



Ordinary Council Meeting

2 October 2019

Council Chamber, Town Hall, Sturt Street, Ballarat

AGENDA

Public Copy

NOTICE IS HEREBY GIVEN THAT A MEETING OF BALLARAT CITY COUNCIL WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL, STURT STREET, BALLARAT ON WEDNESDAY 2 OCTOBER 2019 AT 7:00PM.

This meeting is being broadcast live on the internet and the recording of this meeting will be published on council's website www.ballarat.vic.gov.au after the meeting.

Members of the public attending this meeting may be filmed. By remaining in the public gallery once the meeting commences, members of the public give their consent to being filmed, and for the recording of them to be made publicly available and used by council.

Information about the broadcasting and publishing recordings of council meetings is available in council's broadcasting and publishing recordings of council meetings procedure which is available on the council's website.

AGENDA

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The next Ordinary Meeting of the Ballarat City Council will be held on Wednesday 30 October 2019.

1. OPENING DECLARATION

Councillors: *"We, the Councillors of the City of Ballarat, declare that we will carry out our duties in the best interests of the community, and through collective leadership will maintain the highest standards of good governance."*

Mayor: *"I respectfully acknowledge the Wadawurrung and Dja Dja Wurrung People, the traditional custodians of the land, and I would like to welcome members of the public in the gallery."*

2. APOLOGIES FOR ABSENCE

3. DISCLOSURE OF INTEREST

4. CONFIRMATION OF MINUTES

5. MATTERS ARISING FROM THE MINUTES

6. PUBLIC QUESTION TIME

Note – all public representations will be heard before each item on the agenda.

QUESTION TIME

- Question Time will be for a period of 30 minutes;
- Questions submitted must begin with the submitters name and suburb;
- No person may submit more than two questions at any one meeting;
- If two questions are submitted, the second question may be deferred until all other questions have been asked, or may not be asked if the time allotted for public question time has expired.
- A question may be disallowed if the chair determines that it:
 - Relates to a matter outside of Councils responsibility;
 - Is defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable in language or substance;
 - Deals with a subject matter already answered;
 - Is aimed at embarrassing a Councillor or a member of Council Staff;
 - Relates to personnel matters;
 - Relates to the personal hardship of any resident or rate payer;
 - Relates to industrial matters;
 - Relates to contractual matters;
 - Relates to proposed developments;
 - Relates to legal advice;
 - Relates to matters affecting the security of Council property: and/or
 - Relates to any other matter which Council considers would prejudice Council or any other person.
- A Councillor or the Chief Executive Officer may require a question to be put on notice. If a question is taken on notice, the answer to it must be incorporated in the minutes of Council and a written copy of the answer sent to the person who asked the question: and
- A Councillor or the Chief Executive Officer may advise Council that an answer should be given in a meeting closed to members of the public and why.

PUBLIC SUBMISSIONS

1. Representatives must register by 4:30pm on the day of a Council meeting by contacting the City of Ballarat on (03) 5320 5875. No unregistered public representative will be allowed to speak.
2. The Representative will be given three to five minutes to address the meeting, with extension of time at the discretion of the Chair.
3. Any Councillor can ask questions of the Representative.
4. The Chair may limit the number of representatives on any particular Agenda item.
5. All representations must relate to items on the Agenda and will be heard prior to each respective Agenda item.

7. REPORTS FROM COMMITTEES/COUNCILLORS

8. CHIEF EXECUTIVE OFFICER REPORT

8.1. CHIEF EXECUTIVE OFFICER REPORT

Division: Executive Unit
Director: Justine Linley
Author/Position: Justine Linley – Chief Executive Officer

OFFICER RECOMMENDATION

Council resolves to:

1. Receive and note the CEO's Operational Report.

EXECUTIVE SUMMARY

The CEO's Operational Report highlights issues and outcomes affecting the organisation's performance as it delivers services and implements the Council's strategies and policy decisions.

RATIONALE

The Council of the City of Ballarat is responsible for setting the municipality's strategic direction. The CEO of the City of Ballarat is the sole employee of the Council and is responsible for establishing the organisational structure and resource implementation to achieve the objectives set by the Council. This operational report provides a greater level of access to not only the organisation's achievements, but also the challenges and issues confronting staff and officers in the delivery of services.

Key achievements, projects and events delivered:

National Aboriginal and Torres Strait Islander and Children's Day

The City of Ballarat is part of the Better Outcomes Network, which formed in 2012 in response to evidence that showed Aboriginal and Torres Strait Islander children were not achieving the same health, educational and developmental outcomes as their mainstream peers. National Aboriginal and Torres Strait Islander Children's Day celebrates the strengths and culture of Aboriginal and Torres Strait Islander children. On August 4, the Network collaboratively held a Children's Day event at Russell Square, with the City of Ballarat providing a story-time session, playgroup activities and information about kindergarten, Early Start Kindergarten, playgroups, maternal and child health, and other early years services. The success of this event reflects the strength of the network and the robust partnerships in place.

Maternal Child and Family Health Nurse National Conference

City of Ballarat MCH Nurse Ellyse Reus presented at the Maternal Child and Family Health Nurse National Conference in Sydney in August. Ellyse's session was on her Master's research and literature review on screen exposure impact and current recommendations for young children.

Victorian Country Short Course Championships

The Ballarat Aquatic & Lifestyle Centre welcomed competitors and spectators from across the state for the Victorian Country Short Course Championships on August 17-18. There were 602 competitors across the two days, with more than 1000 spectators each day.

Sonika Records album launch

More than 150 people attended the Sonika Records album launch at Karova Lounge on August 18. The event was part of the Sonika Records free new music industry development program for artists aged 12-25 and showcased young emerging acts on the iconic Karova stage to friends, family, fans and local live music industry. This project was made possible due to State Government funding through FReeZA.

George Devine Treloar memorial

Lis Johnson's George Devine Treloar memorial was installed in the Sturt Street Gardens on September 6. The September 8 unveiling was followed by a celebratory community event at Civic Hall featuring dance and music from the Victorian Pontian Greek community.

Mindshop Excellence Program

In August, the City of Ballarat hosted five Year 10 St Patrick's College students as part of the Mindshop Excellence Program, organised by Commerce Ballarat as part of B31 Ballarat Business Month. The structured five-day work experience program sees students placed with a host organisation where they work towards solving a real problem within that organisation. The St Patrick's students were given the task of "increasing engagement with the new resident program" coordinated by Council's Economic Development division.

Building Ballarat Capital Works and Tender opportunities event

The City of Ballarat hosted a public breakfast event on August 20 targeting those in the building, construction and civil works industry to provide an overview of Council's forthcoming capital works opportunities and to encourage local business to bid for work. Staff from across the organisation presented on capital projects, provided advice and tips on how to tender for maximum success, and asked for feedback about the tender process and how it might improve. Council's partners from GROW Ballarat and the Victorian Industry Capability Network also presented on tender opportunities.

Ongoing community consultation:

Integrated Transport Plan

In recent months, both the Walking and Pedestrian Network and Bus discussion papers opened for community consultation. This followed on from the Rail Network paper which was released in July. This is the first stage of developing a new long-term vision for the transport network in Ballarat, including connections to the region.

Dowling Forest Precinct Planning Controls Review

The Dowling Forest Precinct Planning Controls Review 2019 draft report was available for public comment until early August. The purpose of the report is to identify and understand the issues associated with the current town planning controls, and to explore possible planning scheme solutions. One-on-one meetings are now being held with landholders and stakeholders to discuss any outstanding issues and options.

Miners Rest Draft Plan

Following consultation on the Miners Rest Draft Plan, Council staff have made final changes to the plan in consultation with members of the community and the Committee for Miners Rest. Council staff have been meeting with stakeholders one-on-one to progress on any unresolved matters, including a workshop with members of the Committee for Miners Rest.

Latrobe Street Saleyards Precinct Urban Renewal Plan

A Background Analysis Paper containing community feedback and desktop research was released for community consultation until mid August. A council officer working group has been established to consider cross-divisional approaches to the treatment of Crown Land, heritage, contamination and decommissioning arrangements. Next steps include the preparation of a Summary Paper outlining consultation updates, preferred land uses and recommended actions prior to the production of a draft Latrobe St Saleyards Framework plan, wider community consultation and a planning scheme amendment.

Ongoing projects, initiatives and works:Bakery Hill and Bridge Mall Urban Renewal Project

Stage three of community consultation on the Bakery Hill and Bridge Mall Urban Renewal Plan was undertaken between 26 August and 20 September. Community engagement activities were held at Council's pop-up shop in the Bridge Mall plus the Bridge Mall Farmers' Market. Submissions could also be lodged online via email or the mySay website.

