

#### **4. OCEAN GROVE TOWN CENTRE URBAN DESIGN FRAMEWORK**

<b>Portfolio:</b>	<b>Planning - Cr Heagney</b>
<b>Source</b>	<b>Planning and Tourism</b>
<b>General Manager:</b>	<b>Peter Bettess</b>
<b>Index Reference</b>	<b>Project: Ocean Grove Urban Design Framework</b>

##### **Purpose**

The purpose of this report is to seek Council's adoption of the Ocean Grove Town Centre Urban Design Framework (UDF) and commence preparation of a planning scheme amendment to implement the recommendations into the Greater Geelong Planning Scheme.

##### **Summary**

- The Ocean Grove Structure Plan identified the need to undertake further work to unlock the development potential of the Ocean Grove Town Centre as the town is expected to grow from 12,555 to 15,000 – 21,000 by 2020.
- The development of the UDF has been underpinned by the input Council received from residents, businesses, community associations, sporting clubs, schools and government agencies through an Enquiry by Design (EbD) workshop. The two day workshop was held in May 2013 and the preferred future outcomes identified at the workshop have underpinned development of the UDF.
- The UDF seeks to guide future growth and development, built form outcomes, streetscapes, traffic and pedestrian movements, car parking and land use as well as providing a framework for Council investment in the centre over the next 10 years. The UDF provides a vision for how the Town Centre should develop, provides design principles and recommends improvements to existing infrastructure and functionality of the town. The UDF will also assist in the assessment of future development proposals.
- The UDF was placed on informal consultation for an eight week period from 5 February until 31 March 2014. A community information session was attended by 70 people. A total of 104 submissions were received.
- The key concerns raised in the submissions were the need for pedestrian and cycle infrastructure improvements, the impact of building heights on coastal character, the need for a civic hall, development within and around the Ocean Grove Park, the preferred arterial road route and provision of future car parking areas.
- The submissions have been considered and the necessary changes have been made to the final UDF. To give statutory effect to the UDF a planning scheme amendment will be prepared to introduce the design and development controls into the Greater Geelong Planning Scheme.

**Cr Farrell moved, Cr Heagney seconded -**

**That Council:**

- 1) adopt the Ocean Grove Town Centre Urban Design Framework;**
- 2) develop an implementation plan for the 'squaring up' of the Hodgson Street/The Parade intersection including the potential sale of Council land in Precinct 3;**
- 3) request authorisation from the Minister for Planning to prepare an amendment to the Greater Geelong Planning Scheme; and**
- 4) resolve, subject to the grant of authorisation, to exhibit an amendment to introduce the recommendations of the UDF into the Planning Scheme as detailed in this report and shown on the map at Appendix 3.**

*Cr Nelson left the meeting room at 8.47p.m*

*Cr Nelson re-entered the meeting room at 8.48pm*

**Carried.**

### ***Background***

Ocean Grove is a designated growth location on the Bellarine and it is vital that the Town Centre continues to thrive and remains the primary retail centre for Ocean Grove.

An urban design framework (UDF) is a plan that describes and illustrates how planning and design policies and principles should be implemented in an area where there is a need to manage, guide and promote change.

The development of the UDF has been underpinned by the input Council received from residents, businesses, community associations, sporting clubs, schools and government agencies through an Enquiry by Design (EbD) workshop. The two day workshop was held in May 2013 and attended by 90 delegates to uncover the community aspirations for the Town Centre. Through the EbD a series of preferred community outcomes and a concept master plan was developed that provided the basis for the development of the UDF.

The guiding design principles of the Urban Design Framework are:

- Enhance the quality of the experience for locals and visitors in the Town Centre by improving the public realm;
- Activate the perimeter block of the Town Centre with shops;
- Create vibrant outdoor shopping and eating areas;
- Promote economic diversity in the Town Centre;
- Reinforce Ocean Grove Town Centre as the primary retail centre for Ocean Grove in the face of new competition at Shell Road and Grubb Road;
- Create new meeting places and public spaces;
- Prioritise pedestrian and cyclist safety and amenity in new development and streetscape upgrades;
- Improve safety for drivers, cyclists and pedestrians;
- Create connections from the Town Centre to the beach and Ocean Grove Park; and
- New development meets its car parking demand or provides additional spaces within the Town Centre.

The UDF considers the Town Centre as three unique precincts: The Terrace, The Avenue and Hodgson Street. For each of the precincts the UDF seeks to provide guidance on future growth and development, built form outcomes, streetscapes, traffic and pedestrian movements, car parking and land use. The UDF provides a vision for how the centre might develop, provides design principles and recommends improvements to existing infrastructure and functionality of the town. The UDF will also assist in the assessment of future development proposals.

The UDF plan is included as Appendix 1.

The key recommendations and projects identified in the UDF are:

- Consolidate commercial land use within the existing zoned land to promote a compact Town Centre;
- Create a town square in The Terrace;
- Signalise the intersection of Orton Street and Presidents Avenue;
- Promote high quality mixed-use development of three and four storeys that respects the coastal setting of Ocean Grove;
- Upgrade streetscapes in Presidents Avenue, Hodgson Street and The Avenue;
- 'Square up' the intersection of Hodgson Street and The Parade;
- Preserve The Terrace, east of Hodgson Street as the long term arterial road through the Town Centre; and
- Improve footpath and cycling connections to the Town Centre.

### ***Discussion***

The draft UDF was placed on informal consultation for an eight week period from 5 February until 31 March 2014. A community information session was attended by 70 people. A total of 104 submissions were received.

The key issues raised during the information session and within the submissions relate to the need for pedestrian and cycle infrastructure improvements, the impact of building heights on coastal character, the need for a civic hall, development within and around the Ocean Grove Park, the preferred arterial road route and provision of future car parking areas.

A response to the submissions is found at Appendix 2. The key issues raised within the submissions are outlined below:

### ***Walking and cycling***

*Submission: Prioritisation of pedestrian safety and additional footpath installations are supported however many more footpaths are required in Ocean Grove*

Officer comment:

Through the EbD and submissions received it is evident that there is strong community support for development of a more coordinated and comprehensive network of footpaths to access key locations such as the Town Centre. As a starting point, the UDF recommends that infill footpaths be provided for the gaps in the footpath network within the Town Centre, such as The Avenue and Presidents Avenue.

However, as many submissions identify, there is a need to have a broader footpath network that allows both walkers and other users, such as motorised scooters to access the Town Centre without a car. It is recommended that a Principle Pedestrian Network (PPN) strategy and implementation plan be developed for the whole of Ocean Grove that includes concept design, costings and an implementation strategy for the delivery of a footpath network for Ocean Grove in an equitable and timely manner.

### **Built form**

*Submission: Three and four storey mixed-use development does not respect the existing character of Ocean Grove*

Officer comment:

The low rise scale of the Town Centre is a characteristic valued by the community and the design of new buildings rather than the height will be the key to determining how the development fits into this existing character. To limit building heights to two and three storey is a simplistic approach to controlling new developments that may stymie the opportunity to promote economic development and a diversity of businesses and housing types in the Town Centre.

The UDF includes design guidelines for new development in the each of the precincts and specific prominent sites to ensure that new developments compliment the coastal character of Ocean Grove.

In developing the building height guidelines the key considerations have been:

- Precedence of three storey development already within the Town Centre;
- The need to reinforce The Terrace as prominent shopping strip;
- The 'stepping up' of development in the Town Centre from the surrounding residential area where three storey development is permitted;
- The recessing of third and fourth storey elements to minimise the prominence of upper floors and overshadowing the public realm;
- Limiting four storey elements in The Terrace to the south side of the street to protect the footpath on the south side from overshadowing; and
- Minimising the visual impact and bulk of new buildings from key viewing locations to the south by recessing buildings from the southern boundary of The Terrace and limiting building heights to three storeys on corner sites.

### **Civic uses**

*Submission: An arts centre/civic hall/community facility is required in Ocean Grove*

Officer comment:

The community raised the need for a 'town hall' or community centre as part of the EbD and again through many of the submissions. Many of the submissions request that such a site be identified as part of UDF.

Council does not have any plans to change the existing community services and facilities that are provided within the Town Centre. The determination of whether a hall is or isn't needed within Ocean Grove is outside the scope of the UDF to resolve. The UDF does not preclude the opportunity to develop additional community uses in the Town Centre and provides built form guidelines that will be applied to any building proposal.

### ***Ocean Grove Park***

*Submission: Do not support performance space in Ocean Grove Park*

Officer comment:

Whether or not there is a need for a performance space in the Town Centre is not within the scope of this project to resolve.

