREET REDEVELOPMENT AREA PUBLIC REALM WORKS

An integrated, staged public realm and streetscape upgrade program is proposed within the Moorabool Street development area. The first stage of work would be the Better Bikes cycle path.

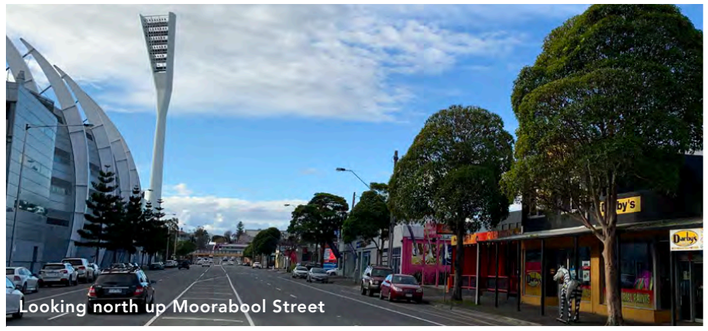
MOORABOOL STREET

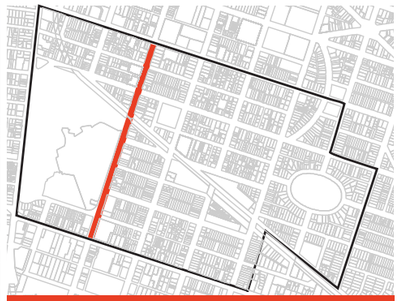
EXISTING CONDITION:

- Wide asphalt carriageway in good condition.
- Asphalt footpaths in average condition with multiple vehicular crossing points.
- Brush Box on the eastern side of the road.
- Hoop Pine on the western side of the road (adjacent to the Stadium).
- A 30m wide road reservation.
- An established bus route.

STRATEGY PLAN:

- Provide for pedestrians, bicycles (as per Better Bikes plan) public transport and vehicular traffic.
- Provide large canopy trees along both sides of the road and median where possible.
- Develop WSUD solutions where possible, in the centre median, and the road edges and footpath especially where they can support better tree growth.
- Provide quality materials in footpaths including paving and street furniture.


Looking north up Moorabool Street


Figure 51. Key Plan

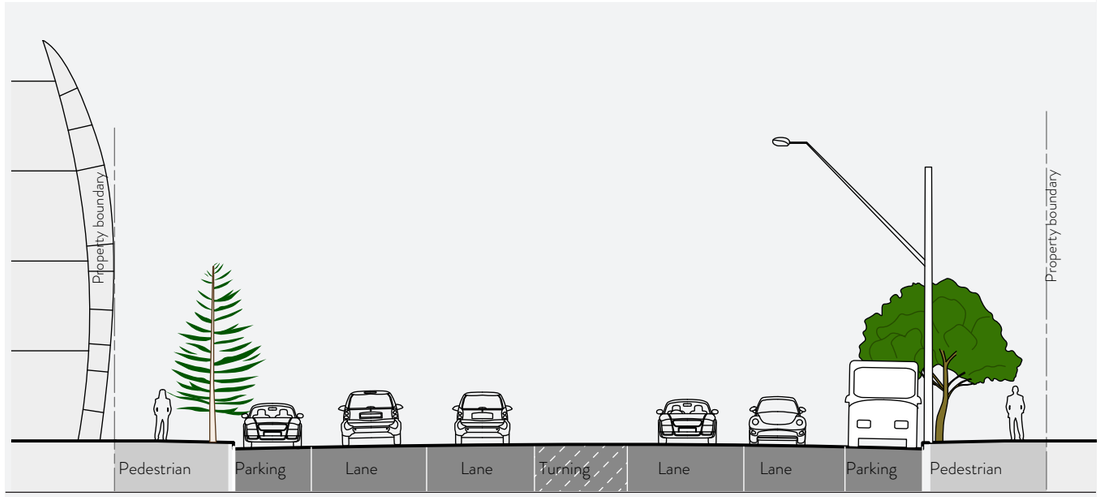


Figure 52. Moorabool Street, existing typical cross section



Figure 53. Existing plan

MATERIALS:

- Asphalt footpaths, possible feature bluestone.
- Trees within footpaths and median established within wide trenches of structural soil.
- Porous pavements for trees within footpath.
- Pedestrian lights within footpath zone.
- Lonsdale Street threshold crossing treatment could include asphalt flat-top with rough bluestone pitchers on edges.

TREE SPECIES:

- Hoop Pine retained and reinforced adjacent to Stadium.
- Queensland Brush Box retained and reinforced on the east side of Moorabool Street and west side north and south of the Stadium.
- Central median species, options include; Lemon Scented Gum, Spotted Gum, Smooth-barked Apple Myrtle.

MOORABOOL STREET PUBLIC REALM VISION:

Moorabool Street can be redeveloped as a boulevard with new trees along both sides and within a central median.

Moorabool Street will provide a separate bike path along the western edge.

A new signalised crossing at Lonsdale Street intersection will provide a formal crossing for pedestrians and cyclists accessing Kardinia Park.

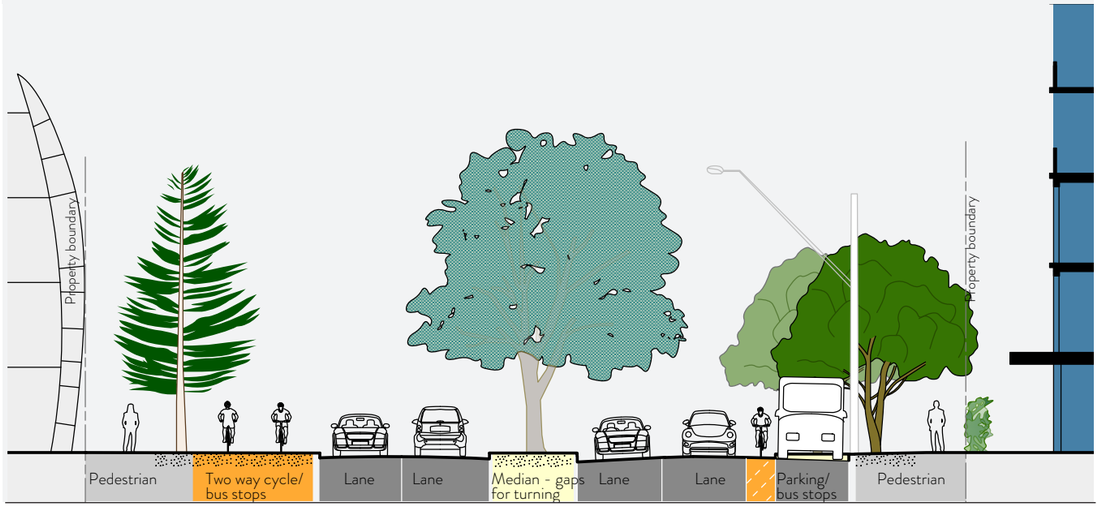


Figure 54. Moorabool Street, proposed typical cross section

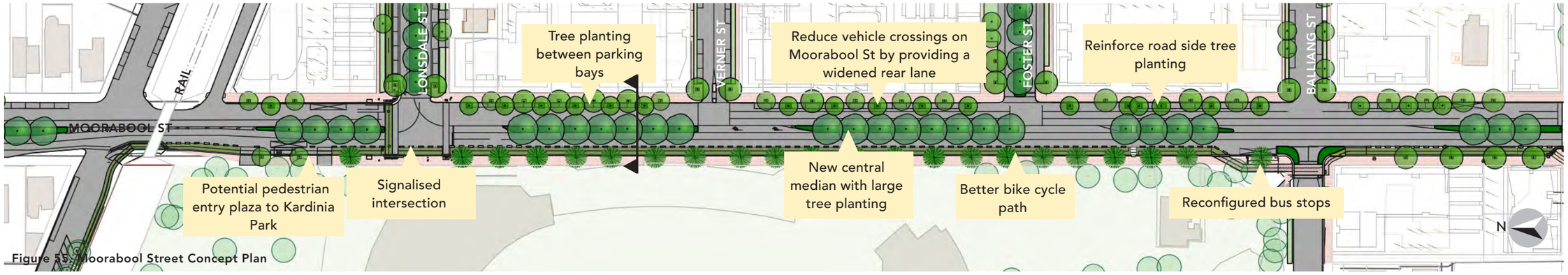


Figure 55. Moorabool Street Concept Plan



Figure 56. Artist impression of Moorabool Street precinct looking north from Evans Street

OTHER PUBLIC REALM WORKS

07

Streetscapes outside the key development areas also present opportunity to be improved as part of a staged public realm and streetscape upgrade program.

A coordinated streetscape improvement program is proposed to significantly improve the walking environment of the suburb as well as reducing the heat island effect of large expanses of bitumen.

The main intervention proposed is the introduction of a central median which will dramatically improve pedestrian and cyclist crossing experience as well as provide opportunities for centre road tree planting.

Undergrounding of power throughout the study area is recommended as funds /grants become available to improve the appearance of the study area and assist in providing a consistent canopy cover.

At key corners kerb outstands are proposed to accommodate pedestrians wanting to cross the road and provide space for local activities relating to the social or commercial potential of the corner. The kerb extension can also tame dangerous driver behaviour.

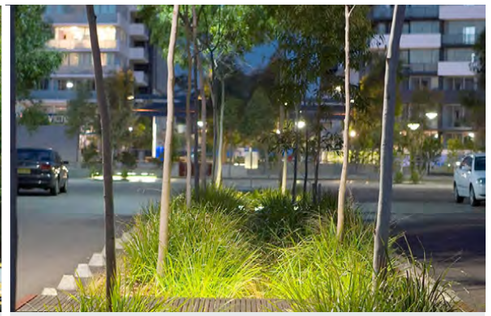
Kerb outstands can also be used mid-block at key locations such as school crossings.

A consistent, elegant and adaptable palette of planting, pavement, public furniture, pedestrian lighting is envisaged.

Council is already progressing some of these public realm upgrades through the STiLS project. These upgrades were informed by the phase 1 consultation on the UDF.