Affordable Housing Strategy

Background work which will inform a future Affordable Housing Strategy has commenced with the preparation of research into supply and demand for affordable housing across the Municipality. This research will ultimately be used to inform the Compact City Housing Plan.

LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS

- *Charter of Human Rights and Responsibilities Act 2006*
- City of Ballarat Council Plan 2017 – 2021

REPORTING AND COMPLIANCE STATEMENTS

| Implications | Considered in Report? | Implications Identified? |
|-------------------------------------|-----------------------|--------------------------|
| Human Rights | Yes | No |
| Social/Cultural | No | No |
| Environmental/Sustainability | No | No |
| Economic | No | No |
| Financial/Resources | Yes | No |
| Risk Management | No | No |
| Implementation and Marketing | No | No |
| Evaluation and Review | No | No |

Human Rights – It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

Financial/Resources – No additional financial implications have arisen from the preparation of a CEO Operational Report.

OFFICERS DECLARATIONS OF INTEREST

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

REFERENCE DOCUMENTS

- Nil

ATTACHMENTS

- Nil

9. ASSEMBLIES OF COUNCILLORS

9.1. ASSEMBLIES OF COUNCILLORS

Division: Business Services
Director: Glenn Kallio
Author/Position: Sarah Anstis - Administration Officer Statutory Compliance

OFFICER RECOMMENDATION

Council resolves to approve the report on Assemblies of Councillors as listed:

- 28 June 2019 Disability Advisory Committee
- 12 August 2019 Community Safety Advisory Committee
- 17 August 2019 Eureka Centre Community Advisory Committee
- 28 August 2019 Council Agenda Review Briefing
- 30 August 2019 Disability Advisory Committee
- 4 September 2019 Strategic Briefing
- 11 September 2019 Community Development Councillor Portfolio
- 18 September 2019 Council Agenda Review Briefing

EXECUTIVE SUMMARY

The purpose of this report is to provide Council with copies of Assembly of Councillor Records as required under section 80A(2) of the *Local Government Act 1989*.

RATIONALE

Section 80A(2) of the *Local Government Act 1989* requires the record of an Assembly of Councillors to be reported at an Ordinary Council meeting. Assembly of Councillors Records are attached to this report.

LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS

- *Charter of Human Rights and Responsibilities Act 2006*;
- *Local Government Act 1989*; and
- City of Ballarat Council Plan 2017-2021.

REPORTING AND COMPLIANCE STATEMENTS

| Implications | Considered in Report? | Implications Identified? |
|------------------------------|-----------------------|--------------------------|
| Human Rights | Yes | No |
| Social/cultural | Yes | Yes |
| Environmental/Sustainability | No | No |
| Economic | No | No |
| Financial/Resources | No | No |
| Risk Management | Yes | Yes |
| Implementation and Marketing | No | No |
| Evaluation and Review | No | No |

Human Rights - It is considered that this report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

Social/Cultural - The inclusion of the attached Assembly of Councillor Records in the Council Agenda and the availability to the community increase awareness of the activities of Council and could increase community involvement in decision making at Council level.

Risk Management - There are implications with regards to Council's compliance with the *Local Government Act 1989* if Assembly of Councillor Records are not reported to Council.

OFFICERS DECLARATIONS OF INTEREST

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

REFERENCE DOCUMENTS

- Nil

ATTACHMENTS

1. 28 June 2019 Disability Advisory Committee [9.1.1 - 2 pages]
2. 12 August 2019 Community Safety Advisory Committee [9.1.2 - 1 page]
3. 17 August 2019 Eureka Centre Community Advisory Committee [9.1.3 - 2 pages]
4. 28 August 2019 Council Agenda Review Briefing [9.1.4 - 2 pages]
5. 30 August 2019 Disability Advisory Committee [9.1.5 - 1 page]
6. 4 September 2019 Strategic Briefing [9.1.6 - 2 pages]
7. 11 September 2019 Community Development Councillor Portfolio [9.1.7 - 1 page]
8. 18 September 2019 Council Agenda Review Briefing [9.1.8 - 2 pages]

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|-------------------------------|
| Description of meeting: | Disability Advisory Committee |
| Date of meeting: | 28 June 2019 |
| Start time: | 12.30pm |
| Finish time: | 2.00pm |

| | |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Councillors present: | Cr Belinda Coates |
| Apologies: | |
| Council staff present: | Pete Appleton, Executive Manager Engaged Communities Phil Cutts, Rural Access Officer Andrew Gray, Deaf Access Officer |
| Other attendees present: | Vincent McDonald, Ken Gunning, Rebecca Paton, Cathryn Ryan, Sharon Eacott, Faye Baxter, Narelle Mason |

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|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conflict of Interests: | <p>Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest.</p> <p>A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.</p> <p>Vincent advised he had been employed as a contractor to draw up a design for the North Gardens Adult Changing Place and did not take place in that discussion item.</p> |
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| Matters Considered: <i>*Provide dots points of matters discussed.</i> | <ul style="list-style-type: none"> • Confirmation of Minutes 3 May 2019 • Civic Hall Tour • Marveloo at Mars Stadium • Her Majesty's Access • Correspondence from Jan Mclvor submitting her resignation from DAC • Update from Julie-Ann Zajac provided via email re recruitment of Diversity & Inclusion Officer • DAC Survey Presentation • Future Funding • Ballarat Disability Parking Permits Simplifying • Deaf Access Update • Woookarung Regional Park – Trailrider • Ballarat Public Transport • Mobility Map • Other Business |
|------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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| Record completed by: | |
| Signed:  | Position: Rural Access Officer |
| Name: Phil Cutts | Date: 10 July 2019 |

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|----------------------------------------|
| Description of meeting: | Community Safety Advisory Committee |
| Date of meeting: | Wednesday 12 th August 2019 |
| Start time: | 9.00am |
| Finish time: | 10.00am |

Councillors present:

Cr Des Hudson

Apologies:

Cr Belinda Coates, Germaine Davey, Bridge Mall Traders, Michael Flynn, SportsCentral

Council staff present:

Amanda Collins, Belinda Hynes, Pete Appleton

Other attendees present:

Mark Sultana, Department of Justice and Community Safety, Stacey Oliver, YMCA, Philippa Cane, Ballarat Community Health, Marianne Hendron, Women's Health Grampians
Jerry van Delft, Federation University, Liam McKie, Student, Ballarat Health Services

Conflict of Interests:

Pursuant to Sections 77, 78 and 79 of the *Local Government Act 1989* (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest.

A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.

Matters Considered: **Provide dots points of matters discussed.*

- Confirmation of Minutes of June 2019
- Correspondence In
- Correspondence Out
- Presentation by Stacey Oliver,
- General Business: White Ribbon Day Discussion, Safer CBD Connection Project, Terms of Reference Update, Community Representative EOI

Record completed by:

| | |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| Signed:  | Position: Community Safety and Wellbeing Officer |
| Name: Amanda Collins | Date: 26/08/2019 |

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|--------------------------------------------|
| Description of meeting: | Eureka Centre Community Advisory Committee |
| Date of meeting: | 17/08/2019 |
| Start time: | 9.00am |
| Finish time: | 1.00pm |

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|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Councillors present: |
| Mayor Cr Samantha McIntosh (Chair from 10.14am to 1pm) Deputy Mayor Cr Jim Rinaldi (Acting Chair from 9am to 10.13am) Cr Daniel Moloney |
| Apologies: |
| Angelique Lush - Director Development and Planning Fred Cahir – Community representative |
| Council staff present: |
| Jeff Johnson - Executive Manager Events and the Arts Anthony Camm - Manager Eureka Centre Catherine McLay – Heritage Project Officer |
| Other attendees present: |
| Community representatives: Ron Egeberg, Serena Eldridge, Samantha Fabry, Mary-Rose McLaren, Phillip Moore Visitors: Richard Baum (facilitator) |

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| Conflict of Interests: | | | | |
| Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest. | | | | |
| A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. | | | | |
| Name of person(s) declaring the conflict | Type & details declared | Left Meeting | Time left | Time returned |
| Nil | Nil | N/A | | |

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| Matters Considered: <i>*Provide dots points of matters discussed.</i> |
| <ul style="list-style-type: none"> • The Acting Chair welcomed committee members and asked for conflict of interest declarations. There were none; The Acting Chair welcomed facilitator, Richard Baum, who introduced the agenda and reviewed the planning framework; • Catherine McLay spoke about the Interpretation Plan and members discussed it; • The Chair arrived, welcomed the committee and spoke about the value of its work; • Richard Baum reviewed the committee’s work to date and introduced its role in strategic planning, and the committee developed strategic actions in response to the 2030 Vision; |