The Performance Space is shown on the Ocean Grove Park Masterplan 2000 and has a valid planning permit (997/2010). The decision to proceed with construction is a matter for the park owner and committee of management. Council supports the construction of the performance space and has provided financial and in-kind support to the project.

*Submission: Does not support angle parking: The Avenue / Presidents Avenue*

Officer comment:

The need for additional car parking was identified as an important issue for the community through the consultation. One of the opportunities to provide additional parking was through creating angle parking at the southern and western perimeter of the Ocean Grove Park. There were many submissions both in support and opposing additional parking in The Avenue and Presidents Avenue.

The proposal for angle parking around the park has been removed from the final UDF in response to concerns raised in submissions about the visual impact on the park.

To balance the impact of parking on the park and the desire by the community to achieve additional parking, indented parallel parking is recommended in The Avenue and Presidents Avenue. This is consistent with the existing treatment on The Avenue near the Ocean Grove Plaza. This will allow the parking restrictions on the south side of The Avenue to be lifted and result in approximately 10 additional spaces. Intended parking on Presidents Avenue will allow for improved cyclist safety.

### ***Parking***

*Submission: Town Centre needs additional parking*

Officer comment:

Based on detailed surveys undertaken as part of the UDF, during peak and non-peak periods, there is sufficient car parking in the Town Centre. What is critical is that supply continues to grow with new developments. A key principle of the UDF is that new developments provide adequate parking as there is limited additional capacity within existing supply to absorb new parking demand.

*Submission: Do not support the sale of public car parks*

Officer comment:

The all day car park at 89-91 The Terrace and the north east corner of the Parade main off-street car park (74 – 92 The Parade) are identified as potential sites for development. These sites have been identified due to the urban design benefits these sites offer for creating active frontages and a development outcome with consolidated car parking.

There is no question that any public parking sold would be required to be replaced as part of the sale, either underground on site or within close proximity to the Town Centre, to result in no net loss of car parking. Individual sites for this purpose have not been identified as this would be up to the market to determine if development is feasible.

*Submission: Council should purchase additional land to use as parking or a basement or decked parking should be provided within the existing Council car parks*

Officer comment:

Through this project Council has investigated the possibility of buying additional land for car parking or building a decked or basement car park on The Parade main car park.

Council has the option under a 'parking overlay' to collect money (typically \$12,000 per space) from business owners or developers in lieu of the provision of car parking spaces on their sites. Based on the number of spaces waived in recent years (approx. 40 between 2008 - 2013) this would equate to \$450,000 collected over 5 years. Based on current valuations, the land required to build a 100 space public car park would cost \$4.5 - \$6.0 million dollars excluding construction costs. This demonstrates the considerable shortfall in funds between funds raised by a cash-in-lieu scheme and the actual cost of providing the car parking. This shortfall would have to be made up with other funding sources such as a special rates and charges scheme on existing businesses and property owners and as mentioned previously, this will significantly affect local economic development. A levy may also deter investment in the Town Centre should a levy be placed on all future development.

Additionally, a multi-deck or basement car park will not provide sufficient spaces to justify the considerable cost to businesses and Council due to the space taken up for ramps and the high construction costs (i.e. multiple millions of dollars for a basement car park). A previous parking study identified that a decked car park would require the relocation of the existing supermarket which is highly unlikely. A large parking structure would also have a detrimental impact on the character of Ocean Grove and significantly impact on the amenity of the businesses in Park Lane that currently benefit from a northerly aspect and direct access to the car park.

After consideration of the likely demand for additional parking it is recommended that car parking demand be met in the future as part of new developments in line with the design objectives and guidelines for parking in the UDF. This additional provision will include negotiated outcomes with developers and new businesses to undertake works to improve on-street parking facilities identified in the UDF. The waiving of parking spaces will only be considered in exceptional circumstances such as the reuse of an existing shop or upper floor office.

### **Traffic**

*Submission: Conversion of The Terrace to the arterial road*

Officer comment:

Whilst desirable in the long term to improve the amenity and safety of the Town Centre, the diversion of the arterial road to The Terrace is not achievable due to the high cost of constructing the connection at Tuckfield Street, upgrading The Terrace to arterial road standard and altering the signals at The Terrace. Council supports the use of The Terrace as the arterial road however will not provide limited Council funds to upgrade VicRoad's asset.

Therefore the UDF proposes a phased approach to upgrading the road network that balances community priorities to improve the amenity of the Town Centre and funding resources available.

*Submission: Support redesign of Hodgson Street and The Parade to improve pedestrian safety*

Officer comment:

This is the most significant project within the UDF in terms of cost, complexity and potential benefits to the Town Centre.

The draft UDF provided a concept plan for how 'squaring up' through a signalisation of this intersection could be achieved. On further advice from VicRoads and in response to community concerns about delays on the arterial road network the intersection treatments proposed has been extended to include the option for a roundabout at this location. Whilst a roundabout does not achieve the same level of pedestrian amenity as signals, with careful design consideration the safety and amenity of pedestrians can be improved on the current situation whilst balancing the priorities of the arterial road network.

Whether signals or a roundabout are developed for this intersection the UDF has been expanded to include the following design principles that the intersection treatment must provide for:

- Maximise pedestrian and cyclist safety;
- Facilitate pedestrian crossing between The Parade main car park and Precinct 3 east of Hodgson Street;
- Minimise impact on the council car park on the north west corner of the intersection;
- Minimise acquisition of private property;
- Provide for bus stop on Hodgson Street;
- Maximising active frontages on Hodgson Street
- Accommodate heavy vehicle movements on the arterial road and access to The Parade; and
- Fulfil the arterial road function of Hodgson Street and The Parade.

Following adoption of the UDF Council will continue to work with VicRoads to develop an implementation plan for the 'squaring up' of the intersection including a process to fund the capital works through the realisation of a development site and sale of surplus Council land in Precinct 3. The implementation plan will include market sounding, detailed road design and consider the process for putting the development site and Council assets to the market.

It is recommended that the rezoning of the surplus road reserve from Road Zone Category 1 to Commercial 1 Zone and application of design controls to Precinct 3 (east of Hodgson Street) be excluded from this amendment until the implementation plan is prepared and the exact land parcels are determined through the detailed design process.

### ***Environmental Implications***

This project does not have direct environmental impacts. The UDF encourages the use of active transport and sustainable built form for new development in the Town Centre.

### ***Financial Implications***

The implementation of the projects identified in the UDF will require Council funding contributions including acquisition and construction of the rear lane way south of The Terrace, acquisition and construction of the Town Square, car park safety upgrades, Presidents Avenue and The Avenue streetscape works and implementation of 'squaring up' of Hodgson Street/The Parade intersection. The UDF projects will be fully costed and will result in future budget bids to Council and to external funding agencies. There are also several aspects to the plan that could be delivered through special rates and charges schemes and works provided by developers through individual site development.

This project has received funding from Council and State Government through the Putting Locals First Program. During 2014/2015 financial years the existing project funding will be used to develop the implementation plan for the 'squared up' intersection.

### ***Policy/Legal/Statutory Implications***

After its subsequent adoption by Council, the policies and outcomes of the UDF will need to be incorporated into the Greater Geelong Planning Scheme. A Planning Scheme Amendment will be prepared to revise Clause 21.14 – The Bellarine Peninsula of the Municipal Strategic Statement to reflect the outcomes of the UDF.

The UDF recommends the application of a Design and Development Overlay (DDO) to the Town Centre to achieve the design and siting objectives. In addition, the application of the DDO will remove the existing DDO16 and DDO27 to apply consistent controls across the centre. It is proposed to remove a small part of Significant Landscape Overlay 7 from the Mixed Use Zone land in the Town Centre as this land will be affected by a revised DDO and does not portray the landscape objectives of the overlay.

The proposed planning scheme overlay changes are shown in Appendix 3.

As the UDF has been subject to an extensive consultation process, it is recommended that development that meets the preferred height and setback requirements of the UDF be exempt from notice and review under the proposed DDO provisions. An exemption already exists for land in a commercial zone that is greater than 30 metres from a residential zone. As the UDF provides setback standards for commercial properties that interface with residential properties, where no controls currently exist it is appropriate that notice and review be removed provided the development that meets these standards to promote economic development and investment in the Town Centre.

### ***Alignment to City Plan***

The preparation of the UDF aligns with the Sustainable Built and Natural Environment and Growing our Economy strategic directions in City Plan. The recommendations of the UDF seek to achieve thriving Town Centre for residents and visitors to enjoy and promote sustainable development and travel behaviour.