Example of a central median. Rathdown Street, Carlton



Example of planted central median, City of Sydney



Example of a central median with water sensitve urban design treatment. City of Sydney



Example of water sensitive urban design, Dandenong



Example of a raised pedestrian crossing with ‘rumble’ pavement edges and kerb outstands. Taradale, New Zealand



Example of a raised pedestrian crossing with ‘rumble’ pavement, Moreland

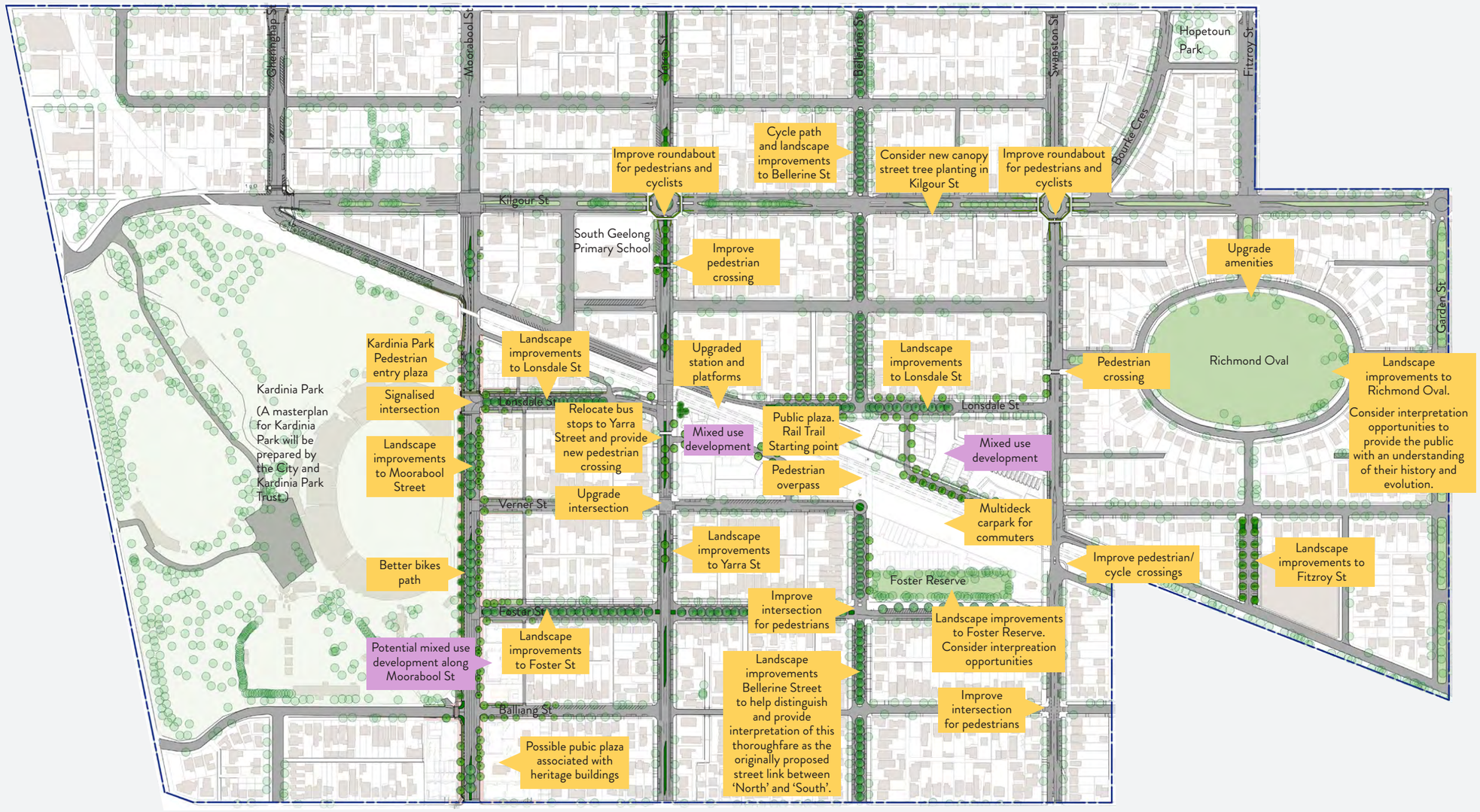


Figure 57. Public Realm Concept Plan Short - medium term scenario

OTHER PUBLIC REALM WORKS

Lonsdale Street is an important link between the Station Hub Precinct and Moorabool Street Precinct/ Kardinia Park. Improvements to the pedestrian and cyclist experience between these two nodes is considered very important.

LONSDALE STREET (WEST)

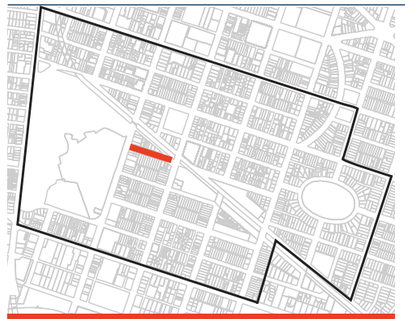


Figure 58. Key Plan

EXISTING CONDITION:

This section of Lonsdale Street is between Moorabool Street and Yarra Street key features include;

- Wide asphalt carriageway in good condition.
- Two-way cycle path.
- Concrete footpaths.
- Brush Box planting to road edges.
- A 30m wide road reservation.

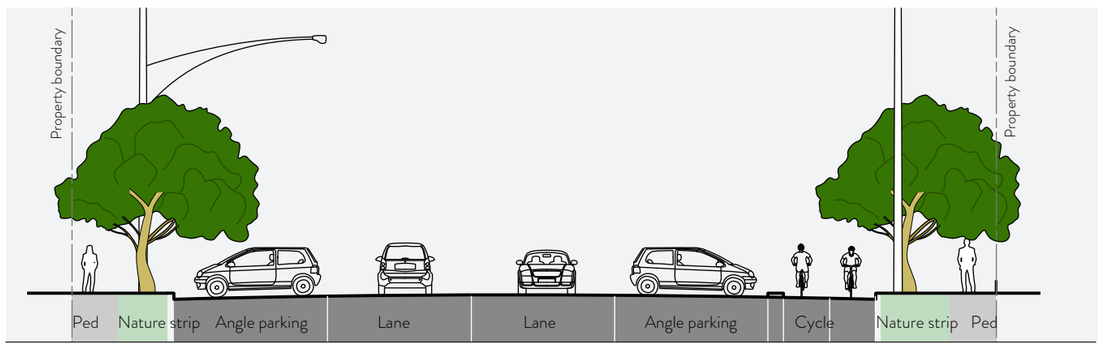


Figure 59. Lonsdale Street (West), existing typical cross section

LONSDALE STREET (WEST) PUBLIC REALM VISION:

Lonsdale Street West will be maintained substantially in its present form, using existing pavement, trees and drainage. The cycle way will be maintained in its current form, with improved connections proposed to Moorabool Street and the Rail Trail.

Centre of the road parking is proposed to cater for retail, residential and commuter car parking demands. Sections of car parking zone will include planted medians with large canopy trees.

Note: Long term staged removal of centre road car parking and introduction of vegetated medians.

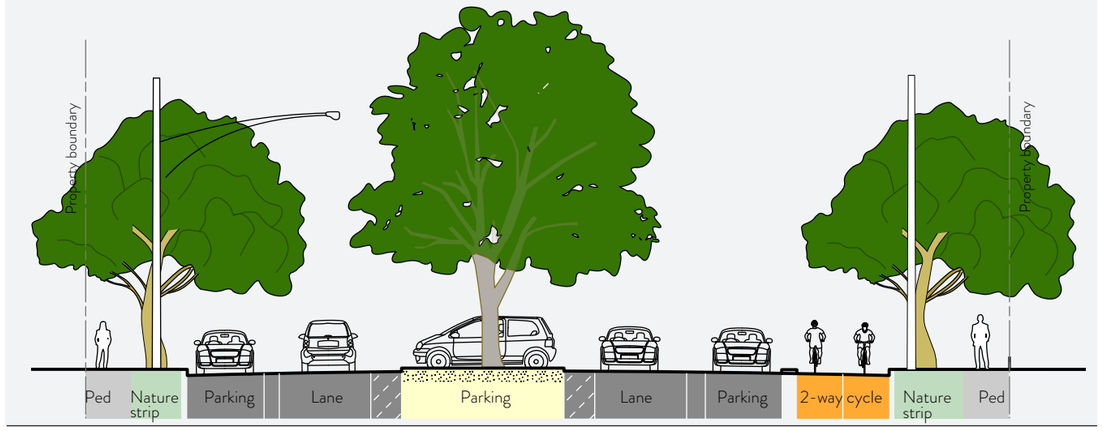


Figure 60. Lonsdale Street (West), proposed typical cross section

STRATEGY PLAN:

- Provide for pedestrians, bicycles, buses and traffic.
- Provide parking to support Moorabool Street retail precinct and residents.
- Provide canopy trees.
- Staged introduction of vegetated central medians is recommended. This will require careful strategy of removal of car parking generally starting furthest away from key destinations, such as commercial areas.
- Develop WSUD solutions, especially where they can help support better tree growth.
- Reduce speed limit to 40 km/hr.

MATERIALS:

- Concrete footpaths.
- Trees within parking bays, established within wide trenches of structural soil.
- Trees within nature strips.
- Pedestrian lights within footpath zone.
- Pedestrian crossing threshold treatment could include asphalt flat top with rough bluestone pitchers.

TREE SPECIES:

- Brush Box planting maintained and reinforced in northern nature strip.
- Central median species, options including; Lemon Scented Gum, Spotted Gum, Smooth-barked Apple Myrtle.

BELLERINE STREET SOUTH (1)

Bellerine Street is an important historical street, being the first road connection between 'North' and 'South' Geelong. There is potential interpret this through landscape improvements along the length of this street and create a 'green' link right into the city.

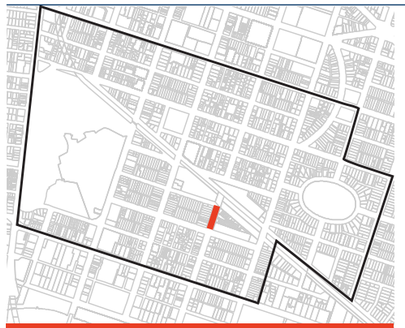


Figure 61. Key Plan

EXISTING CONDITION:

This section of Bellerine Street is between Verner Street and Foster Street key features include;

- Wide asphalt carriageway in good condition.
- Gravel 90-degree parking on eastern road edge.
- Poorly defined edge to the park.
- Concrete footpaths on western property boundary.
- Brush Box on western road edge.
- A 30m wide road reservation.

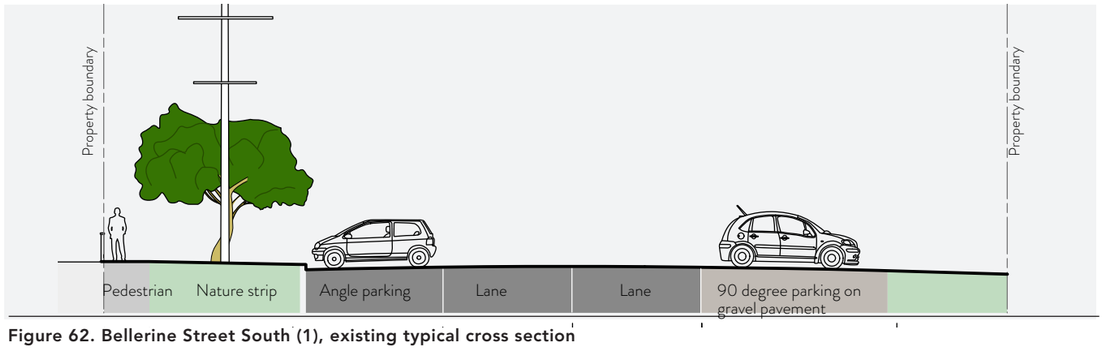


Figure 62. Bellerine Street South (1), existing typical cross section

BELLERINE STREET SOUTH PUBLIC REALM VISION:

Bellerine Street will become an important green street which provides interpretation of the historical first street connection between 'north' and 'south' Geelong.

Car parking in this section of the street will support the train station. The central road space will be reconfigured to provide a vegetated median with new canopy tree planting. Sections of centre median will allow for 90 degree car parking.