- The Chair thanked committee members and closed the meeting

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| Record completed by: Anthony Camm | |
| Signed:  | Position: Eureka Centre Manager |
| Name: Anthony Camm | Date: 17/08/2019 |

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|--------------------------------|
| Description of meeting: | Council Agenda Review Briefing |
| Date of meeting: | 28 August 2019 |
| Start time: | 6.35pm |
| Meeting Suspended | 7.00pm |
| Meeting Recommended | 8.30pm |
| Finish time: | 10.05pm |

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| Councillors present: Cr Jim Rinaldi Cr Grant Tillett Cr Des Hudson Cr Daniel Moloney Cr Mark Harris Cr Samantha McIntosh Cr Belinda Coates Cr Ben Taylor |
| Apologies: Cr Amy Johnson |
| Council staff present: Justine Linley – Chief Executive Officer Glenn Kallio – Director Business Services Terry Demeo – Director Infrastructure and Environment Neville Ivey – Director Community Development Cameron Cahill – Director Innovation and Organisational Improvement Angelique Lush – Director Development and Planning Natalie Robertson – Executive Manager Development Facilitation Du |
| Other attendees present: Nil |

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| Conflict of Interests: | | | | |
| Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest. | | | | |
| A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. | | | | |
| Name of person(s) declaring the conflict | Type & details declared | Left Meeting Yes/No | Time left | Time returned |
| Nil | | | | |

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|--------------------------------------------------------------------------------------------------------------------|
| Matters Considered: <i>*Provide dots points of matters discussed.</i> |
| Portfolio Matters |
| Updates for Councillors |
| <ul style="list-style-type: none"> Design Studio and Design Led City team to advance Vic Park plans |
| Review of Draft Council Agenda 11 September 2019 |
| <ul style="list-style-type: none"> Chief Executive Officer Report |

- Assemblies of Councillors
 - Dowling Road – Sealing Request Following Petition
 - January 26
 - Heritage Report
 - Adoption of Annual Statements for 2018/19
 - Carryovers 2019/20
 - Outstanding Question Time Items
- Items in Camera**
- Licence Deed – Carngham Road Bunkers Hill
 - Creswick Road Carpark
 - Car Parking Technology

| | |
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| Record completed by: | |
| Signed:  | Position: Director Business Services |
| Name: Glenn Kallio | Date: 30 August 2019 |

ASSEMBLY OF COUNCILLORS RECORD

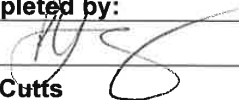
This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|-------------------------------|
| Description of meeting: | Disability Advisory Committee |
| Date of meeting: | 30 August 2019 |
| Start time: | 12.30pm |
| Finish time: | 2.00pm |

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|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Councillors present: | Cr Belinda Coates |
| Apologies: | |
| Council staff present: | Pete Appleton, Executive Manager Engaged Communities Phil Cutts, Rural Access Officer Sandra Kennedy, Community Development Support Officer |
| Other attendees present: | Vincent McDonald, Ken Gunning, Sharon Eacott, Robyn Hall, Narelle Mason, Rebecca Paton |

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|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conflict of Interests: | <p>Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest.</p> <p>A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.</p> <p>Nil</p> |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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| Matters Considered: <i>*Provide dots points of matters discussed.</i> | <ul style="list-style-type: none"> • Confirmation of Minutes 28 June 2019 • Parking Permits • Her Majesty Theatre Access • Correspondence Out • DAC Media Opportunities • City of Ballarat Urban Renewal – Bakery Hill and Bridge Mall • Employment of People with a Disability in Council • Wendouree Sports & Events Tour • Footpath Design Solutions • Interviews for new DAC members • Adult Changing Places • Other Business |
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| Record completed by: | |
| Signed:  | Position: Rural Access Officer |
| Name: Phil Cutts | Date: 10 Sept 2019 |

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|--------------------|
| Description of meeting: | Strategic Briefing |
| Date of meeting: | 4 September 2019 |
| Start time: | 6:39pm |
| Finish time: | 10:45pm |

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| Councillors present: Cr Daniel Moloney Cr Ben Taylor Cr Grant Tillett (left at 9.55pm) Cr Jim Rinaldi Cr Amy Johnson (left at 10.15pm) Cr Mark Harris Cr Samantha McIntosh Cr Des Hudson (left at 10.40pm) Cr Belinda Coates |
| Apologies: Nil |
| Council staff present: Justine Linley – Chief Executive Officer Terry Demeo – Director Infrastructure and Environment Glenn Kallio – Director Business Services Neville Ivey – Director Community Development Angelique Lush – Director Development and Planning Cameron Cahill – Director Innovation and Organisational Improvement Amanda Western - Executive Manager Project Management Office Mark Patterson - Executive Manager Sport & Active Living |
| Other attendees present: Nil |

| Conflict of Interests: | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------|-----------|---------------|
| Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest. | | | | |
| A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. | | | | |
| Name of person(s) declaring the conflict | Type & details declared | Left Meeting Yes/No | Time left | Time returned |
| Nil | | | | |

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|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Matters Considered: Portfolio Updates Strategic Briefing Reports <ul style="list-style-type: none"> • Tree Management |
|---------------------------------------------------------------------------------------------------------------------------------------------------|

- Capital and Projects Presentation
- CBD Developments and Carparking
- Ballarat is Open Strategy – Update
- Community Satisfaction Survey
- Section 173 Agreements
- Waste to Energy Update
- Victoria Park Master Plan and MPavilion

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| Record completed by: | |
| Signed:  | Position: Director Business Services |
| Name: Glenn Kallio | Date: 5 September 2019 |

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|----------------------------------------------------|
| Description of meeting: | Community Development Councillor Portfolio Meeting |
| Date of meeting: | Tuesday, 10 September 2019 |
| Start time: | 3.30pm |
| Finish time: | 5.00pm |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------|-------------|-----------------|
| Councillors present: | | | | |
| Cr Belinda Coates, Cr Des Hudson | | | | |
| Apologies: | | | | |
| Council staff present: | | | | |
| Neville Ivey, Director Community Development | | | | |
| Helen McIntosh, Executive Assistant | | | | |
| Jenny Fink, Executive Manager Learning & Community Hubs | | | | |
| Other attendees present: | | | | |
| Nil | | | | |
| Conflict of Interests: | | | | |
| Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest. | | | | |
| A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. | | | | |
| Nil | | Left Meeting [No] | [Time left] | [Time returned] |
| Matters Considered: <i>*Provide dots points of matters discussed.</i> | | | | |
| <ul style="list-style-type: none"> • Minutes of Meeting 9 July 2019 • Presentation on Central Library Plans • Update on Success of Sebastopol Library Refurbishment • Youth Hub (BCH) • Itinerary for ICC Japan • Upcoming Council Reports & Strategic Briefings • CHSP Regional Assessment Service • Media & Comms – All Projects • Girrabanya Update • Civic Hall Skate Park • Funding Rural Access Positions • Memorandum of Understanding BRMC • Ballarat Friends of Ainaro • Cricket Turf Wickets | | | | |
| Record completed by: | | | | |
| Signed:  | | Position: Acting Executive Assistant Director Community Development | | |
| Name: Helen McIntosh | | Date: 11 September 2019 | | |

ASSEMBLY OF COUNCILLORS RECORD

This record must be completed by the attending Council Officer and returned to the Statutory Compliance Unit within 48 hours after the meeting for recording in the register.