***Officer Direct or Indirect Interest***

No Council officers have any direct or indirect interest, in accordance with Section 80(C) of the Local Government Act to which this UDF relates.

***Risk Assessment***

There are no notable risks in adopting the Ocean Grove Town Centre Urban Design Framework.

***Social Considerations***

The UDF includes proposals that will deliver significant long term social benefits to Ocean Grove community. These include better use of existing commercial land, increased diversity of housing types, improved streetscapes, better pedestrian connections between the town's key assets – the beach, the Town Centre and the park, slower traffic speeds and better pedestrian safety and amenity throughout the Town Centre. The UDF will create a new a town square to become a focus for social interaction within The Terrace.

***Human Rights Charter***

The UDF will not impact on any basic rights, freedoms and responsibilities as set out in the Charter. The recommendations of the UDF have been subject to extensive community consultation processes.

***Consultation and Communication***

Many of the submissions were complimentary to the consultation process undertaken by Council in the development of the UDF.

The UDF has been underpinned by the input Council received from residents, businesses, community associations, sporting clubs, schools and government agencies through an Enquiry by Design (EbD) workshop at the Ocean Grove Surf Lifesaving Club. The two day workshop was held in May 2013 and attended by 90 people.

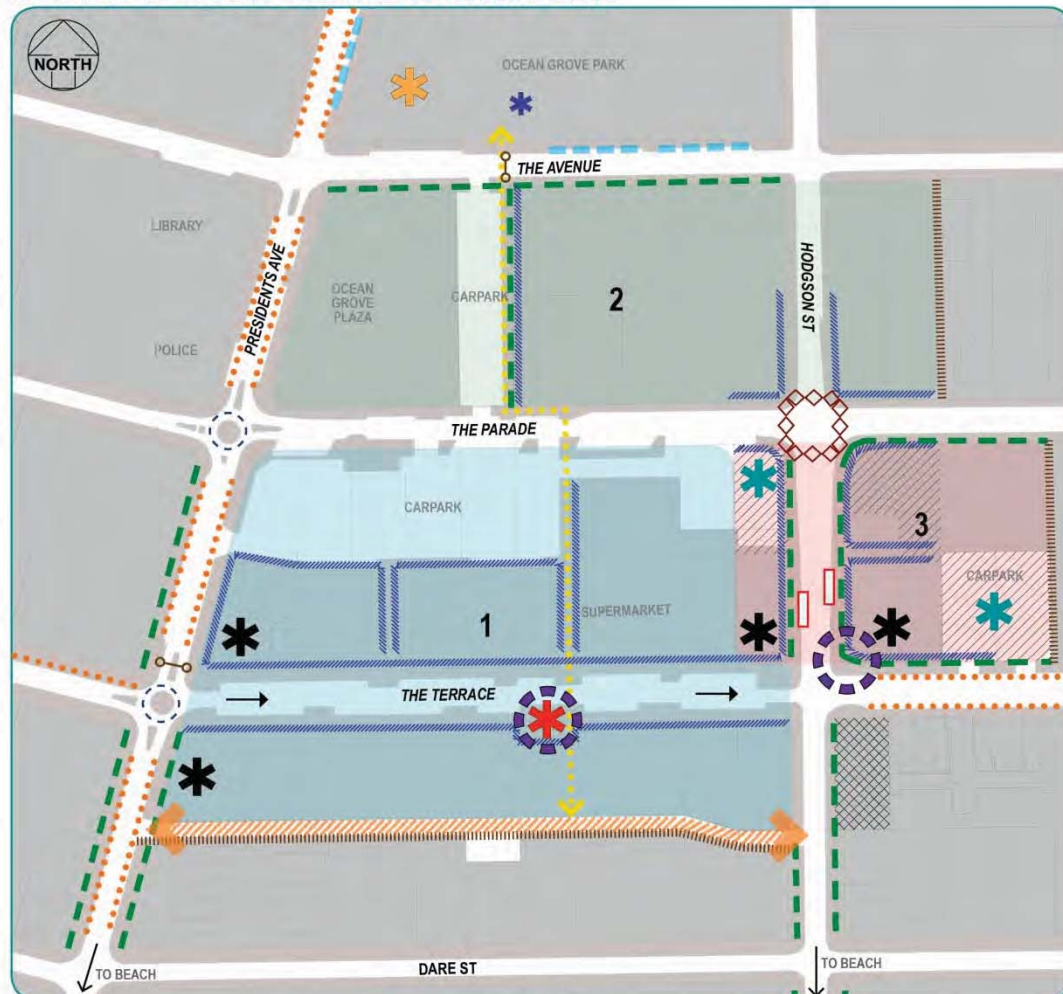
The concept masterplan and preferred future outcomes were made available to the broader public after the EbD via Council's website and The Grove Customer Service Centre.

The draft UDF was placed on informal consultation for an eight week period from 5 February until 31 March 2014.

Letters were sent to all attendees of the EbD workshop, owners and occupiers in the study area and notices in the local papers, community bulletin and City News. A community information session was held on 24 February 2014 and attended by 70 people. A total of 104 submissions were received and a summary of the submissions and responses is provided as Appendix 2.

**Appendix 1 – Urban Design Framework Plan**

**URBAN DESIGN FRAMEWORK PLAN**



**LEGEND**

- Active frontages - shop & office
- Signature building
- New Town Square
- High quality landscaping & public art
- New bike path
- Small roundabout
- Improved pedestrian connection
- Proposed bus stop
- 'Squared-Up' intersection
- New pedestrian crossing
- Meeting point
- Rear access and loading
- Development sites
- Indent existing car parking
- Cenotaph relocated from The Parade
- New performance space
- Retain for future road widening
- Residential interface
- Off-set car parking within proximity to Town Centre

**PRECINCTS**

- 1. The Terrace Retail and Residential Precinct**
  - Generally 3-4 storeys - 4 storey in The Terrace limited to south side of the street
  - New development to address the street
  - Zero front setbacks
  - Upper level development to be set back and generally recessive
  - Maintain the human scale of the street
- 2. The Avenue Office and Residential Precinct**
  - Generally 3 storeys
  - Upper level development to be set back and generally recessive
  - New development to address the street and nearby Ocean Grove Park
  - Strong landscape character and connection to Ocean Grove Park
- 3. Hodgson Street East Mixed Use Precinct**
  - Generally 3-4 storeys
  - Upper level development to be set back and generally recessive
  - New development to address the street and nearby residential area
  - Minimal carparking visible from the street

## Appendix 2 – Summary of submissions and responses

Comments	Submission #	Response	Change recommended
<b>BIKE INFRASTRUCTURE</b>			
Supports proposed cycle network / infrastructure upgrades to facilitate more cycling	11, 18, 19, 21, 26, 28, 29, 37, 56, 60, 63, 65, 66, 74, 75, 82, 90, 94, 97, 101	Noted	-
Supports connection from Tuckfield Street to The Terrace for bikes and pedestrians	12, 17, 29	Noted. Council is developing a design and funding options for how this link can be implemented.	-
Supports bike lanes on Presidents Avenue but should be continued to Thacker Street	42, 65, 104, 101	Agreed. Council's cycling strategy identifies Presidents Avenue as a key north south route. There are space constraints because of the existing pedestrian crossing and car parking between The Parade and The Avenue that will need to be considered that the detailed design stage.	Update plans to show bike lane between The Avenue and The Parade
Support shared path in Presidents Avenue north of The Avenue	81	A shared path or on-road bike path can be provided with the road reserve with the removal of the angle parking on Presidents Avenue from the draft.	-
Does not support bike path on Presidents Avenue as this will cause a hazard for pedestrians	5	Noted. Bicycle safety is imperative and the planned changes will not negatively impact pedestrian safety	-
Additional bike parking within the Town Centre is required	17, 18, 42, 52, 104	Agreed. Options to achieve additional bike parking include more small hoops, the temporary removal of car parking spaces for use as bike parking during peak periods – i.e. early Saturday morning or a permanent substantial	Identify need for additional bike parking in the streetscape upgrades to The Terrace.