The street will be maintained substantially in its present form using existing pavement, trees and drainage. Upgrade of the eastern gravel section is required.

Note: Long term staged removal of centre road car parking and introduction of vegetated medians.

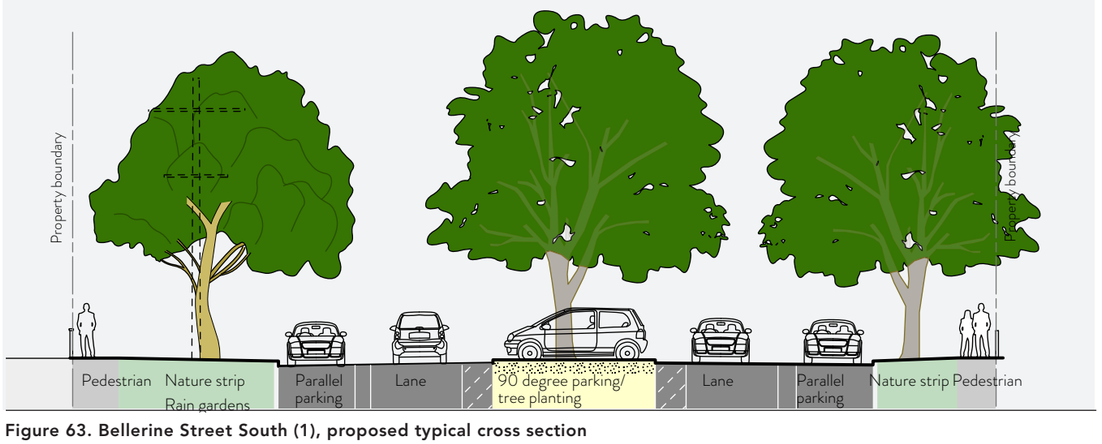


Figure 63. Bellerine Street South (1), proposed typical cross section

STRATEGY PLAN:

- Develop Bellerine Street as a green link between the City and South Geelong.
- Provide for pedestrian, traffic and parking, including a pedestrian crossing over the railway lines.
- Provide large canopy trees along eastern side of the road and within a central median.
- Develop WSUD solutions where possible in the road and nature strip especially where they can support better tree growth.
- Underground power.
- Reduce speed limit to 40 km/hr.

MATERIALS:

- Concrete footpaths, including a new footpath adjacent to the park.
- Trees within parking bays, established within wide trenches of structural soil.
- Trees within nature strips.
- Pedestrian lights within footpath zone.

TREE SPECIES:

- Brush Box planting on western road edges maintained and reinforced.
- Central median species, options include; Lemon Scented Gum, Spotted Gum, Smooth-barked Apple Myrtle.

BELLERINE STREET SOUTH (2)

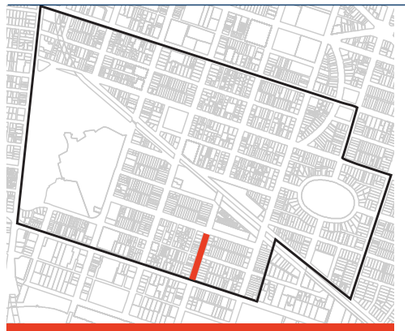


Figure 64. Key Plan

EXISTING CONDITION:

This section of Bellerine Street is between Foster Street and Fyans Street, key features include;

- Wide asphalt carriageway in good condition.
- Gravel 90-degree parking on eastern road edge.
- Poorly defined edge to the park.
- Concrete footpaths on western property boundary.
- Brush Box on western road edge.
- A 30m wide road reservation.



Figure 65. Bellerine Street South (2), existing typical cross section

BELLERINE STREET SOUTH (2) PUBLIC REALM VISION:

This section of the street will be maintained substantially in its present form using existing pavement, trees and drainage.

The central road space will be reconfigured to provide a vegetated median with new canopy tree planting.

Note: This section of roadway demonstrates the preferred long term condition for other streets within the study area, with no central parking and a vegetated median.

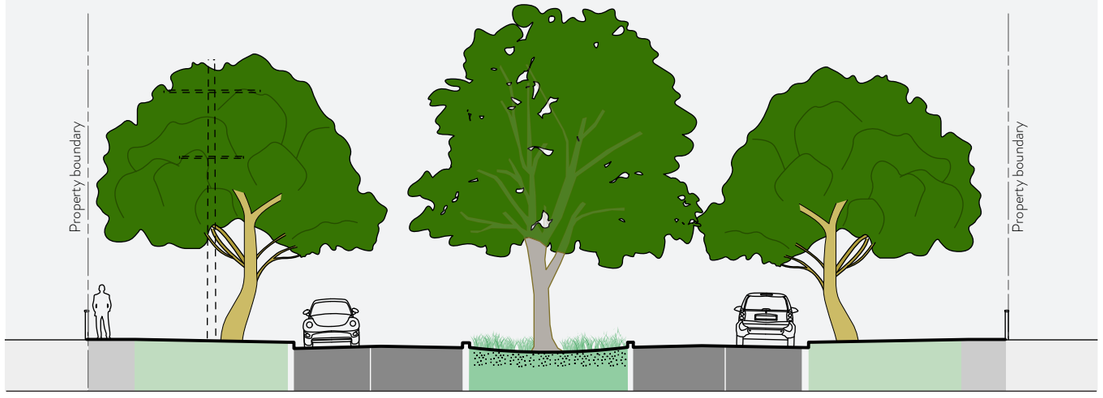


Figure 66. Bellerine Street South (2) , proposed typical cross section

STRATEGY PLAN:

- Develop Bellerine Steet as a green link between the ‘north’ and ‘south’ Geelong.
- Provide for pedestrian, traffic and parking.
- Provide large canopy trees along eastern side of the road and within a central median.
- Develop WSUD solutions where possible in the road and nature strip especially where they can support better tree growth.
- Underground power.
- Reduce speed limit to 40 km/hr.

MATERIALS:

- Concrete footpaths.
- Trees within a central median. Consider water sensitive design solutions, slight regrading of laneways may be required.
- Trees within nature strips/ rain gardens.
- Pedestrian lights within footpath zone.

TREE SPECIES:

- Brush Box planting on road edges maintained and reinforced.
- Central median species, options include; Lemon Scented Gum, Spotted Gum, Smooth-barked Apple Myrtle.

IMPLEMENTATION

08

The Urban Design Framework for South Geelong provides the basis for a number of short- and longer-term implementation actions. They include the following.

- A framework for capital works expenditure on priority projects for the public realm. Subject to the preparation of concept plans and detailed design plans for construction these works may be carried out according to the availability of funds.
- Changes to the planning scheme zone and overlays have been considered that will assist in achieving the strategic and design outcomes sought for South Geelong.

CONCEPT PLANS

The analysis and consultation processes have generated specific projects to become the subject of concept plans as part of the urban design framework.

Each concept plan will need another phase of design refinement, consultation and documentation before it can be implemented. They are big picture ideas that show a clear and coordinated way forward that can be developed over time as funds become available to implement them.

Some of these projects council will be able to deliver as part of the STiLS project in the short term if funding is successful.

PRIORITIES

Several projects need to be actioned to realise the vision created within this UDF. The following table captures projects which Council is primarily responsible for and identifies a priority for each project.

FUNDING SOURCES

Funds to supplement Councils budgets for capital works and more detailed investigations may be sourced from the Federal and State Governments.

PROJECT	TIMEFRAME	COMMENT
Moorabool Street - Better Bikes	1-3 years	Funding has been provided for the Moorabool Street Better Bike project.
Moorabool Street beautification	5+ years	More detailed design is required which will take into consideration the Kardinia Park Master Plan and the Rail Duplication Project. These projects are currently under consideration.
Moorabool Street rezoning	3-5 years	Timing to rezone this area will be subject to the criteria established on page 53.
Barwon Water site rezoning	1-3 years	Barwon Water have indicated they are seeking to re-zone their site as soon as posisble.
Station land redevelopment and multi-deck car park	10+ years	Long term project to be pursued once Station is upgraded and Barwon Water site is redeveloped.
South Geelong Street Safety upgrades (STiLS)	1-3 years	Council is currently pursuing funding opportunities for these works.
Carr Street changes and public realm	3-5 years	Subject to detailed design, rezoning of the Barwon Water site, and sale of Council land.
Beautification of streets surrounding station, including Lonsdale Street	5+ years	Future budget bids will need to be made to deliver on the proposed changes to streets.
Undertake further heritage assessments of the three potential character areas identified in the Heritage Character Study prepared by Authentic Heritage Services	1-3 years	To determine whether the areas warrant the application of a Heritage Overlay.

IMPLEMENATION OF THE MOORABOOL STREET PRECINCT

To achieve The City's desired outcome for the Moorabool Street Precinct a number of changes to the planning controls affecting the area will be required;

- The area should be rezoned to allow a mixture of commercial and residential uses to occur within the precinct. The timing for any rezoning of land should be dependent on a number of factors including:
  - Developer interest in the area.
  - A detailed understanding of the capacity of the area to accommodate social housing opportunities. This could be done as part of a developer or Council lead proposal.
  - A detailed understanding of what public realm upgrades are required in the area to accommodate the new development, taking into consideration the timing for delivery of the Better Bike Project, Kardinia Park Master Plan and the Rail Duplication. This will ensure that developers contribute to public realm upgrades in a planned way, as they relate to their specific development.
- A built form overlay, such as a Design and Development Overlay (DDO) to guide the development of land should be applied to the precinct. The built form controls should address building height, setbacks, widening of the laneway, protection of heritage buildings and the residential interface, separation between buildings, vehicle and pedestrian access, noise attenuation, WSUD and ESD requirements.
- The Planning Policy Framework should be updated to:
  - Amend Clause 21.06-3 – Urban Consolidation, to identify Moorabool Street as a Key Development area.
  - Create a new policy direction in Clause 21 to specify the types and location of commercial uses that will be supported within the Moorabool Street precinct.

Council will also be required to undertake public realm upgrades that have been identified in this UDF for Moorabool Street. These works will need to be in association with the Kardinia Park Master Plan, the Rail Duplication and Council's better Bikes project. These works will be subject to future funding bids through state and local government budget processes.

IMPLEMENATION OF THE SOUTH GEELONG STATION HUB KEY DEVELOPMENT AREA

The City will work cooperatively with Barwon Water, the Department of Transport and other relevant stakeholders to realise the vision and objectives for the area.

Significant public investment at local and state level will be required to upgrade key pedestrian routes to connect South Geelong Station and Kardinia Park.

Development contributions secured by Section 173 agreements can help provide the public realm and streetscape improvements identified for the precinct.

Close part of Carr Street in conjunction with station redevelopment and Barwon Water site redevelopment.

Plan for staging of development by different stakeholders as funds become available.

Amendments are recommended the Greater Geelong Planning Scheme to facilitate implementation of the UDF:

- Amend Clause 21.06-3 – Urban Consolidation, to identify the South Geelong Station Hub as a Key Development area.
- Expansion of the South Geelong Station Increased Housing Diversity Area as delineated in Clause 22.63 to an 800 m walking distance of the South Geelong railway station.
- Rezone expanded IHDA to GRZ4.
- Support the application of appropriate zoning within the Development Area to facilitate the desired mixed use outcome.
- Apply planning controls, such as a Design and Development Overlay and/or Development Plan Overlay, that will ensure that redevelopment achieves transit oriented development, high quality urban design outcomes, enhanced pedestrian and cycling connectivity and safety, safer and more efficient car parking and greener streetscapes.
- Ensure future planning controls are informed by the principles set out in Section 6 above.