| | |
|--------------------------------|--------------------------------|
| Description of meeting: | Council Agenda Review Briefing |
| Date of meeting: | 18 September 2019 |
| Start time: | 6:10pm |
| Finish time: | 7:27 pm |

| |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Councillors present: Cr Jim Rinaldi Cr Grant Tillett Cr Des Hudson Cr Daniel Moloney Cr Mark Harris Cr Ben Taylor Cr Samantha McIntosh from 7:15 |
| Apologies: Cr Belinda Coates, Cr Amy Johnson |
| Council staff present: Justine Linley – Chief Executive Officer Stephen Bigarelli – Acting Director Business Services Terry Demeo – Director Infrastructure and Environment Pete Appleton – Acting Director Community Development Cameron Cahill – Director Innovation and Organisational Improvement Angelique Lush – Director Development and Planning Darren Sadler – Executive Manager Property Services and Facilities Management Lisa Kendal – Acting Executive Manager Economic Partnerships Terry Natt – Principal Planner Strategic Projects |
| Other attendees present: |

| Conflict of Interests: | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------|-----------|---------------|
| Pursuant to Sections 77, 78 and 79 of the <i>Local Government Act 1989</i> (as amended), if a Councillor has a conflict of interest in a matter which is to be considered or discussed at a meeting, the Councillor must, if he or she is attending the meeting, disclose the conflict of interest. | | | | |
| A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. | | | | |
| Name of person(s) declaring the conflict | Type & details declared | Left Meeting Yes/No | Time left | Time returned |
| Nil | | | | |

| |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Matters Considered: <i>*Provide dots points of matters discussed.</i> |
| External Advocacy Requests <ul style="list-style-type: none"> Refugee Community Support/ Program Joining the UN Treaty on Prohibition of Nuclear Weapons |
| Portfolio Matters |

| |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Updates from Councillors</p> <ul style="list-style-type: none"> • Section 173 Agreements • Sovereign Hill Aura Show <p>Review of Draft Council Agenda 2 October 2019</p> <ul style="list-style-type: none"> • Chief Executive Officer Report • Assemblies of Councillors • Wendouree Railway Station Precinct Master Plan • Ballarat Long Term Growth Options Investigation • Council Plan Progress Report - Quarter 4 • Good Food for All: Food Strategy 2019-2022 • Intention to Declare Laneway as a Public Highway • Compassionate Ballarat Charter • Road Discontinuance Duggan Street • International Travel • Road Management Plan 2019 (V6) • Fast Rail Advocacy Program • Contracts Special Committee of Council Minutes - 7 August and 28 August 2019 • Outstanding Question Time Items <p>Items in Camera</p> <ul style="list-style-type: none"> • Contracts Special Committee of Council Minutes - 7 August and 28 August 2019 • Disposal of Property • Alfredton West Development Contribution Review/Lucas Park Funding • Cycling Australia Road Nats Contract Renewal • Purchase of Land Ballarat West Growth Corridor, 331 Glenelg Hwy • Tourism Services Transition Update and Review |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| | |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------|
| Record completed by: | |
| Signed:  | Position: Acting Director Business Services |
| Name: Stephen Bigarelli | Date: 19 September 2019 |

10. OFFICER REPORTS**10.1. WENDOUREE RAILWAY STATION PRECINCT MASTER PLAN**

Division: Development and Planning
Director: Angelique Lush
Author/Position: Lisa Kendal – Manager Strategic Planning
Karl Sass – Strategic Planner

OFFICER RECOMMENDATION

Council resolves to:

1. **Adopt the Wendouree Railway Station Precinct Master Plan (2019).**
 2. **Authorise Council Officers to actively engage with State Government authorities to progress implementation of the Wendouree Railway Station Precinct Master Plan, including advocacy for provision of direct access to the second platform of Wendouree Railway Station from Gillies Street North and Gregory Street West.**
 3. **Authorise Council Officers to actively engage with State Government authorities and landholders to achieve the vision of the Master Plan for future transport, community and mixed uses on land at 201 and 201A Gillies Street North, Lake Gardens, noting that land for public transport purposes would require acquisition or negotiated development by the State Government.**
 4. **Seek Authorisation from the Minister for Planning to prepare a Planning Scheme Amendment, pursuant to Section 8A of the *Planning and Environment Act 1987* to:**
 - a) **Introduce the Wendouree Railway Station Precinct Master Plan (2019) as a background document into the Ballarat Planning Scheme**
 - b) **Rezone land at 209A and 211 Gillies Street North, Wendouree from Industrial 1 Zone to Commercial 1 Zone and apply a Design and Development Overlay and Environmental Audit Overlay (as required by the EPA)**
 - c) **Rezone land at 7-17 Learmonth Road, Wendouree from Industrial 1 Zone to Commercial 1 Zone and apply a Design and Development Overlay and Environmental Audit Overlay (as required by the EPA), subject to endorsement by the landowner (Central Highlands Water)**
 - d) **Rezone land at 19 Learmonth Road, Wendouree from Industrial 1 Zone to the Public Use Zone, subject to endorsement by the landowner (Country Fire Authority); and**
 - e) **Rezone the land known as Botanica Estate from Mixed Use Zone to the General Residential Zone.**
 5. **Place the Amendment on exhibition pursuant to Section 19 of the *Planning and Environment Act 1987*.**
-

EXECUTIVE SUMMARY

The Wendouree Railway Station Precinct Master Plan is a long-term urban renewal plan for development of the Wendouree Station Precinct. It recognises the precinct has the potential to become a vibrant mixed-use precinct to support Ballarat's growing population, and to improve its presentation and access to the station. Urban renewal creates a range of benefits including enhancing activation of public spaces, increasing surveillance, and establishment of new retail and commercial offerings for commuters and residents.

The Master Plan seeks to revitalise and enhance the precinct and improve functioning as a transport hub. The Master Plan identifies two key areas:

- the 'core' precinct which refers to properties within close proximity of Wendouree Railway Station which have significant potential for renewal and investment, and seeks to identify sites required for civic and transport purposes; and
- the wider precinct currently contains a range of industrial, commercial and residential uses, proposes limited change in the wider precinct and identifies opportunities to improve access and the public realm.

Key components of the Wendouree Railway Station Precinct Master Plan include:

- A new pedestrian plaza directly to the south of the Wendouree station facilitating direct access from Gregory Street West to Wendouree Railway Station and the future second platform (currently under construction)
- A new bus interchange which will also facilitate future bus services via the re-opening of Gregory Street West
- Identifies sites for additional car parking
- Encourages a range of land uses to ensure activation and passive surveillance of the precinct including new retail, commercial and residential offerings using Transit Oriented Design (TOD) principles
- Improving the function, useability and appearance of the precinct
- Improving access and movement for all users
- Providing for an increasing number of people using the Wendouree Station and the surrounding precinct
- Long-term rail infrastructure requirements

A comprehensive community and stakeholder engagement program has been undertaken to inform development of the Master Plan.

The project received a funding contribution from the Department of Transport (previously Transport for Victoria) of \$40,000. The Department of Transport have been closely consulted during the development of the Master Plan. Formal endorsement of the Master Plan by the Department of Transport is subject to Council adoption of the plan and further internal review.

RATIONALE

Background

Wendouree Railway Station was constructed on land owned by VicTrack in 2008. The station is an important facility for commuters and is experiencing significant patronage growth. The location of Wendouree Railway Station behind semi-industrial uses on a site which was earlier intended for an intermodal freight hub creates a number of challenges for its operation as a commuter railway station. The station precinct has poor access and movement for pedestrians, cyclists, drivers and public transport users and has poor passive surveillance which contributes to safety issues.

Wendouree Railway Station is experiencing significant increases in patronage averaging 15.4% p.a. since 2013-14. Significant further increases in patronage are expected due to a combination of population growth and the commissioning of the Ballarat Line Upgrade, expected to occur in late 2019. The Ballarat Line Upgrade will facilitate a significant increase in the number of services to Wendouree Railway Station.

In the wider context, Wendouree Railway Station is strategically located to serve Ballarat's western access point to the rail network, with the station's catchment including rapidly expanding growth areas of Ballarat. Wendouree Railway Station is highlighted in the Ballarat Strategy 2040 due to being located within a Convenience Living Corridor and its proximity to services. The Wendouree Railway Station precinct has significant potential for urban renewal and revitalisation.

Wendouree Railway Station Precinct Master Plan

In July 2017, the City of Ballarat commenced the development of a Master Plan for the Wendouree Railway Station Precinct.

The Master Plan was prepared with extensive community consultation and engagement with a range of stakeholders including property owners and government authorities including the Department of Transport, VicTrack, Public Transport Victoria, Rail Projects Victoria, Ballarat Line upgrade, and Regional Roads Victoria.

Expert advice has been sought throughout the project in relation to economic analysis, transport and buffers, as well as urban design.

The Master Plan presents a vision for renewal of the precinct, and an associated concept plan and staged implementation plan which identifies development opportunities, infrastructure upgrades, and delivery of a range of projects currently underway or planned.

The Master Plan proposes a new pedestrian plaza and bus interchange directly linking Gregory Street West to the station and also incorporates additional car parking. A staged approach to introduce new retail and commercial offerings will facilitate the Wendouree Station Precinct to function as both a transport hub and visitor destination.