Comments	Submission #	Response	Change recommended
		bike rack in a car parking space in The Terrace.	Identify need to include bike parking in all streetscape upgrades.
Support for bike racks at either end of The Terrace in fringe car parks	104		Include reference to need for additional bike parking in Town Centre
Hodgson Street should be the preferred North-South route rather than Presidents Avenue	17	Don't agree. Presidents Avenue is the preferred because it is a through route all the way from Thacker Street, is not an arterial road, it ties in with the planned signalised intersection at Orton Street-Presidents Avenue and the connection to other on-road and off road paths is better.	-
Bike lanes should be introduced into the design at the intersection of Hodgson Street and The Parade	42	Don't agree. Bike lanes were considered at the Hodgson Street-The Parade intersection, however due to spatial constraints they are not able to be accommodated. However, when The Terrace becomes the arterial road bike lanes can be retrofitted at the Hodgson Street-The Parade intersection.	-
A Copenhagen-style bike lane should be investigated for Presidents Avenue	61	Noted. The detailed design of Presidents Avenue will consider the options for all or part separation for cyclists.	-
Does not support removing or reducing nature strips to improve cycling safety	85	Noted. The use of shared paths on the nature strip is preferable in many instances because it provides the safest options for riders particularly children. The detailed design of any shared path will need to consider the impact on the character of the street through the use of materials and treatments.	-
Parking should be indented on Presidents Avenue adjoining the park for cyclists safety	42	Agreed.	Update plans to show indented parking on Presidents Avenue
<b>BUILT FORM</b>			

Comments	Submission #	Response	Change recommended
<b>PRECINCT 1 - The Terrace</b>			
Supports multi-storey development in The Terrace	43, 47, 51	Noted.	
<b>PRECINCT 2 - The Avenue</b>			
Supports setback of new buildings from The Parade	73	Noted.	
New development in Precinct 2 should be of a high quality and avoid concrete slab buildings	79	Agreed	Revise illustration on p. 40
Support for setback and building design in The Avenue	97	Noted.	
Support The Avenue Office & Residential Precinct concept	41, 102, 104	Noted.	
<b>PRECINCT 3 - Hodgson Street</b>			
Supports large scale redevelopment to Precinct 3 to improve entrance to the town	28	Noted.	-
Upper setbacks of Precinct 3 should be varied to create more flexibility and not include balconies	27, 29	Don't agree. The setback requirements form the overall building envelope within which the development should occur. The design guidelines require articulation on the facades to create visual interest and break up the bulk of development.	Amend design guidelines to include additional requirement to vary setback within each floor level
Ground floor setback requirements in Precinct 3 should be reduced	27	Don't agree. The ground floor setback requirement is to ensure that there is sufficient public space for circulation of pedestrians when road works occur	-
Design guidelines for Precinct 3 should be revised to remove reference to 85 The Terrace	27	Agreed.	Reword
Precinct 3 development option should be reviewed and relabelled	27	Agreed.	Figure relabelled
Concerns about amenity impacts on adjoining residential development from new commercial buildings	55	The UDF already requires that developments that interface with residential properties meet the Rescode setback standards	-

**HEIGHT**

Do not support 3 - 4 storey mixed-use development as it does not respect the existing character of Ocean Grove	8, 26, 30, 41, 54, 55, 63, 66, 74, 78, 79, 80, 82, 85, 86, 89, 90, 94, 100, 103, 104	Don't agree. There is already a three storey building in The Terrace. Three storey developments are permitted in the surrounding residential areas and it is appropriate that there is a 'stepping up' of built form in the Town Centre. Recessing of the third and fourth storey will reduce the visual prominence of the development and a fourth storey on the south side of The Terrace will rarely be visible from the opposite footpath. The design of the building rather than the height will be the key to determining how the development fits in with the existing character.	-
Limit building heights to three storeys – this was not in EbD	29, 74, 101, 103, 104	Don't agree. The Enquiry by Design process identified four storey development in The Terrace.	-
Two storey developments only between The Terrace and The Avenue	104	Don't agree. The third storey will be recessed to reduce visual bulk.	-
Support medium rise buildings between The Parade and The Avenue instead of The Terrace	100	Don't agree. The Terrace is a wide street at over 20 metres and is able to accommodate additional height without causing detrimental impact on the character of the Town.	-
New development in Precinct 3 should be limited to two and three storeys	104	Don't agree. Three storey developments are permitted in the surrounding residential areas and it is appropriate that there is a 'stepping up' of built form in the Town Centre. Recessing of the third and fourth storey will reduce the visual prominence of the development and a fourth storey on the south side of The Terrace won't be visible from the opposite footpath. The design of the building rather than the height will be the key to determining how the development fits in to the existing character.	-

Concerns about wind tunnelling effect as a result of new development	55, 85	Noted. Any new development will have to respond to the urban context, including sunlight and wind impacts. Improved landscaping around the development in the public realm and awning requirements for new development over pedestrian areas will help to create a pedestrian friendly environment and protection from natural elements.	-
Concerns about overshadowing The Terrace	103	Don't agree. The Terrace is 20 metres wide that provides for good solar access. The recessing of third and fourth storeys and limiting height on the north side of the street will minimise shadows on the street. Modelling analysis undertaken by Council shows that even at the June solstice the Town Square will not be overshadowed.	-
<b>OTHER</b>			
Support additional housing in the Town Centre	10, 29, 33, 41	Noted	-
Further consideration should be given to how larger format uses (e.g. supermarket) are considered in design guidelines	27	Noted.	Review design guidelines
Need stricter design code to ensure coastal theme for new developments	36, 56	Noted. Coastal architecture and drawing colours from the landscape is already referenced in the UDF.	-
Too city centre-focussed and does not respect seaside character	30		-
Support active frontages and do not want to see blank façades	47	Agreed. Planning controls will be implemented to ensure active frontages are provided on pedestrian routes.	-
Stricter signage guidelines and paint controls required	56	Agreed. Signage controls will be implemented as part of the planning controls to implement the UDF.	-
Privately owned buildings should not be shown for redevelopment	77	Don't agree. A UDF does not mandate that a specific site is redeveloped. Instead the UDF identifies opportunities for where redevelopment could occur and provides a framework for how	-

		change should occur	
Do not allow development applications that conflict with UDF	97	Agreed. Planning controls will be developed to ensure that new development is consistent with the objectives of the UDF.	-
Support linking the shopping precincts together	98	Noted	-
Support maintenance of the towns character	101	Noted	-
Supports signature buildings on the corners	104	Noted.	-
Support retail developments on ground and first floors with elevated walkways between shops – similar to Mings Terrace building	104	Agreed.	Clarify that second floor retail (similar to Mings Terrace building style) are appropriate also.
Expand Target complex to include medical centre with more underground parking	104	Noted. Target and the Medical Centre are privately owned and investment in private properties is at the discretion of the property owners.	-
<b>CIVIC USES</b>			
Town Hall / performance space building required to replace the hall that was lost when the library was built	24, 29, 44, 60, 67, 68, 74, 79, 85, 96	Noted. There is no plan to change the level of service for community facilities in Ocean Grove at this time.	Include reference in UDF to community support for such a facility.
Potential Town Hall should be identified on redevelopment site in Hodgson Street	27		
Town Hall should be built on Tuckfield Street reserve	29		
Upgrade to existing library complex required	63	Noted. There are no plans to change the existing agreements for the delivery of community services in the Town Centre.	-
Need to communicate better the availability of public spaces and halls within the town	25	Noted.	-
Need to establish a Tourist Information Centre	63	Noted. This matter is outside the scope of the UDF and the submission has been referred to Greater Geelong and Bellarine Tourism for consideration	-
Move Tourist Information Centre to Library or some other central location	103		-
Tourist information centre should be located on redevelopment site in Hodgson Street	104		-

Do not sell Council park in The Parade and develop with trees, benches and alfresco dining	84	Don't agree. This park has already been declared surplus to Council's requirements.	-
<b>INVESTMENT SUPPORT</b>			
Support implementation of the UDF to facilitate permit applications	3	Agreed. Planning controls will be prepared to implement the objectives of the UDF into the Planning Scheme.	-
Need to develop the Ocean Grove brand – shark fins	36	Noted. A branding or signage strategy is outside the scope of the UDF. However the development of such a strategy could build on the work of the community at the EbD.	Include reference to developing an overall branding and signage strategy for Ocean Grove as further work.
Support for major redevelopment on Hodgson Street East to incorporate missing entertainment and hospitality features	103, 104	Noted.	
Does not support another Supermarket	94, 103	Noted. A second supermarket would require a planning permit and would need to meet the net community benefit test for large retail developments in the Greater Geelong Planning Scheme.	
UDF will support and promote investment in Ocean Grove	29	Agreed.	
A community implementation priority setting workshop is required	29	Noted. This will form part of Council's budget process	
Will never be enough investment in Ocean Grove to realise the plan – plan too ambitious	82	Don't agree. This UDF has been developed around achievable projects for the next ten years.	
<b>LANDSCAPING</b>			
Supports planting of additional shade trees	19, 26, 29, 47, 54, 60, 63, 79, 86, 94	Noted.	
Existing landscaping in The Parade (between The Terrace / Hodgson Street) should be removed - dangerous for cars entering/exiting the car park	5	Noted. This matter has been referred to Council's Engineering Services team for consideration.	