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4. AMENDMENT C339 – LOWER BARWON AND LOWER MOORABOOL FLOOD INVESTIGATION, LARA FLOOD STUDY AND OTHER FLOODING OVERLAY CHANGES

Source:	**Planning, Design & Development – Strategic Implementation**
Director:	**Gareth Smith**
Portfolio:	**Planning**

Purpose

1. To seek Council support to prepare and exhibit Amendment C339 which revises the Floodway Overlay, Special Building Overlay and Land Subject to Inundation controls across the municipality.

Background

2. The amendment proposes to implement the recommendations of the *Lower Barwon and Lower Moorabool Flood Investigation, December 2018* and *the Lara Flood Study*, March 2020, together with the application of remaining proposed areas of the *Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment December 2015 (LCHA),* to properties in Barwon Heads, Ocean Grove, Wallington and Connewarre.

3. The Lower Barwon and Lower Moorabool Flood Investigation and the Lara Flood Study, were prepared by Water Technology, Water, Coastal & Environmental Consultants, with the Lower Barwon and Lower Moorabool Investigation being a joint project of the Corangamite Catchment Management Authority and the City of Greater Geelong.

4. The majority of the LCHA was implemented by Amendment C394 which applied a new Land Subject to Inundation Overlay Schedule 2 (LSIO2) to areas affected by future sea level rise and storm surge. The Department of Environment Land Water and Planning refused authorisation to exhibit the proposed LSIO2 to land already covered by flood overlays in the Barwon River estuary and Lake Connewarre. The Planning Panel which subsequently considered Amendment C394 recommended that LSIO2 should be applied and this is now being sought as part of Amendment C339.

Key Matters

5. The majority of the affected properties are already subject to Greater Geelong Planning Scheme flood overlays.

6. The mapping changes introduced by the Lower Barwon and Lower Moorabool Investigation and the Lara Study reflect more accurate flood risk assessments than are currently in place, including a reduction in the assessed risk for a number of properties, as well as the removal of controls from large areas currently identified as subject to inundation.

7. The proposed changes to the Schedules to the Land Subject to Inundation Overlay (LSIO1), Floodway Overlay (FO1) and Special Building Overlay (SBO1) introduce exemptions from the need for a planning permits for a range of matters.

Cr Sullivan moved, Cr Mason seconded -

8. That Council:

8.1 Support the preparation and exhibition of Amendment C339 to the Greater Geelong Planning Scheme to:

8.1.1 Revise the extent of application of the Urban Flood Zone, (UFZ) Public Conservation and Resource Zone (PCRZ), Public Park and Recreation Zone (PPRZ), Floodway Overlay (FO), Land Subject to Inundation Overlays (LSIO), Schedules 1 and 2, (LSIO1 & LSIO2) and Special Building Overlay (SBO) in the areas of the respective studies identified in attachments 3, 4 & 5; and

8.1.2 Amend the Schedules to the Floodway Overlay (FO), Land Subject to Inundation Overlay Schedule (LSIO) and the Special Building Overlay (SBO) consistent with the recommendations of the Lower Barwon and Lower Moorabool Flood Investigation and the Lara Flood Study.

8.2 Request the Minister for Planning to authorise the preparation and exhibition of Amendment C339.

Carried.

Attachment 1

Financial Implications

1. Application of the overlays will not have any significant financial implications to Council with the exception of the usual costs associated with the planning scheme amendment process.

2. As the proponent and Planning Authority, the City will be responsible for all amendment related costs including landowner notification, panel hearing fees and engagement of expert witnesses at a panel hearing.

Community Engagement

3. If Council resolves to support this amendment the public exhibition process will involve a mail out to all affected landowners and notices in local newspapers and the Victoria Government Gazette as required by the *Planning and Environment Act 1987*.

4. Interested parties will be able to make submissions which would be considered by Council and most likely referred to an independent panel where submitters could further present their case at a panel hearing.

5. Community engagement was also undertaken during the preparation of the three studies that are being implemented – the Lower Barwon and Lower Moorabool Flood Investigation, the Lara Flood Study and the Bellarine Corio Bay Local Coastal Hazard Assessment.

Social Equity Considerations

6. The amendment is expected to have positive social impacts. Flooding, coastal erosion, sea level rise and storm surge can result in significant costs for the community and the State. They can severely disrupt communities and in extreme cases, cause extensive damage to public and private property, agricultural losses, personal hardship and potential loss of life. The amendment has positive economic and social benefits by identifying areas where planning permit assessment can reduce the risk of these harms.

Policy/Legal/Statutory Implications

7. The amendment is supported by the following policies from the State section of the planning scheme:

8. Clause 13.01-2S Coastal inundation and erosion – the amendment achieves the policy objective “to plan for the potential coastal impacts of climate change” and implements the following strategies:

    8.1 Plan for sea level rise of not less than 0.8 metres by 2100 and allow for the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology when assessing risks and coastal impacts associated with climate change;

    8.2 Ensure that land subject to coastal hazards is identified and appropriately managed to ensure that future development is not at risk;

    8.3 Avoid development in identified coastal hazard areas susceptible to inundation.

9. Clause 13.03-1S Floodplain management – the amendment meets the objective to assist in the protection of:

    9.1 Life, property and community infrastructure from flood hazard;

    9.2 The natural flood carrying capacity of rivers, streams and floodways;

    9.3 The flood storage function of floodplains and waterways;

    9.4 Floodplain areas of environmental significance to river health; and

    9.5 The amendment also implements the strategies to "Identify land affected by flooding, including land inundated by the 1 in 100-year flood event or as determined by the floodplain management authority in planning schemes" and "Avoid intensifying the impact of flooding through inappropriately located use and development."

10. The amendment supports and implements the following policies from the local section of the Planning Scheme:

11. Clause 21.05-4 Coastal environments:

    11.1 The objectives: To protect, maintain and enhance the coast, estuaries and marine environment and to respect and manage coastal processes; and

    11.2 The strategy: Setback future land use and development from coastal areas, estuaries and coastal wetlands to provide a buffer which is adequate to accommodate coastal recession and the landward migration of coastal wetland vegetation communities such as mangroves and salt marshes.

12. Clause 21.05-5 Climate change:

    12.1 The objective: To plan for and adapt to the impacts of climate change; and

    12.2 The strategy: Avoid land use and development within areas considered at risk of coastal erosion or inundation from flooding, storm surge or rising sea levels.

13. Clause 21.05-7 Flooding – has relevant objectives:

    13.1 To protect floodplains; and

    13.2 To minimise the potential for damage and risks to public safety and property from flooding.

Alignment to Council Plan

14. The proposed amendment aligns with the Council Plan strategic priorities of:

    14.1 Planned sustainable development – including the priority of improving the environmental performance of new developments, using planning controls; and

    14.2 Effective environmental management – including the Climate Change Adaptation Strategy and protection of coastal areas.

Conflict of Interest

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

Risk Assessment

16. There is a risk that landowners may object to the Overlay being applied to their properties. However, there is a greater risk that if Council, as the Planning Authority, does not act on the flood plain and coastal inundation mapping it has available it may be liable if flooding occurs in the future and damages property. Council can reduce this risk by acting on the scientific based data it has available and applying the appropriate zones and overlays.

Environmental Implications

17. The amendment will help manage the environmental hazard posed by 1% Annual Exceedance Probability (AEP) flood events and future sea level rise. The respective flooding overlays will trigger a planning permit requirement for relevant buildings and works. This includes new dwellings, subdivision and earthworks that alter natural ground levels. The Responsible Authority and Floodplain Management Authority will be able to assess planning applications in areas identified as potentially vulnerable from riverine flooding, future sea level rise and associated environmental hazards such as coastal erosion, flooding and storm surge.

Attachment 2

Background

Lower Barwon and Lower Moorabool Flood Investigation

1. The floodplains of the Barwon and Moorabool Rivers have faced significant riverine floods in 1852, 1880, 1909, 1951, 1978, 1995, 2001 and 2011. Fortunately, given the long and frequent history of flooding along the Barwon and Moorabool Rivers, much of the residential development through Geelong and the wider catchment is located outside of the areas known to be subject to flooding. Consequently, much of the floodplain is now occupied for recreational uses with some land still occupied by commercial and industrial businesses.

2. Completion of the Lower Barwon and Lower Moorabool Rivers Flood Risk Management Study (the study) project increases community resilience and provides the mechanism to manage and reduce future flood damages through the development of a full suite of fit-for-purpose floodplain mapping products to guide land use and development planning, flood response planning and determination of appropriate flood warning arrangements.

3. Corangamite CMA in partnership with the Greater Geelong City Council and Golden Plains Shire Council engaged Water Technology to undertake the study. The overall objective of this project was to review and revise existing flooding information and produce detailed flood mapping for a range of flood scenarios within the study area. The project has involved a definitive flood investigation for the floodplain reaches within the study area, including collation of available relevant data, a comprehensive hydrological assessment, and determination of robust flood levels, velocities, depths and extents for a range of design floods. The project developed an improved understanding of flood behaviour to enable improved land use planning and emergency response.

4. The investigation area and major watercourses are identified in **Attachment 3.**

Lara Flood Study

5. Council resolved at the Community Focus Council Meeting of 14 July 2020 to endorse the preparation of a planning scheme amendment to implement the findings of the Lara Flood Study. Consistent with that decision, implementation of the findings of that study is proposed to be included as part of Amendment C339.

6. The area of the Lara Flood Study is identified in **Attachment 4.**

Exemptions under the Schedule to the LSIO1 and FO1

7. The proposed changes to the Schedules to the FO1 and LSIO1 include the following, which will significantly reduce the need to obtain planning permits for development on land within the respective overlays:

    7.1 An extension to an existing dwelling, provided the gross floor area of the extension does not exceed 20 square metres;

    7.2 An upper storey extension to an existing building within the existing building footprint;

    7.3 A footpath, bicycle path, boardwalk, tennis court or sports ground provided that they are constructed at ground level;

    7.4 An in-ground domestic swimming pool or spa and associated mechanical and fencing equipment where the excavated spoil is removed from the 1% AEP floodplain and the perimeter edging of the pool is finished at natural ground level; and

7.5 Repairs and routine maintenance of existing fences if the fence design and materials remain the same.

8. These exemptions will apply to all land to which the FO1 and LSIO1, including any land outside of the Lower Barwon and Lower Moorabool Investigation Area and the Lara Flood Study already covered by the overlays.

Bellarine Peninsula - Corio Bay Local Coastal Hazard Assessment (Our Coast Project)

9. When authorisation to exhibit Amendment C394 was sought, DELWP did not support the LSIO2 being applied to land already subject to the LSIO1, and it was therefore excluded from the exhibition process.