A number of significant projects within the precinct are currently underway or are due to commence shortly including:

- The Ballarat Line Upgrade including track duplication, the addition of a second platform, a pedestrian overpass, lifts, stairs and access ramps at Wendouree Railway Station
- The re-opening of Gregory Street West to connect the Link Road with the station precinct
- Signalisation of the intersection of Gillies Street North and Gregory Street West.

VicTrack completed an expansion of the carpark at Wendouree Station doubling capacity to 400 spaces, adding CCTV and the construction of a stormwater retention basin in October 2018.

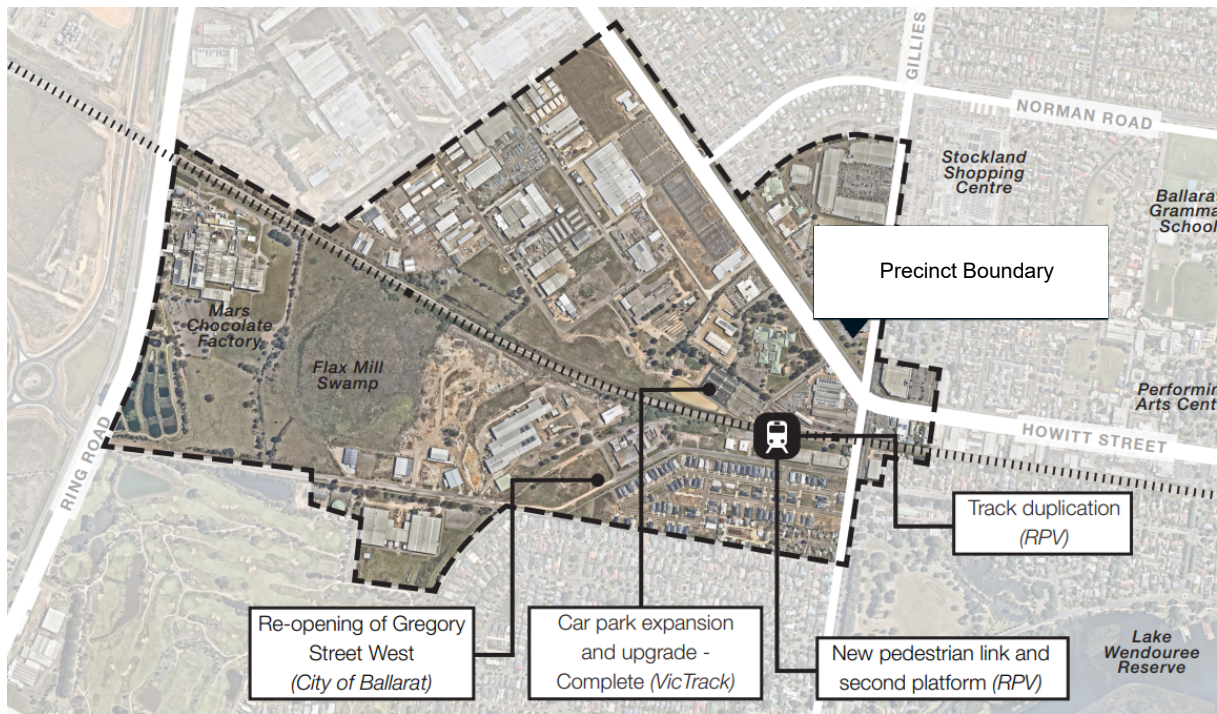


Figure 1: Wendouree Railway Station Precinct map, showing boundary

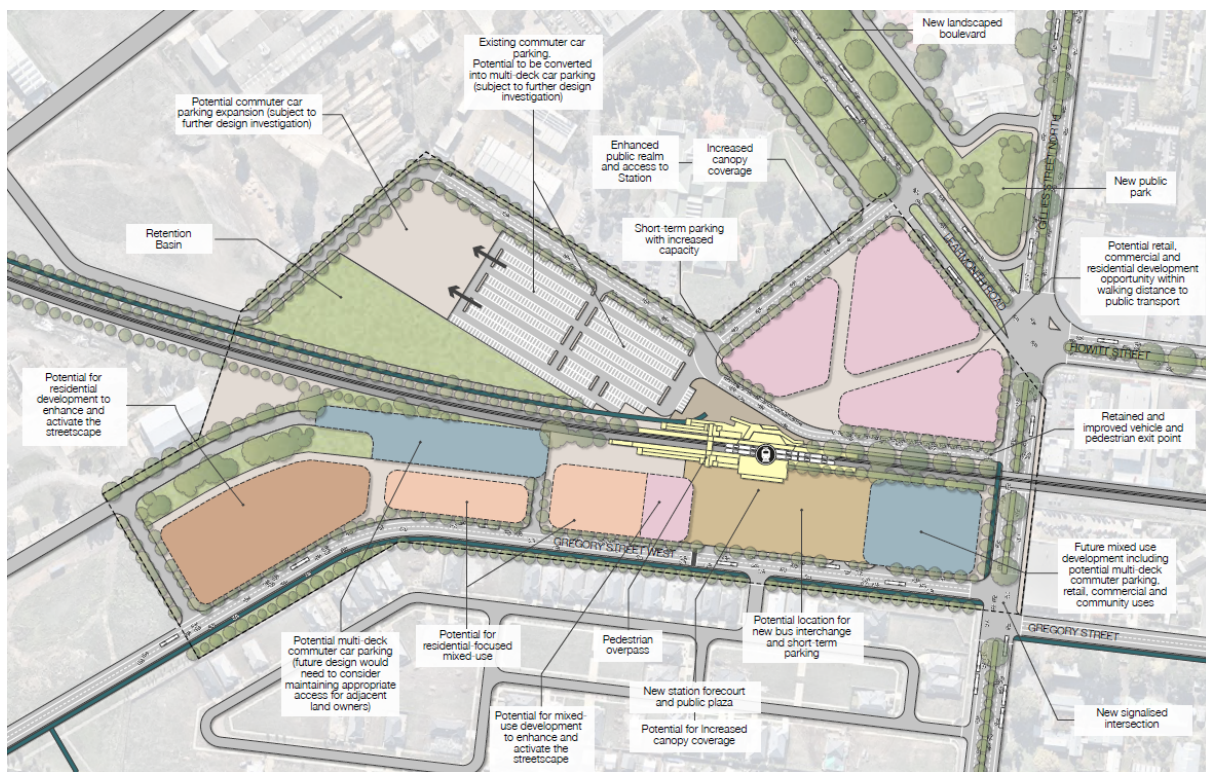


Figure 2: Wendouree Railway Station Core Precinct – proposed land use map

Pedestrian access

A key issue raised in community consultation was the lack of pedestrian access to the station. During the first stage of community consultation in 2018, 28% of respondents reported walking as their main mode of transport to access the station.

Access to the new southern platform at Wendouree Station, provided as part of the current Ballarat Line Upgrade works, is only from the northern platform via a pedestrian overpass and

no direct access to Gillies Street North. To enable direct pedestrian access between the second platform and Gillies Street North, the stage one of Master Plan proposes interim pedestrian access via the existing rail corridor.

Stage two of the Master Plan proposes direct pedestrian access to Gregory Street West via a pedestrian plaza. This would require some public acquisition of land as discussed below. Current works as part of the Ballarat Line Upgrade have been configured to make provision for a future southern plaza. To enable the pedestrian plaza and southern bus interchange public acquisition of land would be required as discussed below.

Public transport

The provision of public transport is the responsibility of the Victorian Government. The participation of transport related authorities throughout the development of the Master Plan allowed the relevant authorities to directly hear feedback from the community.

Trends in rail patronage growth has shown average increases of 15.4% per year at Wendouree Railway Station. This is expected to continue, particularly with the commissioning of the current Ballarat Line Upgrade anticipated in late 2019 which will bring an increase in service frequency.

The Department of Transport has provided advice that a future bus interchange should be consolidated to the south of the station with access from Gregory Street West. The Master Plan contains high level design advice and guidance for the land required.

Ballarat Line Upgrade

During development of the Master Plan the Victorian Government announced a revision to the scope of the Ballarat Line Upgrade to include upgrades at Wendouree Railway Station. Council officers worked with Rail Projects Victoria, Ballarat Line Upgrade alliance and the Department of Transport to ensure works were consistent with the long-term vision for the precinct.

Parking

Significant community feedback was received in relation to the provision of more car parking and the ability to park on the south side of the railway line. The draft Master Plan proposes two additional sites for carparking south of the railway station which received strong support during community consultation. The Master Plan also proposes further expansion of the existing car park to the north of the station. Sites identified have the potential to become multideck parking with active interfaces such as commercial shops, subject to future detailed design.