Supports additional planting in The Terrace	58	Noted.	
Does not support the planting of Norfolk pines	6, 9, 85, 94	Agreed. Norfolk Pines will not be used for the 'green links' due to the potential size of the trees and associated impacts on infrastructure	
Only native species such as Bellarine Yellow gum should be used	6, 84	Noted. Unfortunately many indigenous species don't make suitable street trees. Native species will be used wherever possible.	
Remove overhead powerlines and increase planting of Bellarine Yellow gums	84	Noted. Final species selection will form part of the detailed design of streetscape works.	
Supports planting of flowering gums	65	Noted.	
Does not support planting of flowering gums	19		
Does not like white cedar as tree choice	44		
Support use of Lightwood, Black Sheoak or Drooping Sheoak as street trees	84		
Support planting of Banksia integrifolia and marginate	79, 84		
Support landscaping guidelines to soften impacts of new development and car parks	29, 79, 103, 104	Noted. This is a key principle of the UDF	
Supports high quality landscaping and public art through The Terrace and south of The Parade	104	Noted.	
<b>OCEAN GROVE PARK</b>			
Does not support performance space in Ocean Grove Park	8, 22, 24, 31, 32, 34, 35, 45, 46, 47, 48, 50, 52, 55, 60, 62, 63, 68, 69, 79, 85, 95, 96, 104, 105	Noted. The Performance Space is shown on the Ocean Grove Park Masterplan (2000) and has a valid planning permit (997/2010). The decision to proceed with construction is a matter for the park owner and committee of management.	-
Council should purchase park for parking	49	Don't agree. Council will not purchase part of the park for parking	-
Council should not purchase park for parking	78	Agreed.	-
Does not support transfer of park to Council	22, 24, 31, 32, 33, 34, 48	The City and Trust for Nature have agreed that the park will not be transferred to the City.	-

Does not support any changes to fencing around the Park	13, 22, 33, 62, 69, 71, 72, 76, 79, 82, 84, 85, 90, 95, 96, 103	Agreed.	References to the fence around the park to be removed.
Additional fencing suggested on the West boundary of the Park	81	Not agreed. Any changes to the fencing around the park are a matter for the park committee	-
Supports relocation of the cenotaph to Ocean Grove Park	30, 65	Noted.	-
Does not support any cycle connections within the Park	54, 84	Agreed. No cycle connections within the park will be provided.	No cycling infrastructure to be shown in the park
Does not support infrastructure creep (cenotaph or extension of car parking areas), maintain park for natural values and amenity needs	101	Cenotaph has already been relocated to the Park with the agreement of the park owner and committee of management	-
Support angled parking on Draper Street on north side of park and relocation of bus stop to Presidents Avenue	103	Noted.	-
<b>PARKING</b>			
Does not support the sale of public car parks	18, 26, 36, 41, 57, 70, 72, 78, 80, 82, 86, 90, 92, 94, 95, 98, 102, 103, 106	Noted. Any public parking sold would be required to be replaced as part of the sale, either underground on site or within close proximity to the Town Centre. Individual sites have not been identified as this would be up to the market to determine if development is feasible.	Remove development site on public car park fronting Presidents Avenue.
Too much priority is given to parking and cars	19, 29, 31, 56, 66, 83, 101	Noted.	
Supports upgrades to car parks to improve pedestrian safety even if this results in less spaces	10, 11, 104	Noted.	
<b><i>PARKING - THE AVENUE / PRESIDENTS AVENUE</i></b>			
Support angle parking: The Avenue / Presidents Ave	3, 4, 9, 10, 12, 16, 21, 26, 28, 36, 37, 38, 52, 55, 56, 57, 64, 74, 77, 78, 86,	Refer below.	Refer below.

	93, 94, 98, 100		
Does not support angle parking: The Avenue / Presidents Ave	5, 8, 19, 22, 23, 30, 31, 33, 34, 35, 43, 45, 46, 47, 48, 49, 51, 58, 60, 63, 67, 69, 70, 71, 72, 73, 79, 80, 82, 83, 84, 85, 87, 90, 96, 97, 99, 101, 103, 104	Agreed. Angle parking around the park is not supported by the community. To balance the impact of parking on the park and the desire by the community to achieve additional parking indented parallel parking is recommended in The Avenue and Presidents Avenue, consistent with the treatment on the The Avenue near the Ocean Grove Plaza. This will allow the parking restrictions on the south side of The Avenue to be lifted and result in approx10 additional spaces. Indented parking on Presidents Avenue will allow for improved cyclist safety.	Remove angle parking in The Avenue and Presidents Avenue.
If angle parking is provided adjacent to the Park footpaths should be provided as part of the development by moving the fence	52	Noted. The recommendation for angle parking will be removed from the final version of the UDF.	
Did the parking study take into account parking demands generated by the performance space?	105	Because the existing and future events in the park are in-frequent in timing and duration it is not useful to account for this use as a permanent generator of parking demand in the Town Centre. Due to the infrequent nature of the use and as many events will occur outside surveyed peak parking times (weekdays between 11am – 3pm) it is not reasonable to provide dedicated parking for the performance space. As is the case now, it is likely that parking from events in the park will spill over into the commercial parking area and surrounding streets however the community benefits of the park must be balanced with the potential for short term inconvenience.	
Supports angled parking on the south side of The Avenue not the north	103	Don't agree. The existing power poles limit the amount of space available for additional parking.	

**DEVELOPMENT CONTROL**

Supports approach to managing parking	24, 32	Noted.	-
Developers should be required to provide adequate parking in new developments – such as basement car parking and not have parking requirements waived.	23, 73, 78, 97, 98, 102, 103	Agreed. This is a key principle of the UDF	-
Introduce a cash in-lieu scheme for waiving of any car parking spaces	97	Don't agree. Because of the relatively small number of spaces waived by Council each year it is unlikely that enough money will ever be raised to cover the purchase of land and construction of car parking. A cash in-lieu scheme could also stymie economic development in the Town Centre and prevent new small businesses such as small offices and cafes occupying existing premises.	-
Support for strict enforcement of residential parking requirements	97	Agreed. The planning scheme requires one parking space for a one or two bedroom dwelling and two spaces for three or more bedrooms	-

**PARKING - THE TERRACE**

Support additional angle parking in The Terrace	33, 43, 98, 103	Noted.	-
Does not support additional angle parking in the Terrace	19	Don't agree. There is a strong community desire for additional parking in the Town Centre. The additional parking will not impact on the slow speed pedestrian environment.	-
Reduce parking in The Terrace to increase opportunities for alfresco dining	88	Not supported. The existing wide footpaths provide good opportunities for on-street dining.	-
Provide angle parking in The Terrace between Eggleston Street and Wedge Street	82	Don't agree. This is too far from the Town Centre to provide useful additional parking. Additional angle parking can be provided west of Eggleston Street, closer to the Town Centre.	-
Supports 45° not 60° angled parking and middle white line in The Terrace for through traffic to overtake cars waiting for parks	103	Don't agree. 60 degree spaces maximises the number of parks available and there is sufficient width in The Terrace to accommodate it. Using the north side of the street is the safest options	-

		to provide angle parking as this provides the best sightlines for driver. A white line is unnecessary as this will encourage vehicles to travel through at higher speeds rather than providing an extremely slow and safest possible pedestrian environment.	
The Terrace car park could be sold as part of a redevelopment provided replacement parking spaces are provided by the new development	27	Agreed.	-
Support angle parking: The Terrace (East side of Hodgson Street)	11, 21, 98, 103	Noted.	-
Provide proposed car parking map like Figure 39	103	Agreed.	Add additional plan
<b>The Parade</b>			
Support conversion of 90° parking on The Parade to angle parking	10, 55, 88, 98	Noted.	
Supports 45° not 60° angled parking in The Parade	103	Don't agree. 60 degree spaces maximises the number of spaces provided. Cars can exit a 60 degree space without encroaching into the eastbound traffic lane.	
Support for short-term main carpark to be one-way	103	Don't agree. There is sufficient space in the car park for two aisles and two way aisles will improve local circulation.	
Do not support footpaths in long-term central carpark	103	Don't agree. Pedestrian safety was a key priority identified by the community to date and the existing car park was an area of key concern.	
Supports removing and upgrading existing crossings in The Parade	16	Noted.	
<b>ADDITIONAL PARKING SUPPLY</b>			
Town Centre needs additional parking	3, 4, 10, 23, 43, 49, 60, 80, 82, 89, 90, 96, 77, 97, 100, 102, 103, 104, 106	Don't agree. Based on detailed surveys there is sufficient car parking in the Town Centre. It is critical that supply continues to grow with new developments.	
Purchase land in Precinct 2 for car parking – next	26, 33, 104	Don't agree. Existing parking supply is meeting	