10. The C394 Panel recommendation was to:

10.1. "Apply the Land Subject to Inundation Overlay Schedule 2 to those properties identified in the Local Coastal Hazard Assessment as being subject to coastal inundation, but that were removed from the Amendment prior to exhibition on the basis that they were covered by the Floodway Overlay; and

10.2. Ensure a process is put in place to notify the owners and occupiers of the affected properties, and provide them with the opportunity to make submissions and (if necessary) have their submissions considered by an independent panel."

11. The 26 May 2020 Council Report on the adoption of Amendment C394 provided the following response to the Panel Recommendation:

11.1. "City Response: The Panel's findings that it is prudent to apply the LSIO2 to all properties including those already covered by a Floodway Overlay in the Barwon River estuary/Lake Connewarre/Reedy Lake vindicates the City's position it put forward to DELWP when seeking authorisation; and

11.2. With regard to applying the LSIO2 to the properties excluded by DELWP Council officers prefer to do this separately to the current C394 Amendment so it can be kept moving through to adoption and approval. It is recommended that the LSIO2 be applied to these properties under a future amendment. A relevant amendment would be the amendment to implement the CCMA's Lower Barwon and Moorabool River Flood Study. This amendment will be put to Council some time in 2020 and then move to exhibition. It updates the flood related overlays along the Barwon River and the LSIO2 could added for efficiency."

12. The subject land has therefore been included as part of Amendment C339, consistent with the above recommendation, and are identified in **Attachment 5**.

Attachment 3

Lower Barwon and Lower Moorabool Flood Investigation study area



Attachment 4

Lara Catchment and Study Area

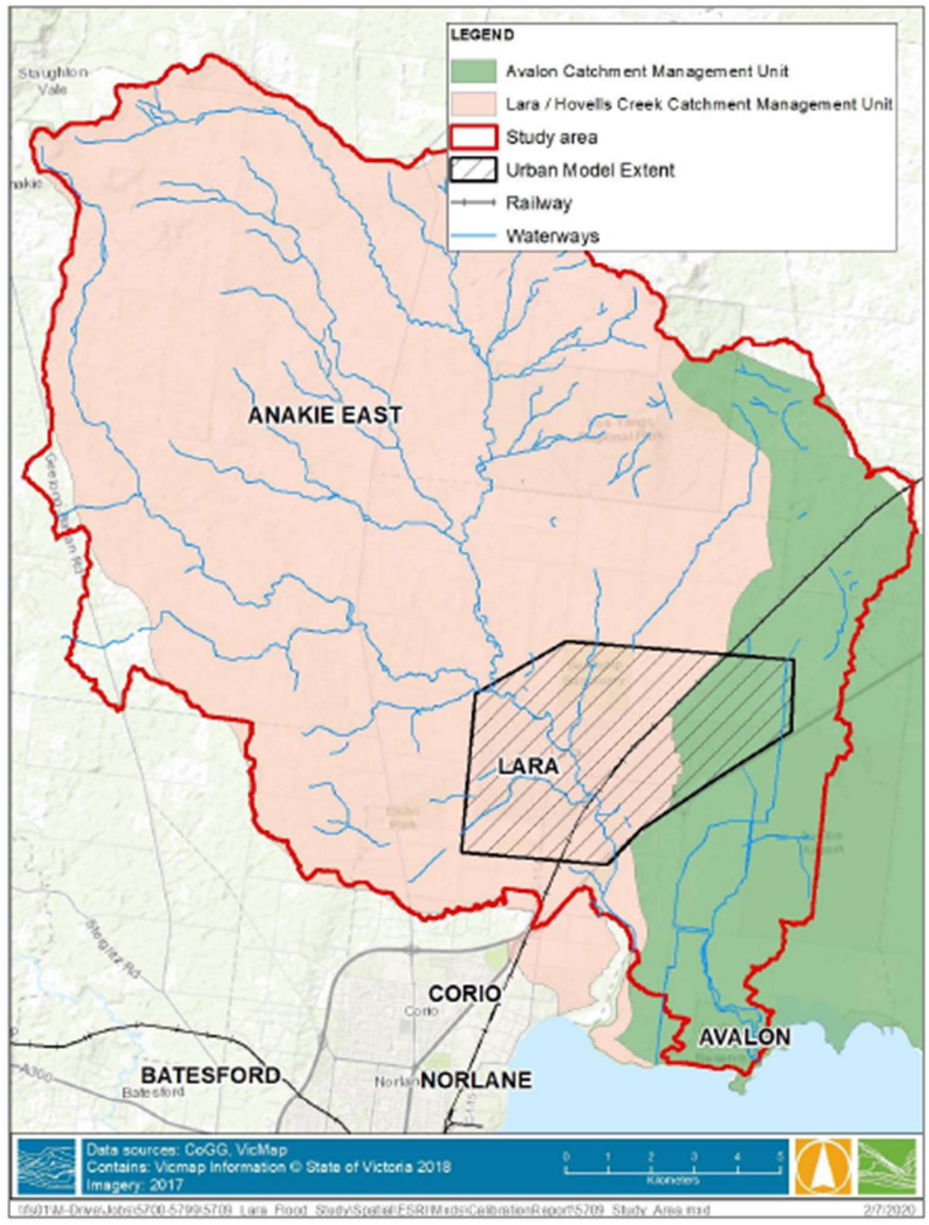


FIGURE 1-1 LARA CATCHMENT AND STUDY AREA

Attachment 5

Proposed LSIO2



5. GHAZEEPORE ROAD, WAURN PONDS - FOOTPATH, KERB AND CHANNEL AND ROAD WIDENING CONSTRUCTION - SRC 353 - FINALISATION OF SCHEME

Source:	**City Services – Engineering Services**
Director:	**Guy Wilson-Browne**
Portfolio:	**Parks, Gardens and City Services**

Purpose

1. This report is to finalise the Special Charge Scheme for footpath construction, kerb and channel and road widening abutting 23-29 Ghazeepore Road, Waurn Ponds.

Background

2. A missing 83 lineal metre section of kerb and channel and footpath abutting 23-29 Ghazeepore Road, Waurn Ponds (refer to **Attachment 3**) was identified for construction to provide improvements for pedestrians and road users.

3. The works were facilitated via a Special Charge Scheme which was declared by Council at its meeting on 12 June 2018:

   3.1 There is one property abutting the proposed works that receives special benefit;

   3.2 There are no Council owned properties in the scheme; and

   3.3 The total estimate cost of the works was $154,752.00 made up of scheme cost $92,580 and bus bay works $62,172.

Key Matters

4. The works have now been completed (refer to **Attachment 5**) at a total cost of $149,034.46.

5. Additional works to construct an indented bus bay for an adjacent bus stop immediately south of the proposed scheme cost $63,005.52 and were fully funded by the City and not included as part of the scheme.

6. The scheme can be finalised and property owner charged based on the total actual cost of the scheme of $86,028.94. This is $6,551.06 less than the declared charge representing a 7.08% reduction in property owner contribution as shown in Schedule A – **Attachment 2**.

Cr Nelson moved, Cr Mason seconded -

7. That Council endorse the scheme final costs and amendments to the Special Charge on properties as shown in Schedule A – Attachment 2.

Carried.

Attachment 1

Financial Implications

1. The project has been funded under the core footpath construction program (C02303).

2. The final design and construction costs are summarised below:

Work Items	Estimate	Actual Costs	% Change
Special Charge Scheme – Project 1, footpath	$30,840.00	$28,432.65	7.81% decrease
Special Charge Scheme – Project 2, kerb and channel and road widening	$61,740.00	$57,596.29	6.71% decrease
Special Charge Scheme Total	**$92,580.00**	**$86,028.94**	**7.08% decrease**
Bus Bay and drainage construction	$62,172.00	$63,005.52	1.34% increase
Works Total	**$154,752.00**	**$149,034.46**	**3.69% decrease**

3. The decrease in costs are due to competitive tender rates applied to the works.

4. Based on the declared benefit ratios of 0.095 for Project 1 and 0.288 for Project 2, revised final scheme charges have been prepared.

Property owner contribution	Estimated Cost	Actual Cost
Project 1 Footpath	$2,937.00	$2,707.87
Project 2 Kerb and Channel and road widening	$17,767.00	$16,574.47
Total Property owner contribution	**$20,704.00**	**$19,282.34**
Council Contribution		
Project 1 Footpath	$27,903.00	$25,724.78
Project 2 Kerb and Channel and road widening	$43,973.00	$41,021.82
Bus Bay and drainage construction	$62,172.00	$63,005.52
Total Council contribution	**$134,048.00**	**$129,752.12**
TOTAL PROJECT COST	**$154,752.00**	**$149,034.46**

5. Property owners have the ability to nominate a payment plan and may access our hardship policy if applicable.

Community Engagement

6. Communication with property owners was undertaken during the project and Special Charge Scheme process as shown in **Attachment 4.** A levy notice was issued to the Property Owner on 13 June 2018. No objection was received, and the project proceeded to construction.

Social Equity Considerations

7. The provision of properly sealed and drained roads and footpaths is aligned to the Council Plan and provides improved amenity, connectivity and safety for pedestrians.

Policy/Legal/Statutory Implications

8. The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989 along with the 2004 ministerial guidelines and Council's Special Rates and Charges Policy. The process chart for Special Rate Schemes is shown in **Attachment 4**.

Alignment to Council Plan

9. This report aligns with the Council Plan as follows:

    9.1 These works primarily align Integrated Transport Connections and key priority to improve our road management and engagement program;

    9.2 These works also directly respond to the action to implement a Council program of infrastructure upgrades including streets, roads and drains;

    9.3 Other connections to the Council Plan include:

        9.3.1 An investment into sustainable infrastructure for the Waurn Ponds community, reducing operation and maintenance liability; and

        9.3.2 Encourages use of active transport, such as walking due to the footpath construction creating a safer public space.

Conflict of Interest

10. No Council Officer involved with this process has any direct or indirect interest in the project or properties included in the scheme.

Risk Assessment

11. Provision of a sealed pathway provides safer walking conditions for pedestrians by minimising the risk of personal injuries through conflict with vehicles and the elimination of uneven and slippery surfaces. Provision of a footpath constructed to standards and suitably drained will provide safer passage for pedestrians.

12. Whilst investigating this project, it was decided to include the construction of a bus bay indent to the south of the subject site. The existing bus stop located on the east side of Ghazeepore Road adjacent to the property at No 1 Monterey Drive had no bus stop indent for buses to pullover from the thru traffic lane. The width of the road does not allow for two-way traffic whilst a bus is pulled up at the stop. For this reason, an indented bus stop allows for safer passing of two-way traffic and improved safety for motorists.

Environmental Implications

13. The new footpath and kerb and channel and sealed parking lane provides proper sealed access and improved amenity as dust and mud concerns are mitigated.