Mixed use development

For the Wendouree Station Precinct to develop as an active and vibrant precinct, a range of mixed-use offerings are proposed in the 'core' area which will encourage renewal of the semi-industrial sites within close proximity of the station.

Properties within the 'core' precinct have excellent access to public transport. Residential development is proposed to provide greater density and enable residents to have access to a range of high-quality services and transport options. Economic advice has also been received to inform the proposed mix of retail and commercial spaces.

Renewal of the Wendouree Railway Station Precinct has significant potential to contribute to Council's 50% residential infill target.

Planning Scheme Amendment

As a catalyst for change in the precinct to commence implementation of the Master Plan, an amendment to the Ballarat Planning Scheme is required. The scope of the current proposed Planning Scheme Amendment is:

- Introduce the Wendouree Railway Station Precinct Master Plan (2019) as a background document into the Ballarat Planning Scheme
- Rezone land at 209A and 211 Gillies Street North, Wendouree from Industrial 1 Zone to Commercial 1 Zone and apply a Design and Development Overlay and Environmental Audit Overlay
- Rezone land at 7-17 Learmonth Road, Wendouree from Industrial 1 Zone to Commercial 1 Zone and apply a Design and Development Overlay and Environmental Audit Overlay (as required by the EPA), subject to endorsement by the landowner (Central Highlands Water)
- Rezone land at 19 Learmonth Road, Wendouree from Industrial 1 Zone to the Public Use Zone, subject to endorsement by the landowner (Country Fire Authority)
- Rezone the land known as Botanica Estate to the General Residential Zone; and

To fully implement the Wendouree Railway Station Precinct Master Plan, a future Planning Scheme Amendment will be required for additional sites along Gregory Street West (outside of the area affected by the current proposed Amendment). No timeline has been set for future rezoning and a future Planning Scheme Amendment may be proponent-led.

Land at 209A and 211 Gillies Street North, Wendouree is proposed to be rezoned from Industrial 1 Zone to Commercial 1 Zone. This site is privately owned and currently features car dealerships and other semi industrial uses. The Master Plan envisions the transformation of this site into a retail and commercial development that will provide a catalyst land use change for the precinct, integrated into the Railway Station forecourt and connecting the broader precinct to the activity centres along Gillies Street North and Howitt Street. Rezoning the land to Commercial 1 Zone will not impact the current business operation.

Central Highlands Water is located at 7-17 Learmonth Road, Wendouree. This site is proposed to be rezoned from Industrial 1 Zone to Commercial 1 Zone. The property directly adjoins the railway station internal access road from Learmonth Road. CHW are supportive of the Master Plan and have expressed interest in the proposed Planning Scheme Amendment. Further consultation with CHW is required to confirm their position and inclusion on the current Planning Scheme Amendment.

The Country Fire Authority (CFA) Region 15 is currently located at 19 Learmonth Road, Wendouree. The Amendment proposed to rezone from Industrial 1 Zone to Public Use Zone. The Public Use Zone will ensure that the CFA does not need to apply for unnecessary planning permits for routine buildings and works. The Amendment will better reflect the use of the site.

Lake Gardens has been developed for residential uses. It is proposed to rezone Botanica Estate, Lake Gardens from Mixed Use Zone to General Residential Zone. Rezoning this area to General Residential Zone will ensure the zone will better reflect the residential use of the land and prevent unnecessary planning permit triggers for residents. Approximately 97 properties are currently zoned (or partially zoned) Mixed Use Zone. Residents will be informed of the proposed rezoning through the exhibition process.

It is proposed to introduce a Design and Development Overlay on 209 & 211 Gillies Street North, Wendouree and 7 – 17 Learmonth Road, Wendouree. The Design and Development Overlay will ensure the Ballarat Planning Scheme will provide guidance on the built form outcomes being sort for these properties when they are redeveloped in accordance with the

Master Plan. The Design and Development Overlay allows Council to specify outcomes consistent with the Master Plan through building height and form, access, landscaping and public open space treatment.

The Environmental Audit Overlay (EAO) is proposed for 209 & 211 Gillies Street North, Wendouree and 7 – 17 Learmonth Road, Wendouree. This Overlay is the appropriate tool where rezoning would permit a sensitive use on land which has the potential for contamination. The EAO may not be applied where it can be demonstrated there is no contamination on the subject site. Discussions are ongoing with landowners and the EPA to establish current and previous land uses on the relevant sites.

Use of land for public purposes

The Master Plan outlines a vision for direct access between Wendouree Railway Station and Gregory Street West, as well as use of currently privately-owned land at 201 and 201A Gillies Street North, Lake Gardens for transport and community uses which better complement the Station.

Currently 201 Gillies Street North contains a dwelling and 201A Gillies Street North is currently occupied by a storage business. Both properties adjoin the Railway Station and are considered strategically important to implement the Master Plan. The land at 201A Gillies Street North is identified as the primary site for pedestrian access, potential future station forecourt, bus interchange and additional car parking.

Arrangements for future use of the land for public transport purposes would be the responsibility of the State Government. If there is a future need for local community uses, these could be accommodated via negotiation with the land owners.

LEGISLATION, COUNCIL PLAN, STRATEGIES AND POLICY IMPACTS

- *Charter of Human Rights and Responsibilities Act 2006*
- City of Ballarat Council Plan 2017-2021
- Today, Tomorrow, Together: Ballarat Strategy
- Ballarat Activity Centres Strategy (2012)
- Ballarat Integrated Transport Plan (under development)

REPORTING AND COMPLIANCE STATEMENTS

| Implications | Considered in Report? | Implications Identified? |
|-------------------------------------|-----------------------|--------------------------|
| Human Rights | Yes | No |
| Social/Cultural | Yes | Yes |
| Environmental/Sustainability | Yes | Yes |
| Economic | Yes | Yes |
| Financial/Resources | Yes | Yes |
| Risk Management | Yes | Yes |
| Implementation and Marketing | Yes | Yes |
| Evaluation and Review | Yes | Yes |

Human Rights - It is considered that this Report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

Social/Cultural – The Wendouree Railway Stations Precinct Master Plan considers the social and cultural impacts through the extensive consultation approach to landowner engagement within the study area and wider community consultation. The engagement program involved wide consultation through various methods to ensure that the values of the community and stakeholders were understood and incorporated into the Wendouree Railway Stations Precinct Master Plan.

Environmental/Sustainability – The Wendouree Railway Station Precinct Master Plan takes into consideration the environmental constraints and opportunities of the area and is embedded in a range of principles and actions outlined within the Master Plan. Environmentally significant areas such as Flax Mill Swamp Wildlife Reserve have been identified and future actions to improve the health of the asset is provided. The importance of retaining and improving tree canopy coverage both for wildlife and biodiversity improvements as well as climate change mitigation is considered, as well as the need to encourage more environmentally sustainable development for new buildings.

Economic – The plan provides the community and Council with a long-term vision for the growth and development of the precinct. It will guide the City of Ballarat and other authorities to prioritise investment. The urban renewal proposed in the area is expected to drive private sector investment into the precinct. Economic advice received during the development of the Master Plan suggests new population in the precinct will create demand for additional retail and commercial space.

Financial/Resources – The Master Plan is a long-term vision for the future of the precinct. An implementation plan is included and will be used to guide resource allocation for implementation. Costings of the implementation of the Master Plan are yet to be determined. Some of the costs contained within the master plan are the responsibility of the Victorian Government.

Risk Management – The plan is intended to establish a framework to manage land use change, based on an understanding of community values and technical requirements. A Planning Scheme Amendment is proposed to implement the Master Plan into the Ballarat Planning Scheme which will minimise the risk of inappropriate land use and incorporates an Environmental Audit Overlay where appropriate.

Implementation/Marketing – An implementation plan is contained within the Master Plan identifying short, medium, and long-term initiatives and actions, and relevant stakeholders.

Evaluation and Review – The implementation plan contained within the master plan provides guidance to the future implementation and progress of the Wendouree Railway Station Precinct Master Plan.

CONSULTATION

An extensive community consultation program was undertaken in two stages as part of the development of the master plan.

Phase 1 of the Community Engagement process occurred in February 2018 to understand the community's key issues and their vision for the future of the precinct. A total of 129 responses were received through online and hardcopy surveys completed and direct submissions. The feedback received from this process was ultimately used to inform the draft of the Master Plan.