to existing parking		parking demand. A key principle of the UDF is that new developments provide adequate parking as there is limited additional capacity to within existing supply to absorb new parking demand.  In addition, the cost of constructing of purchasing land and constructing a car park would be borne by Council and businesses and this is likely to have a detrimental impact on local economic development.	
Additional land should be purchased around the Police Station and Library for parking	36		
Council to purchase properties for use as additional car parking	60, 98		
Council purchase land on the east side of Hodgson Street between The Parade and The Avenue for parking	104		
Council purchase land on the east side of Hodgson Street between The Terrace and Dare Street for parking	104		
Council purchase land in Dare Street south of The Terrace shopping strip for parking	104		
Expand the existing car park on The Terrace to Eggleston Street	94, 104	Don't agree. This would require acquisition and demolition of the Telstra phone exchange and multiple private properties.	
Council land east of Hodgson Street should be used as car parking with access from The Parade and egress onto Hodgson Street until the intersection is straightened up and The Terrace becomes the arterial	103	Don't agree. The location of the park on the existing sweeping bend does not provide a safe location for a public car park. Without a pedestrian crossing providing access to the west over Hodgson Street there would also be risks to pedestrians trying to access the main shopping area on the west side of Hodgson Street.	
Construct underground car park on main Parade car park	49, 60, 64, 88, 90	a multi-deck or basement car park will not provide sufficient spaces to justify the considerable cost to businesses and Council due to the space taken up for ramps and the high construction costs (i.e. multiple millions of dollars for a basement car park).	
Roof top parking on Coles and Target should be provided	19, 104	Noted. These properties are privately owned and if these businesses sought to expand they may consider using their roof tops for parking. The principles of the UDF do not preclude this occurring.	

Recommend multi-deck car park on existing Terrace all day car park	16, 20, 83	Don't agree.	
Recommend construction of multi-deck car park on the existing main Parade car park	4, 20, 22, 83, 86, 87	Don't agree. A multi-deck car park will not provide sufficient spaces to justify the considerable cost to businesses and Council due to the space taken up for ramps and the need to maintain loading access to Coles. A large parking structure would have a detrimental impact on the character of Ocean Grove.	
<b>OTHER</b>			
Did the parking surveys take into account parking overflow into nearby streets?	105	Car parking surveys of the streets immediately adjoining the Town Centre where undertaken.	
Need to provide parking for RV and motor homes	63	Don't agree. Parking for these vehicles can be accommodated in the street network.	
Basement parking not supported, is unviable from a finance point of view	3	Noted. The decision to build a basement car park will be a matter for the developers. Council will not support substantial waivers of car parking so basement may be required to ensure development feasibility.	
Recommends additional signage to direct visitors to existing car parks	12	Agreed. This recommendation is in the UDF	
<b>PEDESTRIAN UPGRADES</b>			
Supports prioritisation of pedestrian safety and additional footpath installations	8, 13, 17, 19, 26, 28, 29 46, 54, 56, 60, 73, 74, 75, 78, 82, 90, 94, 98, 98, 101, 104	Noted. This was a key community from the EbD	
No walkability study has been undertaken	29	Agreed. This is a recommendation of the UDF to develop a principle pedestrian network and implementation strategy to fund the required works.	
Support development of a comprehensive footpath network	56, 101		

Improve amenity of walkways between Park Lane and The Terrace – such as ‘greening’	78	Noted. Improving the connections between Park Lane and The Terrace is a key recommendation of the UDF	
<b>ADDITIONAL FOOTPATH INSTALLATIONS</b>			
UDF should show more footpath installations and upgrades	29	See above.	
Additional footpath connections required in Eggleston Street, Kalinga Road, Blackwell Street & Epworth Street	8	Noted. The UDF recommends development of a principle pedestrian network and implementation strategy to fund the required works.	
Additional footpath connections required in within 1-2km of Town Centre - Wallington/Ocean Grove Rd, Field St, Presidents Ave, Eggleston St, Bramwell/Wedge St, Tuckfield St, Thacker St, Madeley St, Draper St, The Avenue, The Parade, The Terrace and Orton St	104		
Footpath required on The Parade (west of Presidents Avenue)	14, 64, 74		
Supports improvements to pedestrian network that should be able to be used for gophers	10		
Footpath needed on the north side of The Avenue adjoining Ocean Grove Park	82	Agreed. This is a recommendation of the UDF	
Footpath needed on the southern side of The Avenue opposite Ocean Grove Park	83, 104		
Supports new connections from Town Centre to the beach	8, 21, 29, 36, 47, 56, 74, 79, 82, 90, 96	Noted. This is a key principle of the UDF	
Support linkage between Town Centre and OG Park	11, 15, 36, 41, 65, 74, 82, 83, 90, 97, 98, 102, 104		
Support footpath from the Town Centre to Field Street and on to beach	104	Noted.	
Support linkage between OG Park and Town Centre however car parks should be removed to enlarge pedestrian connection particularly for	52	Noted. The path width will allow for motorised scooters.	

motorised scooters.			
Dare Street is a preferred street for walkers and additional pedestrian and cycle infrastructure should be provided	28	Noted. The UDF recommends development of a principle pedestrian network and implementation strategy to fund the required works.	
Presidents Ave and Dare Street should be narrowed to discourage car use and promote pedestrian priority	28	Noted.	
<b>CROSSING UPGRADES</b>			
Concerns with safety of footpath in front of Coles	29, 37	Noted. This issue has been referred to the Engineering Services department for assessment.	-
Supports raised pedestrian crossing on The Terrace	90	Noted.	-
Safe pedestrian crossing required at Tuckfield Street	104	Noted. This outside of the study area of the UDF	-
Pedestrian crossing at Wedge Street/The Parade and Wedge Street/The Terrace intersections required	104		-
Support pedestrian crossing at Presidents Avenue but should be nearer to school or park	104	Don't agree. The proposed pedestrian crossing provides direct access to the shopping strip from the east and is a known pedestrian concern.	-
<b>PROCESS FOR DEVELOPING UDF</b>			
Supportive of public consultation and process for developing UDF	3, 18, 51, 98	Noted.	-
Consultation workshops should have been held over the weekend	103		-
Overall concept is fantastic and exciting	9	Noted	-
A proactive step forwards addressing future issues re: development of Ocean Grove	12, 101	Noted	-
Comparison between existing and proposed using photos	20	Agreed	Include in final version
Is 3D visualisation available?	25	Not available. A 3D model has been developed to inform preparation of the UDF and undertake the visual assessments and shadow analysis.	-

		This is an analysis tool rather than graphic presentation.	
Is there a schedule review period?	25	No. The UDF will be reviewed if for some reason key projects or principles cannot be achieved.	-
What does short term, medium term and long term mean?	27	The draft UDF identifies the timeframes as: Short term (0-5 years) Medium term (5 -10 years) Long term (10+ years)	-
More vision and drastic action is needed	28	Noted.	-
Plan to be 50 year plus instead of 10 years	47	The plan is intended to provide immediate and achievable actions that can input into Council's budget processes and meet with community's expectations about the level of change their centre will experience.	-
Glossary for jargon?	47, 51	Noted.	Include glossary
Contact/involve younger families	74	Noted. A cross section of the community has been involved in the process through out the different consultation phases including families.	-
Supportive of presentation of UDF	97	Noted.	-
<b>LAND USE</b>			
Supports the Town Centre as the principle retail centre for Ocean Grove	4, 56, 97	Noted.	-
Town Centre should not grow due to lack of space and development should occur at Grubb Road	94, 84	Don't agree. The retail hierarchy identifies the Town Centre as the primary retail centre. The UDF does not recommend additional physical expansion of the Town Centre but the better utilisation of the existing commercial zoned land.	-
Supports expansion of Centre at Grubb Road	5, 49, 84, 94	Noted.	-
Does not support expansion of Centre at Grubb Road	56	Noted. The Grubb Road centre is identified in the retail hierarchy and Structure Plan as a neighbourhood centre and is indented to provide local shopping needs to the residents of the new estates on Grubb Road. A Development Plan of	-