14. No significant vegetation removal was required to complete the project.

Attachment 2

SCHEDULE 'A'

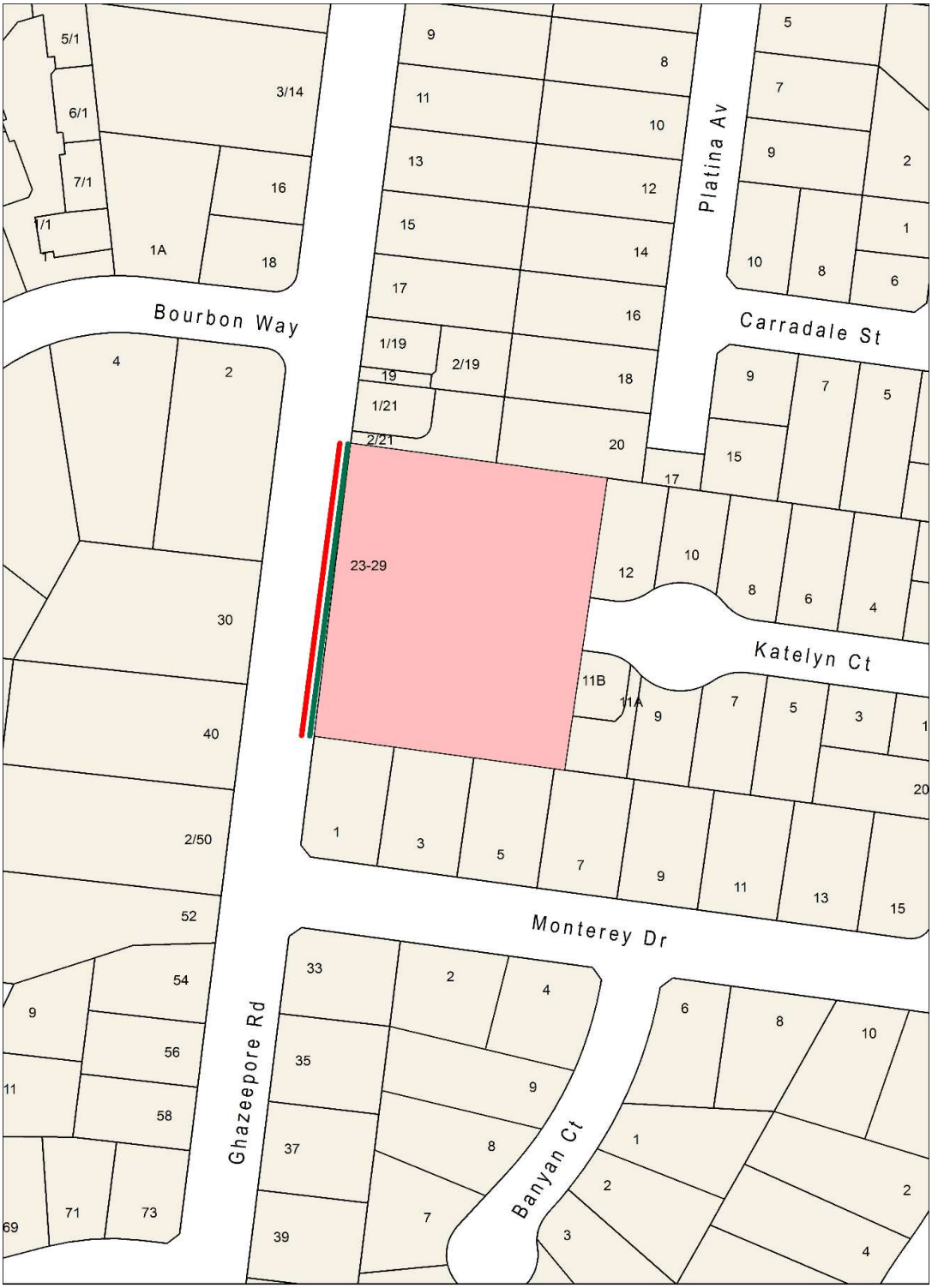
SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

GHAZEEPORE ROAD, WAURN PONDS

	ADDRESS	ESTIMATED COST	ACTUAL COST
346772	23-29 Ghazeepore Road, Waurn Ponds, 3216	**$20,704.00**	**$19,282.34**

Attachment 3

Plan of Scheme Area



Attachment 4

PROCESS CHART

SPECIAL CHARGE SCHEMES – (Section 163 – Local Government Act 1989)

GHAZEEPORE ROAD, NORTH GEELONG

Stage	***Status***	***Description***
Approval to prepare scheme	✓	Decision made to prepare scheme following consideration of surveys of residents and feedback from the community via informal survey. Council may then place the project in the budget system or proceed immediately to prepare a scheme. Scheme preparation involves survey, design and preparation of an apportionment of costs. 2017
Intention to Declare Scheme	✓	Report to Council providing information on scheme including advice of impending advertising of scheme and declaration of charge. Seeks Council approval by resolution to proceed with process.
Advertisement	✓	The scheme is advertised in the local newspaper and all allotted property owners are notified by mail. This advertisement indicates Council's intention and notification to 'declare' a scheme in a month's time.
Submissions	✓	From the time of advertising property owners have 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme.
Submissions Review Panel Hearing	N/A	A Submissions Review Panel is convened (quorum of three Councillors) and meets to consider submissions. Some submissions are written only, and other submitters may wish to be heard before the Panel. The Panel makes a recommendation to Council regarding the scheme.
Declaration Report	✓	Any time 28 days after advertising the scheme and after the Submissions Review Panel has met and considered submissions, Council considers a report and may proceed to "declare" the charges in accordance with its advertised intent. Subsequent to this the Finance Manager issues the levy notices and there is a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.
Appeal	NA	Property owners may lodge an application for review with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. An appeal is listed, heard and determined by the Tribunal and this process generally takes three to four months. Decisions made by VCAT are binding on all parties.
Construction	✓	Council may then proceed to construct the works. Invoices are issued seeking payment of the estimated cost within one month of commencement.
Final Cost Report	✓	At the completion of the works the scheme is "finalised" taking into account actual costs incurred and payments are adjusted accordingly.

Attachment 5

Photos of works







Photos of works before and after completion

6. TENDER T2000053 LED LIGHTING AND SMART CONTROL DELIVERY – SUPPLY OF STREET LIGHTING HARDWARE

Source:	**Customer & Corporate Services – Property, Procurement & Assets**
Director:	**Michael Dugina**
Portfolio:	**Finance**

Purpose

1. To award Contract C2000053 for the LED Lighting and Smart Control Delivery – Supply of Street Lighting Hardware project to Schreder Australia Pty Ltd (ABN 17 604 331 937) under the terms and conditions of the MAV Contract SL3911: Panel of Providers for Approved Energy-Efficient Street Lighting Hardware (luminaires and associated components) and Installation Services.

Background

2. The City owns or pays for the operation and maintenance of over 25,000 street lights at a cost of $3.2m per year (2018). Conversion of existing light fittings to more efficient light-emitting diodes (LEDs) with smart control technology would deliver a vast range of benefits including operational cost savings, a reduction in energy consumption and greenhouse gas emissions and improvements to road safety, public security, public amenity, lighting service and asset management.

3. Works for the entire project shall comprise of an accelerated bulk replacement of approximately 25,000 existing street lights that the City either owns or pays for with modern LED luminaries. The new luminaries will also include a smart control device which will be connected to a new wireless network and will enable remote control and adjustment of the lighting output, also creating a platform for additional smart city infrastructure to be added.

4. Works under this engagement (Phase 1) will include the replacement of approximately 15,000 existing street lights which includes most of the regions ‘P category’ lights.

Key Matters

5. Procurement Services managed a select tender process, using a Municipal Association of Victoria (MAV) panel contract outlined below, seeking to appoint a suitably qualified and experienced lighting supplier to undertake the supply of the associated LED light fittings and smart control devices for Phase 1.

6. The City is utilising the existing Municipal Association of Victoria (MAV) Contract SL3911: Panel of Providers for Approved Energy-Efficient Street Lighting Hardware (luminaires and associated components) and Installation Services and aligns with the terms and conditions of this panel.

7. The submissions were evaluated in accordance with the processes detailed in the City’s ‘Procurement and Contracts Manual’

8. Based on the tenderers project experience, expertise and value for money the Tender Evaluation Panel (TEP) recommend that Schreder Australia Pty Ltd be awarded the contract for the supply of lighting hardware.

9. Subject to Council awarding the contract, the project will commence 10 August 2020.

10. The lump sum price for the delivery of the project is $4,948,939.20 (excl. GST).

Cr Aiken moved, Cr Grzybek seconded -

11. That Council:

11.1 Award Contract C2000053 for the LED Lighting and Smart Control Delivery – Supply of Street Lighting Hardware project to Schreder Australia Pty Ltd (ABN 17 604 331 937) for the tendered lump sum price of $4,948,939.20 (excl. GST); and

11.2 Authorise the CEO to execute Contract C2000053 and any other documents required by or to give effect to the terms of the contract on behalf of Council.

Carried.

Attachment 1

Financial Implications

1. The lighting hardware being purchased is a 13.7W light fitting instead of the 17W light fitting. The 13.7W light fitting is a slightly more expensive capital outlay initially, however the 13.7W light fitting is 20% more efficient to operate. This is anticipated to save the City $41,773.00 per year and $417,731.00 over 10 years to operate, which is the expected lifespan of the fitting.

2. The tendered price came within the estimated budget for this phase of the project.

Community Engagement

3. Conversion of street lighting to LED technology has progressed rapidly throughout the world and indeed in Australia.

4. The engagement process will clearly communicate the progress and success of accelerated lighting replacements across the globe, the proven financial, social and environmental benefits available to the City, and inform the community on the lighting and smart controls technology being implemented.

5. Media and social media campaigns will be completed during the design phase to gather feedback and comments to be considered in the design and will also continue through implementation of the project to keep the community updated on progress and timing of the works in specific areas.

Social Equity Considerations

6. Research recognises that quality street lighting improves road safety and particularly white light provided by LEDs, makes people feel safer in the public domain at night and can be more of a deterrent to antisocial behaviour. Implementing LED and smart controlled lighting will help community members of all genders and age groups feel safer on our roads and where they live.

Policy/Legal/Statutory Implications

7. Installation of Smart Controlled LED lighting aligns closely with the City's policies and strategic documentation including 'A Clever and Creative Future', the 'Community Zero Carbon Action Plan' and the Council Plan 2018-2022 as further detailed below.

8. The planned and systematic conversion of street lighting to LED's will also ensure improved compliance with the Public Lighting Code which is regulated by the Essential Services Commission.

Alignment to Council Plan

9. This project aligns closely with several the strategic priorities within the Council Plan 2018-2022, including:

    9.1 Improved Health and Safety of Our Community - LED conversion will improve public lighting coverage and reliability resulting in safer public spaces and roadways (key priority);

9.2 Effective Environmental Management - the changeover of standard street lights to LEDs is listed as a key priority. One of the measures of success is to reduce emissions from street lights, building and vehicle fleet by 50% by 2020. Although this project will achieve this magnitude, through reducing emissions from street lights by 63%, the size and duration of the project requires it to commence as a matter of urgency;

9.3 Removing mercury vapour light fittings from our inventory will also increase our use of sustainable materials; and

9.4 Innovative Finances and Technology - this project is integral for a number of the Council Plan key priorities in delivering smart technology solutions. Smart lighting will improve maintenance and asset management, provide opportunities for simple and targeted lighting modifications and provide a platform for additional smart technology devices to be deployed throughout the region.