The second phase of consultation occurred in February 2019 and sought feedback on the Draft Wendouree Railway Station Precinct Master Plan. Consultation followed a similar format as the first stage with online and hard copy surveys and a drop-in session.

The issues highlighted in the second round of consultation were consistent with feedback received in the first round. Following the second round of community engagement, further changes and updates were made to the Draft Wendouree Railway Station Precinct Master Plan.

Key changes to the Master Plan:

- A consolidated future bus interchange to the south of Wendouree Station and removal of the proposed northern bus interchange
- Additional focus on the need for shelter and weather protection
- Additional tree planting
- Greater focus on improving and connecting the industrial areas proposed to be retained
- Some proposed roads on private property were removed due to traffic advice indicating they were not necessary
- An alternative or additional entry and egress point to the proposed car park located on VicTrack land south of the railway line from Gregory Street West
- A revised implementation plan.

Council officers have been in ongoing discussions with landholders in relation to the proposed future planning scheme amendment, aside from residents in the Botanica Estate who will be advised through the formal exhibition process.

OFFICERS DECLARATIONS OF INTEREST

Council Officers affirm that no direct or indirect interests need to be declared in relation to the matter of this Report.

ATTACHMENTS

1. Community Consultation Summary Round 2 Wendouree Master Plan [**10.1.1** - 25 pages]
2. Wendouree Railway Station Precinct MP final 12 Sept 19 [**10.1.2** - 31 pages]

SJB Urban



Community Engagement Round 2 Summary

Draft Wendouree Railway Station Precinct Master Plan

Prepared for
City of Ballarat

Issued
July 2019

We create amazing places

SJB is passionate about the possibilities of architecture, interiors, urban design and planning.

Let's collaborate.

Version: 02

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The Wendouree Railway Station Master Plan has been co-funded by City of Ballarat and Department of Transport (DoT).



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Background & Approach

1

1.1 Project Overview

As Ballarat continues to expand to the west, the City of Ballarat is looking ahead long-term as Wendouree Station becomes closer to the geographical centre of Ballarat. Work on the Ballarat Line Upgrade is well under way including a second track, additional platform and pedestrian overpass at Wendouree station which is being delivered by Rail Projects Victoria (RPV). This is a great opportunity to take advantage of the big changes already happening to create a precinct that is much more than a transport hub.

The master plan creates a vision for the future renewal and revitalisation of the Wendouree Railway Station Precinct and provides guidance on the delivery of a number of projects currently underway or in the planning phase (see below).

The Draft Master Plan seeks to:

- *Improve the function, useability and appearance of the precinct*
- *Improve access and movement to the station, including a new forecourt*
- *Provide for an increasing number of people using the station and surrounding precinct*
- *Introduce new retail and residential options. Identify development opportunities for revitalisation, including underutilised railway land*
- *Introduce new retail and residential options.*

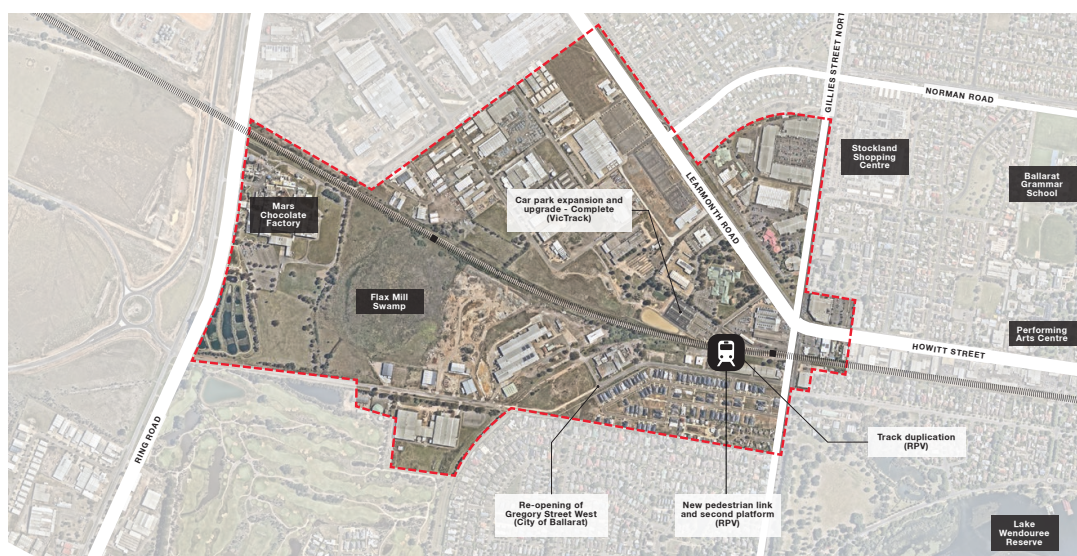


Figure 01: Study Area

1.2 Project Vision

The Wendouree Railway Station Precinct will become a local gateway, transport hub, and engaging urban place for the Ballarat Region. The station itself will be revitalised as a high-quality facility offering an enjoyable and distinctive arrival point, integrated with local transport and part of a vibrant mixed-use hub.

The precinct will be configured for optimal access and ease of pedestrian and cycle movement into, within, and across the transport hub, seamlessly connecting key local destinations. New urban development and renewal will accommodate a broad range of uses and will be set amongst a sequence of well-designed public spaces. The new public spaces will provide places to spend time, meet friends, experience events or enjoy refreshments, reinforcing this precinct as a vibrant, active urban place.

Car parking will be highly functional and creatively designed to make a positive contribution to the amenity of the precinct, with additional commuter and short-term parking to encourage public transport in the local area.

vision



Figure 02: Illustrative View

Background & Approach

1.3 Community Consultation

Community consultation has been a critical component of the development of the Master Plan, providing the project team with an understanding of the community and stakeholders opinions and aspirations for precinct.

As part of the final round of engagement, the project team engaged the community to provide feedback on the Draft Wendouree Railway Station Precinct Master Plan. The process aimed to determine what aspects of the Master Plan are supported and not supported by the community and gather suggestions on how to improve them before the development and adoption of the Final Master Plan.

The engagement process was undertaken in two parts – a drop-in session, where the community had the opportunity to find out more about the project and provide their feedback; and an online and hard copy survey. A total of 116 responses were submitted to Council, and 65 people attended the drop-in session.

Project Timeline

Late 2017

- Project Inception

Early 2018

- Community Consultation (Round 1)
- Surveys and Drop-in Session
- Visioning

2018

- Stakeholder and Landowner Engagement

Early 2019

- Release of Draft Master Plan
- Community Consultation (Round 2)

May 2019

- Community Consultation Summary

1.4 Survey Questions

The following questions were asked in the consultation process:

- The Draft Master Plan seeks to improve integration of the railway station with the surrounding precinct by introducing a new pedestrian plaza and bus interchange linking Gregory Street West to the station.
 - Do you support this? (Y/N)
 - Do you have thoughts on the concept design or would you like to see any changes?
- The Draft Master Plan seeks to improve public transport connectivity and considers how potential future bus interchanges can connect with the north and south of the station.
 - Do you support this? (Y/N)
 - Do you have any suggestions regarding the bus interchanges?
- The Draft Master Plan proposes two additional locations for car parking and a new drop-off location on Gregory Street West.
 - Do you support this? (Y/N)
 - Do you have any feedback regarding car parking or drop off locations?
- The Draft Master Plan proposes new retail, commercial and community offerings within the precinct for commuters and residents.
 - Do you support this? (Y/N)
 - Do you have any feedback regarding potential future uses or facilities in the precinct?
- Are there any topics or issues you would like to see included in the master plan?
- Do you have any other comments or suggestions?

Findings

2

2.1 Respondents Profile

A total of 116 survey responses were received during the consultation period. These were completed online via the mySay page (101), hard-copy (9), and email submissions (6).

The survey shows a balance between male (51%) and female (48%) respondents. Although there were respondents from all age categories, most people were in the 40-79 years categories. When asked about their connection to the precinct (property owner, resident, business owner, work in the area, visitor, other), a large portion of respondents indicated they were residents (69%), followed by property owners (26%).