		the new centre is required to be approved showing the layout and size of the new centre. In accordance with Council's retail assessment policy a economic impact assessment would be required before any permits for retail development were issued.	
Believes Town Centre should expand in a horizontal direction rather than vertical	10	Don't agree. There is sufficient zoned land within the Town Centre to accommodate predicted office and retail floor space demands without creating new land for retail and commercial developments.	-
Additional development in the Town Centre should be constrained due to parking issues	51	Don't agree. The UDF recommends that new development should meet its parking demand on site.	-
Supports compact Town Centre with mixed-use development	26, 104	Agreed.	-
Office space should be encouraged on Presidents Ave (between The Terrace and Dare Street)	28	Noted. The residential growth zone that is currently being considered by Council for this area will allow for small offices in this area if there is market demand.	-
Telstra exchange should be rezoned to Commercial zoning	27, 29	Don't agree. This is a public utility that is currently excluded from the planning scheme. In the event that this infrastructure was no longer required and Telstra sought to dispose of the property then a full assessment of the underlying zoning would be undertaken and a subsequent rezoning prior to sale.	-
<b>STREETSCAPES</b>			
Supports overall uplift of streetscapes in public realm	11, 91, 94, 96	Noted. This a key objective of the UDF	-
Additional seating in The Terrace is required	11, 36	Noted. The Town Square will provide new opportunities for public seating and resting places.	-
Does not support use of concrete paths	48	Noted. Concrete footpaths offer benefits in terms	

		of equitable access for all ages and abilities and ongoing maintenance. The development of the principle pedestrian network and implementation plan will consider the types of materials and finishes that are suitable for Ocean Grove.	
Supports the addition of public art	63, 65	Noted.	-
Covered walkway required on the west side of Coles with chess/games for the community	83	Noted. This is a key pedestrian linkage to The Terrace and an upgrade to this area is a key recommendation of the UDF.	Show active frontages on pedestrian linkage adjoining the supermarket.
Arcades need aesthetic improvements and revitalisation	101		
Support for new bus stops to be a student design competition	104	Noted. This proposal will be considered at detailed design for the Hodgson Street East redevelopment.	Note in final version
Support for new bus stops to link to a Tourist Information Centre on Hodgson Street and The Terrace 'meeting point'	104	Noted.	
Hodgson Street between The Terrace and The Parade should be a bus and pedestrian zone	29	Until The Terrace becomes the arterial road, Hodgson Street between The Terrace and The Parade will be part of the arterial road, providing safe circulation and access for pedestrians, cyclists and vehicles. When The Terrace becomes the arterial road and if there is consensus from the community a bus and pedestrian zone on Hodgson Street between The Terrace and The Parade will be considered.	
Support for continuous shop fronts and minimising the frequency of vehicle access	97	Agreed. This is a key principle of the UDF	
<b>REAR LANE WAY – THE TERRACE</b>			
Supports construction of the rear lane way	43, 90, 97, 98, 103, 104	Noted.	
Completion of rear laneway should be prioritised	98	Noted.	
Existing lane way too busy to accommodate additional traffic	7	Don't agree. The rear laneway provides an important access function for businesses. The	-

		laneway will provide an extremely slow traffic environment that can accommodate additional traffic volumes.	
Lane way should be 8m wide to function properly and residential land at the rear of Dare Street should be used to construct lane way	7	Don't agree. The planning scheme requires a carriageway of 5.5m for an Access Lane. The laneway is six metres wide and is sufficient for two vehicles to pass safely.	-
Rear lane way should be pedestrian and cycle friendly	28	Agree. There will not be dedicated pedestrian or cycle facilities in the laneway but it will be a very slow speed shared environment	
<b>TOWN SQUARE</b>			
Supports the Town Square concept	20, 36, 37, 44, 45, 57, 60, 78, 83, 98, 101	Noted. This is a key principle of the UDF	-
A Town Square is unnecessary and problematic for pedestrians and vehicles	63	Don't agree. The proposed location is adjacent to a key pedestrian node in the heart of the Town Centre, and delivers in more pedestrian (or footpath) space to help distinguish this landmark. The proposed location requires the removal of existing car parks however does not impact on the ability for traffic to move through The Terrace	-
Town Square needs to be bigger to create more of a destination	15, 28, 51, 104	Don't agree. Whilst the Town Square will be a relatively small space it is not intended to replicate other larger areas of open space such as the park. More important than the overall size is the landmark location at the heart of The Terrace, providing a reasonable amount of hard space at a key pedestrian nodal point in the heart of the Town Centre that can include public art, seating, on-street dining etc.	-
Should capture views of the water from the Town Square	15, 28	To capture ocean views from the Town Square would require relocating the Town Square away	-

		from the key pedestrian node and heart of the Town Centre. Development is required to allow for reasonable sharing of views throughout Ocean Grove.	
Town Square should be located in the main car park	19, 38	Don't agree. The heart of Ocean Grove Town Centre is The Terrace. A Town Square is usually located in the heart of a town at an intersection of paths. The main car park is an arrival point for many visitors arriving by vehicle, however this does not change the fact that The Terrace is the primary focus. The proposal incorporates more tree planning on The Terrace to reiterate its priority and the proposed Town Square will be a landmark helping to add vitality and vibrancy to the heart of the Ocean Grove Town Centre.	-
Town Square should be a linear plaza in the main car park by extending Park Lane footpath to the north to provide tree planting and on-street dining	29		-
Create a connection through to Dare Street	28	Don't agree. This option was considered through the development of the UDF, however it was considered unreasonable spend given the connection could not be made all the way to the beach. The proposed pedestrian connections and improvements make the Town Centre more permeable throughout.	-
Town Square should be located in The Avenue	59	Don't agree. The Terrace is the heart of Ocean Grove Town Centre and the proposed Town Square will reinforce this. The Ocean Grove Park already provides opportunities for meeting and recreation.	-
Support for Town Square in a quieter street	100		-
<b>TRAFFIC</b>			
Supports overall approach to traffic management	10, 29, 32, 98	Noted.	-
Through traffic should be diverted away from the Town Centre	12, 26, 49	Noted. The volume of through traffic in the Town Centre is small (5-15%) compared to local traffic accessing in and around the Town Centre.	-
Existing arterial road traffic is impacting on amenity in Town Centre	26	Noted. Slowing traffic and promoting pedestrian amenity and safety is a key recommendation of	-

		the UDF	
Need to show contextual analysis for broader traffic network	19	Noted.	Include additional traffic context plan
A traffic study for the whole of Ocean Grove considering all transport modes to be completed by June 2015	29	Don't agree. Structure Plan determined key land use and transport directions for Ocean Grove. A future review of the structure plan will include determine if further broader traffic network considerations are required.	-
Include artist impression of Tuckfield Street link	25	This is outside the study area and as not been subject to a detailed design.	-
<b><i>PRESIDENTS AVENUE</i></b>			
Supports roundabouts on Presidents Avenue	12, 14, 37, 54, 60, 64, 74, 80, 90, 94, 103, 104	Noted.	-
Do not support roundabouts on Presidents Avenue	5, 22	Noted. The roundabouts are important as the signalisation of Orton and Presidents Avenue will result in more traffic using Presidents Avenue and the two roundabouts will improve local circulation. The roundabouts will also reduce vehicle speeds and create a safer environment for pedestrians	-
Supports one-way Presidents Avenue heading north (between Orton Street & Dare Street)	82	Don't agree. Presidents Avenue is a key entry and exit point for users of the Town Centre. If Presidents Avenue was limited to north bound traffic only vehicles heading west from the Town Centre would be forced to use local streets to access the main road or travel east on to Hodgson Street and double back	-
Redesign of Orton Street and Presidents Avenue intersection to a roundabout	104	Don't agree. This a key pedestrian route that will be further enhanced by the 'green links' and a roundabout is not the safest option for pedestrians. The ultimate intersection treatment will be determined by VicRoads.	-