Conflict of Interest

10. No City officers have declared a direct or indirect interest in this matter.

Risk Assessment

11. Large scale implementation of LED public lighting is now well tested throughout Victoria and the rest of the world, therefore risks associated with proceeding with this technology are insignificant. Whilst the efficiency of the LEDs may improve further, they have already reached a point where any further energy reductions would be outweighed by the opportunity lost from not acting immediately. Smart controlled lighting has progressed rapidly in the last 5 years and is likely to evolve further in the next 5-10 years, however coordinating with the LED rollout presents a huge financial advantage and an opportunity for the City to be a leader in technology advancement.

12. As with all large projects there are a number of financial risks associated with the financial model and business case:

12.1 Higher installation costs than estimated;

12.2 Higher third party (DNSP) costs involved with capital project costs and also maintenance rates (future costs cannot be locked in, however are regulated by the Australian Energy Regulator). It should also be noted that the equivalent risks associated with doing nothing are even greater with the risk of operational and maintenance costs for legacy lighting increasing;

12.3 The business case financial model includes for a portion of the capital costs to be offset from funding available through the Victorian Energy Efficiency Target Scheme (State funded rebates available through proven energy use reductions). Rebate values are based on a market price depending on supply and demand. The model assumes a conservative price, therefore presenting both a risk and an opportunity to the project; and

12.4 The business case is based on a 2-year program with a 6-12 months period of design and procurement required before hand. Delaying the start or extending the duration will increase the total cost.

Environmental Implications

13. The bulk change out of existing public lighting to LED technology would reduce energy consumption by 63.5% from 12.52GWh (gigawatt hours) per year to 4.57GWh per year. This presents a reduction in greenhouse gas emissions of 8,664t of CO2 per year.

14. Furthermore, the Minamata Convention is a global treaty to ban most mercury vapour lights by 2020 to protect human health and the environment from the adverse effects of mercury. Australia signed up to the treaty in 2013, and if, as expected, ratifies the convention it would see a ban on the importation of mercury vapour street lighting lamps. Regardless of Australia's position, global suppliers of mercury vapour lamps are already winding down production and the City will be forced to replace luminaires when availability of replacement mercury vapour lamps ceases. Accelerated replacement will fast track the elimination of these hazardous mercury vapour light fittings from our region. The project will also ensure that redundant mercury vapour lamps are disposed of in methodical and environmentally responsible manner.

Attachment 2

Tender Details

Contract Details

1. Contract C2000053 – LED Lighting and Smart Control Delivery Project – Supply of Street Lighting Hardware

Invitation to Tender

2. The City issued a select tender T2000053, closing 2pm Monday 1 June 2020, seeking to appoint a qualified lighting supplier to undertake the supply of the associated LED light fittings and smart control devices for the initial phase (Phase 1) of the project which includes most of the regions 'P category' lights.

Table 1 Invitations to Tender

Medium	Date Advertised
eProcure	22 May 2020

Tender Evaluation Panel

3. The Tender Evaluation Panel comprised the following staff

Table 2 Tender Evaluation Panel

Position Title	Panel role
Procurement Specialist	Chair (non-voting)
Manager Capital Projects	Member (voting)
Project Manager, Capital Projects	Member (voting)
Senior Lead Smart City, Smart City	Member (voting)
Technical Services Officer, Engineering Services	Member (voting)

Tender Submissions

4. Tenderers had to comply with the following mandatory criteria:

   4.1 OH&S system – if the tenderers OH&S processes and procedures do not meet a minimum standard determined by the City, the tenderer will not be considered for the Contract.

   4.2 Tenderer must have a heat and UV radiation exposure management procedure, and if not, must be willing to abide by the City's Heat and UV Radiation Exposure and Outdoor Clothing Procedures (Long/Long).

5. All tenderers complied with the mandatory criteria and all submissions were received before tender close.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	Schreder Australia Pty Ltd	Yes
B	Tender B	Yes
C	Tender C	Yes

Tender Evaluation

6. The Evaluation Panel used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Methodology & Plan for Performing Contract (incl. Capability)	50
Clever and Creative (Innovation) (mandatory)	40
Economic & Local Content contribution	10

7. The tender was evaluated by the evaluation panel in a two staged process:

   7.1 Qualitative assessment of a weighted score totalling 100%; and

   7.2 Evaluation of price against weighted score: VFM = Tendered Price ÷ Weighted Score (lowest VFM Score = preferred supplier).

8. Schreder Australia Pty Ltd were deemed the best value for money tenderer, demonstrating best value for money for the City, and placing them as the preferred tenderer to progress to interview stage.

Tender Evaluation Scores

9. At the conclusion of the evaluation the tenders were ranked in the following order.

Table 5 Tender Evaluation Scores

Tender		Rank
A	Schreder Australia Pty Ltd	1
B	Tenderer B	2
C	Tenderer C	3

Post-Tender Contact

10. The Evaluation Panel sought clarifications in writing from the shortlisted tenderer (Schreder Australia Pty Ltd) regarding project breakdown, project management approach, resource utilisation, capacity to deliver orders on time and discuss the proposed products. The shortlisted tenderer was invited to interview (held Monday 29 June 2020). At interview, Schreder Australia Pty Ltd demonstrated their ability to deliver the project and illustrated that they have undertaken the appropriate due diligence and have allocated the required resources.

11. Schreder Australia Pty Ltd demonstrated a thorough understanding of the requirements of the specification with a proven record of delivering comparable contracts. The Tender Evaluation Panel noted that Schreder Australia Pty Ltd are an experienced provider of comparable projects and leaders in innovative technology.

12. Schreder Australia Pty Ltd project methodology demonstrated that they have the available resources and expertise to successfully deliver the works as tendered and provided evidence of their capability to deliver the project within the City's timeframes.

13. Schreder Australia Pty Ltd OHS documentation addressed the high risk tasks associated with the works providing examples of SWMS used on a project with a comparable risk profile and all relevant qualifications required.

Probity

14. No probity issues identified.

7. REVOCATION OF FLOOD-PRONE AREA DESIGNATION OF NEW LOTS AT GLENLEE ESTATE, STAGE 1

Source: **City Services – Engineering Services**
Director: **Guy Wilson-Browne**
Portfolio: **Parks, Gardens and City Services**

Purpose

1. To revoke Council's designation of 12 December 2006 of flood affected land at Glenlee Estate, Stage 1 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Background

2. Council has a statutory obligation under the *Building Regulations 2018* to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.

3. The current designated flood mapping (**Attachment 2**) was designated by Council at its meeting of 12 December 2006.

4. This revocation will result in another stage of new lots in Glenlee Estate fronting 274 – 280 Reserve Road, Charlemont being free of their flood prone status, paving the way for owners to build homes on their land.

Key Matters

5. The flood mapping is subject to a revision due to the subdivision and development at 274 – 280 Reserve Road, Charlemont. Prior to subdivision the parent lot was considered to be liable to flooding. This development site, which is also known as Glenlee Estate, Stage 1 achieves flood immunity for newly created lots for flood events up to and including the 100-year Average Recurrence Interval (**ARI**) event due to approved internal earthworks.

6. The recommendation by Council engineers that the flood prone status can be removed includes assessment of internal drainage, road construction and earthworks to contain potential floodwaters from the 100-year ARI event within road and drainage reserves (**Attachment 3**).

7. It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

Cr Kontelj moved, Cr Nelson seconded -

8. That Council revoke the Council designation of 12 December 2006 of flood affected land at Glenlee Estate, Stage 1 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Carried.

Attachment 1

Financial Implications

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

Community Engagement

2. A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.

3. Relevant City databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority and Building Control Commission.

Social Equity Considerations

4. Council have a responsibility to the community to provide the best possible information on areas that are flood prone. The removal of flood prone designation allows owners to build on their land without a special permit from the City, and without raising the floor level of their home. It also reduces the cost of property insurance.

Policy/Legal/Statutory Implications

5. The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the *Local Government Act 1989, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2018, Water Act 1989, Subdivision Act 1988* and *Emergency Management Act 1986*.

6. The works have resulted in the lots being protected from flooding during a major storm event that has a one per cent probability of occurring in any one year, and occurs on average once in 100 years. This is the required standard for new subdivisions.

Alignment to Council Plan

7. The recommendations of this report are consistent with the Council Plan, in relation to planned sustainable development.

Conflict of Interest

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

Risk Assessment

9. Council also has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.

10. The revocation of the designation is the final step in minimising Council's risk.

Environmental Implications

11. The revocation of flood-prone areas designation and designation of revised flood data through the design of this stage is considered unlikely to result in any known adverse environmental impacts.

Attachment 2

Current Flood Map



Attachment 2

Current Flood Map



8. 2019-20 BORROWING PROVISION *(CONFIDENTIAL)*

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

Cr Aitken moved, Cr Grzybek seconded -

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

NOTICE OF MOTION – Cr Mason

VIRTUAL MEETINGS – LOCAL GOVERNMENT ACT 2020

The Victorian Government passed the COVID -19 Omnibus (Emergency Measures) Act 2020 on 23 April 2020 which temporarily changed the operation of the Local Government Act 2020 (the Act) in response to the COVID-19 pandemic.

Part 12 of the Omnibus legalisation implements temporary changes of the Act. Section 394 of the Omnibus legislation provides for Councillors or members to participate in meetings by electronic means of communication for the following meeting types:

- a Council meeting;
- a joint meeting of Councils;
- a meeting of a delegated committee or joint delegated committee;
- a meeting of a governing body of a regional library; or
- a meeting of a special committee.

The ability for electronic meetings is due to end on 1 November 2020 in accordance with terms of the Omnibus legalisation.

There is significant benefit to facilitating participation of Councillors by allowing virtual meetings to continue beyond November 2020. For instance, a Councillor who may be mildly unwell, and would, prior to COVID-19 attend a Council meeting, could attend virtually and concurrently demonstrate this example of responsible social distancing publicly.

The City introduced the live streaming of meetings in 2018. Due to the pandemic, physical distancing has been required and the Council has continued to live stream meetings. A Council meeting has also been conducted remotely with Councillors and members participating online with the meeting being broadcast via the City's website.

The Council should advocate broadly for the continuation of virtual meetings, including moving a motion at the next MAV State Council meeting seeking a permanent change to the Act.

Cr Mason moved, Cr Grzybek seconded -

That Council:

1. **Supports the provision of the current Omnibus legislation which allows for virtual meetings and would like this to continue beyond November 2020;**

2. **Write to the Minister for Local Government, requesting that the Act be changed to incorporate the ability of Councils to conduct virtual meetings, as is currently provided for by Section 394 of the Omnibus legislation; and**

3. **Requests the Chief Executive Officer to investigate an online platform that supports a suitable hybrid model for virtual meetings.**

Carried.

NOTICE OF MOTION – Cr Aitken

TRANSPARENCY – ESTABLISHMENT OF A PUBLIC REGISTER OF MEETINGS OF PROPERTY DEVELOPERS WITH KEY MANAGEMENT PERSONNEL/SENIOR OFFICERS AND/OR COUNCILLORS OF THE CITY OF GREATER GEELONG

The introduction of the new Victorian Local Government Act 2020 (Act) has given Council in Geelong the opportunity to review its transparency policies and governance frameworks.

The Act does not specifically request Council to create a public register of meetings held by Key Management Personnel and/or Councillors with specific interest group within the community. However, an opportunity does exist for Geelong Council to be a leader and present a model of best practice to the community in establishing a public register of meetings (formal and informal) held between property developers and Key Management Personnel/Senior Officers and/or Councillors.

Such a public register could list the meeting date, the property developer entity name or property developer if an individual and the names of City of Greater Geelong Key Management Personnel/Senior Officers and/or Councillors who attended the meeting.

Property developers have one of the most significant financial interest in dealing with local government authorities. The recent municipal inquiry and sacking of the City of Casey highlighted when this interest can cause conflict and not be in the communities' broader interests or good governance. Geelong itself has not been immune from scandal associated with improper property developer relationships with candidates, as detailed in the 2006 Merv Whelan Municipal Inquiry into donations made to candidates for the 2004 Geelong Council elections.

By establishing a public register of property developer meetings the intention is to enable the public to have transparency of these meetings and relationships, and to serve as a permanent reminder to senior staff and councillors of the need to act impartially and without fear or favour in performing their duties.

Breaches of the register by senior council employees can be referred to the City's Staff Code of Conduct and Councillor breaches can be referred to the Councillor Code of Conduct.

Cr Aitken moved, Cr Grzybek seconded -

That Council requests the Chief Executive Officer:

1. **To investigate establishing a public register of property developer meetings held with City of Greater Geelong Key Management Personnel/Senior Officers and/or Councillors;**

2. **Draft updates to the City's Staff Code of Conduct and Councillor Code of Conduct to refer breaches of non-reporting on the property developer meeting register, if the register is established;**

3. **Draft changes to reference the register in the proposed Transparency Policy, if the register is established; and**

4. **Report back to Council by 21 September 2020 with a proposed draft recommendation.**

Carried.

Due to internet issues Cr Harwood vacated the meeting at 9.15pm for the evening.

ASSEMBLY OF COUNCIL RECORD

Source: **Governance, Strategy and Performance**
Chief Executive Officer: **Martin Cutter**
Portfolio: **Leadership & Governance**

Summary

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

Cr Murrihy moved, Cr Grzybek seconded -

3. That the information be received.

Carried.

RECORD OF ASSEMBLIES OF COUNCIL
(Council Meeting 28 July 2020)

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Briefing 7 July 2020	Crs Grzybek, Aitken, Harwood, Kontelj, Mansfield, Mason, Murrihy, Murnane, Nelson, Sullivan	M Cutter (CEO B Luxford (DIR) G Smith (DIR) M Dugina (DIR) G Wilson-Browne (DIR) R Leonard (DIR) R Stevens (DIR) K Phyland (DIR) J Lane (MGR) I Hicks (MGR) J Harris (MGR) V Shelton (MGR) M Gallon (MGR) H Chasemore (MGR) J Brown (CO ORD) D Bushell (Clr Liaison Off) L Raimondo (Adv to Mayor and CEO) K Ivens (Snr Advisor - Mayor & CEO) M Macgugan (Snr Comm Adv) P Dorling (Monitor)	• Lara Flood Study • Affordable Social Housing Advisory Committee Terms of Reference • GME Independent Member Appointments • Tender T2000036 Plant Hire Services • Rippleside Inclusive Play Space Update • Tree Management Policy • Draft Public Transparency Policy • Draft Governance Rules	• Cr Kontelj declared a Conflict of Interest in Tender T2000036 Plant Hire Services and left the meeting room prior to discussion. • Cr Nelson declared a potential Conflict of Interest in Rippleside Inclusive Play Space Update and left the meeting room prior to discussion.

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Briefing 21 July 2020	Crs Asher, Grzybek, Harwood, Kontelj, Mason, Murrihy, Murnane, Nelson	M Cutter (CEO B Luxford (DIR) G Smith (DIR) M Dugina (DIR) R Leonard (DIR) R Stevens (DIR) G Wilson-Browne (DIR) K Phyland (DIR) I Hicks (MGR) J Harris (MGR) J Daly (MGR) L Griffiths (OFF) M Tesoro (CO ORD) J Brown (CO ORD) L Raimondo (ADV TO MAYOR & CEO) K Ivens (Snr Advisor - Mayor & CEO) M Macgugan (SNR COMM ADV) M Mitchell (CLR LIAISON OFFICER)	• Draft South Geelong Urban Design Framework Consultation • Amendment C339 – Lower Barwon and Lower Moorabool Flood Investigation, Lara Flood Study and Other Flooding Overlay Changes • Social Infrastructure Plan – Generation One 2020-2023 • Sustainability Framework and Action Plan Update • Ghazeepore Road, Waurn Ponds – Footpath Construction SRC353 – Finalisation of Scheme • 2019-2020 Borrowing Provision *(Confidential)* • Tender T2000053 LED Lighting and Smart Control Delivery – Supply of Street Lighting Hardware • Revocation of Flood-Prone Area Designation of New Lots at Glenlee Estate, Stage 1	• Nil

PLANNING DELEGATIONS

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

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 98 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.

3. Sections 86 and 87 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* allow Council to establish special committees with delegated powers to determine planning permit applications.

4. At its meeting on 9 July 2019, Council:

   4.1 Amended the Council to staff instrument of delegation to allow staff delegates to determine planning permit applications where there are less than 6 objections lodged; and

   4.2 Amended the Planning Committee's terms of reference to provide for its determination, if required, of planning permit applications where there are 6 or more objections lodged.

5. The City is required by Council to provide information on planning permit applications determined under delegation.

Key Matters

6. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

Cr Sullivan moved, Cr Mason seconded -

7. That Council receive the information in the Schedule.

Carried.

Planning Decisions Report - June 2020

App Number	Location	Application Type	Decision Date	Description	Authority Description
PP-1272-2015	27 Bayfield Court, NEWCOMB VIC 3219	Development of the Land for Two Dwellings, Two Lot Subdivision and Variation of Restrictive Covenants PS507775M and PS507783N on Lot 38, Plan of Subdivision 507783N, Vol 10716, Fol 620	25/6/2020	Extended Planning Permit	Delegated Authority
PP-135-2020	Unit 3/106 Harvey Road, ST LEONARDS VIC 3223	Building and Works Associated with the Conversion of a Dwelling into Five (5) dwellings	12/6/2020	Refusal to Grant a Planning Permit	Decision Making Committee
PP-1391-2017	47 Helms Street, NEWCOMB VIC 3219	Construction of Eight (8) Dwellings and Eight (8) Lot Subdivision	30/6/2020	Extended Planning Permit	Delegated Authority
PP-213-2018	159 Melbourne Road, RIPPLESIDE VIC 3215	Partial Demolition of the Existing Building, Buildings and Works to the Existing Dwelling and Shop, Use and Construction of Two (2) Triple Storey Dwellings within a Heritage Overlay and a Reduction in the Number of Car Parking Spaces Required	23/6/2020	Delegate - No Appeal Lodged	Delegated Authority
PP-243-2018	48-58 Station Lake Road, LARA VIC 3212	Development of seventeen (17) double storey dwellings and one (1) single storey dwelling and works in a Road Zone	29/6/2020	Refusal to Grant a Planning Permit	Planning Committee
PP-435-2015	455 Bacchus Marsh Road, LARA VIC 3212	Use of the land as a Store To construct a building and construct or carry out works Display of business identification signage Alteration of an access to a road in a Road Zone, Category 1	11/6/2020	Extended Planning Permit	Delegated Authority
PP-514-2019	27-29 Marlo Street, HAMLYN HEIGHTS VIC 3215	Development of the Land for Nine (9) Dwellings and Nine (9) Lot Subdivision	2/6/2020	Grant a Planning Permit	Delegated Authority

PP-623-2019	135 Fitzroy Street, GEELONG VIC 3220	Partial Demolition, Construction of Forty (40) Dwellings including Seven (7) Apartments, and a Multi-lot Subdivision	1/6/2020	Clerical - Error Permit Issued	Delegated Authority
PP-107-2020	29 Toyne Avenue, HAMLYN HEIGHTS VIC 3215	Construction of Three (3) Double Storey Dwellings	18-Jun-2020	NOD - Delegate	1
PP-1098-2019	Shop No. 7/63A The Terrace, OCEAN GROVE VIC 3226	Removal of Covenant 0354055, Use of the Land for Sale and Consumption of Liquor (On-Premises Licence) and Reduction of Carparking to Zero	29-Jun-2020	NOD - Delegate	2
PP-1116-2019	1/13 Willis Street, PORTARLINGTON VIC 3223	Construction of Two (2) Dwellings	12-Jun-2020	NOD - Delegate	2
PP-112-2020	3 Boronia Street, NEWCOMB VIC 3219	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	26-Jun-2020	NOD - Delegate	2
PP-1141-2019	72 Aberdeen Street, GEELONG WEST VIC 3218	Construction of Two (2) Dwellings Including Partial Demolition, Alterations and Additions to an Existing Dwelling in a Heritage Overlay and Creation of Access to a Road Zone	16-Jun-2020	NOD - Delegate	2
PP-1227-2019	187 Barrabool Road, HIGHTON VIC 3216	Construction of Second Dwelling, Creation of Access to Road Zone Category 1 and Two (2) Lot Subdivision	26-Jun-2020	NOD - Delegate	1
PP-1356-2019	23 Huntingdon Street, NEWTOWN VIC 3220	Partial Demolition, Building and Works to Construct Alterations and Additions to an Existing Dwelling and Fencing in a Heritage Overlay	12-Jun-2020	NOD - Delegate	4
PP-177-2020	340 Anakie Road, NORLANE VIC 3214	Buildings and Works, Construction of a Second Dwelling, Two (2) Lot Subdivision and Alter Access to Road Zone Category 1	17-Jun-2020	NOD - Delegate	1
PP-212-2020	4 Brownbill Street, GEELONG VIC 3220	Buildings and Works for Partial Demolition, Alterations and Additions to Existing Dwelling including Front Fence in a Heritage Overlay	18-Jun-2020	NOD - Delegate	1
PP-23-2020	2 Acton Court, NEWCOMB VIC 3219	Construction of Two (2) Dwellings and Three (3) Lot Subdivision	19-Jun-2020	NOD - Delegate	1
PP-63-2020	399 The Esplanade, ST LEONARDS VIC 3223	Construction of a Dwelling 7.5m Above Natural Ground Level and Create Access to a Road Zone Category 1	10-Jun-2020	NOD - Delegate	1

PP-69-2020	24 Torquay Road, BELMONT VIC 3216	Buildings and Works Associated with the Construction of a Second Dwelling	3-Jun-2020	NOD - Delegate	1
PP-82-2020	85 Marshall Street, NEWTOWN VIC 3220	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	11-Jun-2020	NOD - Delegate	3
PP-994-2019	6 Vistula Avenue, BELL PARK VIC 3215	Development of the Land for Three (3) Dwellings and Three (3) Lot Subdivision	9-Jun-2020	NOD - Delegate	5

Cr Kontelj moved, Cr Mansfield seconded -

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 9.21pm

Cr Sullivan moved, Cr Mason seconded -

That the Meeting be opened to the public.

Carried.

The Meeting was opened to the public at 9.23pm

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

CLOSE OF MEETING

As there was no further business the meeting closed at 9.23pm Tuesday, 28 July 2020.

Signed: _____

Cr Stephanie Asher (Mayor)

Date: _____