**THE ARTERIAL ROAD NETWORK**

Construct connection between The Terrace and The Parade at Tuckfield Street	5, 12, 80	Noted. There is considerable cost required to construct a vehicle connection between The Terrace and The Parade at Tuckfield Street and is not considered necessary until such time Tuckfield Street is duplicated and The Terrace is the arterial road. It is currently possible for drivers to connect between The Terrace and The Parade at Wedge and Eggleston Street if this movement is desirable. In the interim, the UDF recommends a bike and pedestrian connection and a project is being developed for funding to build this connection.	-
Convert The Parade and The Terrace (to Tuckfield Street) to one-way system to access the Town Centre	5, 29, 74, 75, 88	Don't agree. This would create a more confusing access system to the Town Centre, particularly for visitors and result in all drivers travelling extra kilometres to access the Town Centre. There is sufficient width in both the carriage way of The Terrace and The Parade to allow for two way traffic	-
As part of one-way system traffic system install WSUD and separated bike lanes on The Terrace and The Parade	29	Noted. If desired by the community there is sufficient width in The Terrace to provide an off-road shared path without making the road one-way. This is already identified in the UDF	Include reference to WSUD for new streetscape upgrades
Widen Hodgson Street, (south of The Terrace) to Orton Street and convert The Terrace to the arterial road	12	Noted. It is not necessary to widen Hodgson Street to facilitate The Terrace as the arterial road.	-
Supports long-term conversion of The Terrace to arterial road	21, 29, 36, 42, 55, 74, 78, 79, 82, 93, 97	Noted. This is a key recommendation of the UDF	-
Do not support conversion of The Terrace to arterial road	49, 62, 86, 91	Noted.	-
Council should advocate to bring forward conversion of The Terrace to the arterial road	57, 80	Noted. Council supports the use of The Terrace as the arterial road however will not provide limited Council funds to VicRoad's asset.	-

		Council will continue to advocate for upgrades to the arterial road network with VicRoads.	
South east corner of the Terrace and Hodgson Street should be redesigned to facilitate heavy vehicles turning left from The Terrace to Hodgson Street	59	Noted. These works would be required when The Terrace becomes the arterial road and the intersection concept design provided in the UDF provides for the movement of heavy vehicles from The Terrace to Hodgson Street	-
Council needs to purchase land at 97 Dare St to facilitate long term use of The Terrace as the arterial road	29, 74	Noted. A concept plan for the upgrade of The Terrace and Hodgson Street as the future arterial road has been prepared as part of the UDF with both the acquisition of additional property and without. The design solution with the property acquisition is more desirable from a traffic engineering point of view nonetheless there is space to construct the required slip lane if acquisition is not possible. It is noted that existing properties should be retained to facilitate additional turning lanes south of Dare Street.	Include investigation of a public acquisition overlay for the properties at 97 Dare Street and 37 Hodgson Street for implementation of the UDF.
<b><i>“SQUARING UP” HODGSON AND THE PARADE</i></b>			
Supports signalisation at Orton Street / Presidents Avenue intersection	8, 55, 60, 80, 90, 93, 104	Noted. This is a VicRoads road and Council will advocate strongly for these works	-
Supports redesign of Hodgson Street and The Parade	8, 14, 16, 21, 27, 28, 37, 44, 45, 52, 55, 57, 60, 78, 74, 103, 104	Noted. This is a key project in the UDF and Council will work with VicRoads to develop an implementation plan over the coming year	Include design principles for intersection treatment
Do not support redesign of Hodgson Street and The Parade	59, 82, 92	Noted. The draft UDF provided concept plan for how signalisation of this intersection could be achieved. On further advice from VicRoads and in response to community concerns about delays on the arterial road network the intersection treatments proposed has been extended to include the option for a roundabout	
A roundabout should be provided at Hodgson Street / The Parade	12, 94, 103, 104		

		at this location. Whilst a roundabout does not achieve the same level of pedestrian amenity as signals with careful design consideration the safety and amenity of pedestrians can be improved on the current situation whilst balancing the need to provide for the arterial road network function.	
Traffic signals at The Terrace and The Parade will need to be coordinated	65	Noted. Traffic signals would need to be coordinated to limit queuing from The Parade intersection to The Terrace	-
<b>THE TERRACE</b>			
The Terrace (between Presidents Avenue and Hodgson Street) should be closed to traffic. i.e. construct a mall	12, 58, 65, 104	Don't agree. The Terrace is a vibrant shopping strip due to the mix of pedestrians, vehicles and bikes. The presence of slow moving vehicles adds movement and increases access to the shopping area. The increasing of the width of the footpath in front of the town square will further increase pedestrian safety and reduce vehicle speeds.	-
One-way direction of The Terrace traffic be reversed – more investigation of benefits needed	21, 27, 29, 74, 92	Noted. There is no immediate or obvious benefit at this time to change the direction of The Terrace. When arterial road is changed to The Terrace in the longer term this should be revisited.	Include reference to needing to revisit direction of The Terrace in the future when road network situation changes
Support The Terrace remaining one-way in an eastward direction	52		
Supports one-way section in The Avenue	16, 24, 52, 74, 98 78, 81, 82, 84, 88, 94, 98	Noted. If parking is not provided in The Avenue then there is no benefit to converting this strip to one-way	Remove one-way section in The Avenue
<b>PUBLIC TRANSPORT</b>			
Improvements to public transport provision needed	56	Noted. Council will promote the needs of Ocean Grove residents to Public Transport Victoria	-
Supports creation of bus interchange in Hodgson	12, 104	Noted.	

Street			
School bus pick up should be relocated out of the Town Centre	59	Noted. This is a matter for Public Transport Victoria and the school bus operators. There are number of sites of the fringe of the Town Centre that could be suitable for this purpose.	-
Town shuttle bus should be provided	19, 104	Noted. Council will continue to work with Barwon Coast on the operation of the summer shuttle bus and advocate to Public Transport Victoria about the need for additional public transport services in Ocean Grove.	
<b>EGGLESTON STREET</b>			
Traffic lights are required at The Parade and Eggleston Street	59	Don't agree. This is a VicRoads road. The Parade is a busy arterial road however it is not possible to include signals or roundabouts at all intersections with minor cross streets. Higher order roads that intersect with the arterial road network are the priority for upgrade.	-
Roundabout is required at The Parade and Eggleston Street intersection	104		-
<b>OTHER</b>			
Supports removal of speed humps on The Parade	90	Noted.	-
The Parade between Hodgson St and Presidents Avenue should be one-way, the opposite direction to The Terrace	29, 74	Don't agree. Incorporating a one-way system in The Parade would generate confusion for visitors and additional vehicle circulation. A one-way system would force traffic coming from the west and those heading to the east to use local streets and complicate operation of the car park.	-
The Parade should be signposted to the Town Centre	97	Agreed. Improved signage for the Town Centre is a recommendation of the UDF	-
Does not support widening of Grubb Road and tree removal	66	Noted. This is a VicRoads road and the duplication has been identified as a result of planned population growth in Ocean Grove. Removal of native vegetation will require a planning permit and off-sets to be provided as part of project.	-
Upgrade needed to intersection of Hodgson Street and Orton Street – but not a roundabout	74	This site is outside the study area and has not been subject to detailed consideration as part of	-





		this project.	
Clarify why Phase 2 (squared up intersection) happens before Phase 3 (The Terrace as arterial road)	103	Council supports the use of The Terrace as the arterial road however there is considerable cost to construct the connection at Tuckfield Street and alter the layout of the signals at The Terrace. The likely trigger will be the duplication of Tuckfield Street south of Shell Road. In the interim it is important that the arterial road through the Town Centre be more conducive to pedestrian safety and amenity and the 'squaring up' of the intersection will greatly improve this. In the long term when The Terrace becomes the arterial road then Hodgson Street between The Terrace and The Parade could be further enhanced with additional bike lanes and footpath widening.	-
Clarify why developing Implementation Plan for squared up intersection (p.55 dot point 9) is short not medium term	103	Development of an implementation plan will occur in the next 12 months.	-
Clarify why Implementation Items 1 & 2 are medium not short term, and Item 8 is short not medium term	103	Agreed. The roundabouts should be short term actions in line with the signalisation of Orton Street and Presidents Avenue.	Update implementation table
<b>OTHER ISSUE</b>			
Netball courts should not be sold as there is a need for more open space	66	The rezoning of the former netball courts is subject to amendment C299. A panel hearing has been held and the amendment will be considered again by Council later this year. It is noted that the proposal is consistent with and implements the recommendations of Council's comprehensive open space and recreation planning studies. These reports identify the prospect of the sale of this land because it is no longer required for recreational purposes.	-

Public toilets required in The Terrace	104	Disagree. There are public toilets in the Parade off street car park	-
More police patrols required in the Town Centre	104	Noted. This is a matter for Victoria Police and is outside Council's control	-
Town Centre should be a dogs on lead zone	104	The Town Centre is already a dogs on lead zone and this is implemented by Council's local laws department.	-

**Appendix 3 – Proposed Planning Scheme Overlay changes**



**LEGEND**

-  New DDO to apply
-  New DDO to apply as part of future amendment following implementation plan
-  Remove existing DDO
-  Remove existing SLO7