Figure 06: Community Consultation Drop-in Session

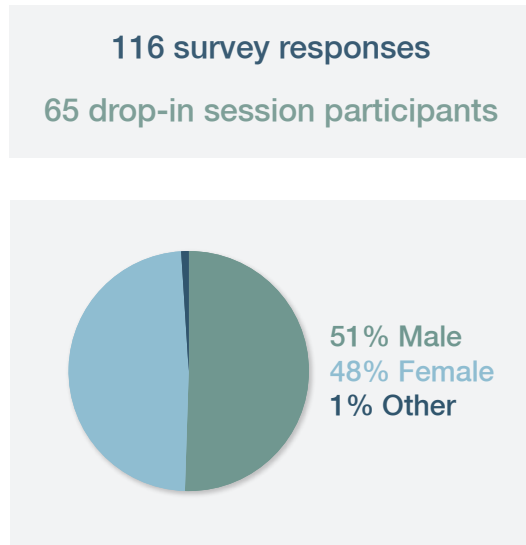


Figure 03: Gender Identity

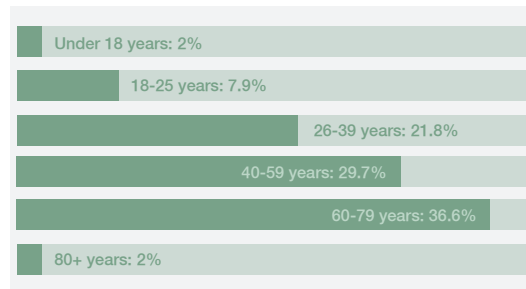


Figure 04: Age Groups

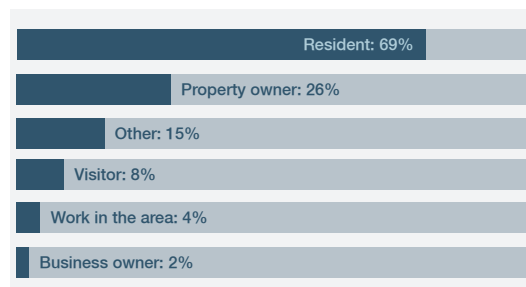


Figure 05: Connection to the Precinct

Findings

2.2 Master Plan Overarching Proposals

Respondents were asked if they support or don't support four major proposals of the Draft Master Plan, and to provide suggestions for them.

- **Proposal 1:** The Draft Master Plan seeks to improve integration of the railway station with the surrounding precinct by introducing a new pedestrian plaza and bus interchange linking Gregory Street West to the station
- **Proposal 2:** The Draft Master Plan seeks to improve public transport connectivity and considers how potential future bus interchanges can connect with the north and south of the station
- **Proposal 3:** The Draft Master Plan proposes two additional locations for car parking and a new drop-off location on Gregory Street West.
- **Proposal 4:** The Draft Master Plan proposes new retail, commercial and community offerings within the precinct for commuters and residents.

The four key proposals in the Draft Master Plan presented strong community support. Figures 7 to 14 show that 94% of respondents support the proposed new pedestrian plaza and bus interchange; 99% support how bus interchanges can connect with the north and south of the station; 94% support the locations for car parking and a new drop-off location on Gregory Street West; and 89% support new retail, commercial and community offerings within the precinct for commuters and residents.

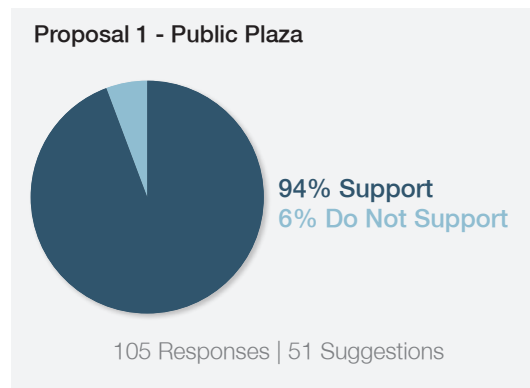


Figure 07: Proposal 1 - Results



Figure 08: Proposal 1 - Public Plaza

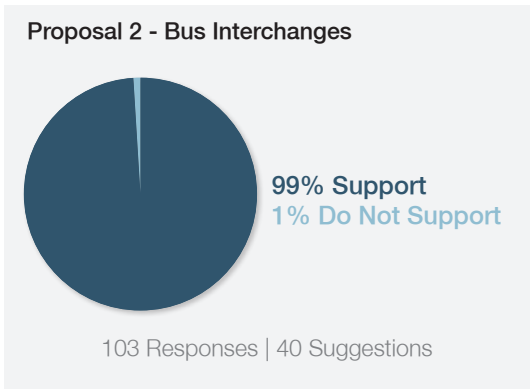


Figure 09: Proposal 2 - Results



Figure 12: Proposal 2 - Bus Interchanges

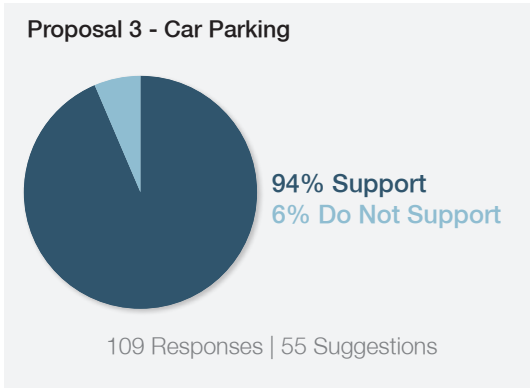


Figure 10: Proposal 3 - Results

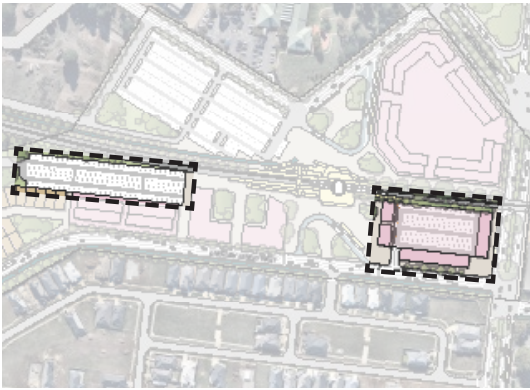


Figure 13: Proposal 3 - Car Parking

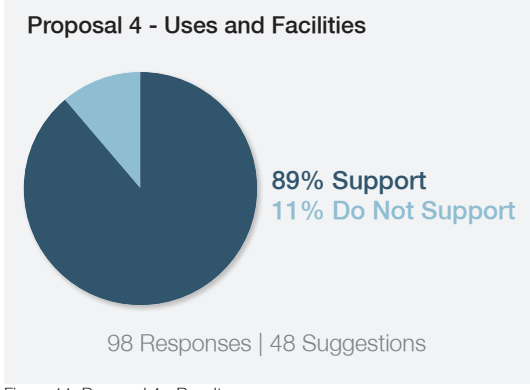


Figure 11: Proposal 4 - Results

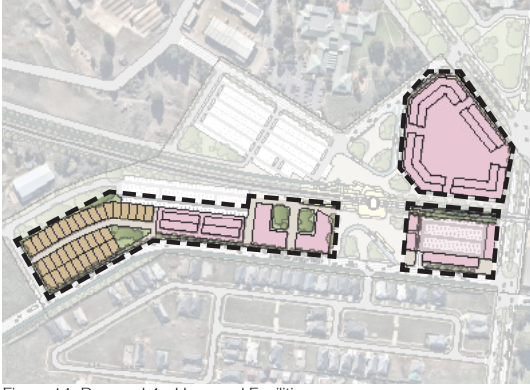


Figure 14: Proposal 4 - Uses and Facilities

2.3 Suggestions for the Precinct

Respondents were asked to provide suggestions for each of the four overarching proposals. Additionally, they were asked if there were any topics or issues that they would like to see included in the Master Plan.

A breadth of ideas, opportunities and concerns were raised. The following provides a summary of the top ideas, opportunities and concerns but is not exhaustive.

The summary is organised into key themes that became evident and underpin what we heard. The number of mentions has been specified in brackets and italics:

- Access and Movement (*116*)
- Public Transport (*36*)
- Public Spaces (*81*)
- Planning and Land Use (*90*)
- Facilities and Safety (*55*)

Each theme is broken into a series of topics. Not all ideas for improvement fall within the scope of the Master Plan project however have been included and annotated accordingly (*). Council has provided commentary on the most mentioned topics.

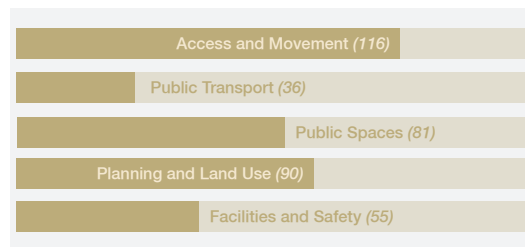


Figure 15: Respondent's Suggestions by Themes

"I love the new plaza. It really helps connect the station to the street bringing a whole new life to the area."

2.4 Access and Movement

| Ideas for the Precinct / Feedback on the Master Plan (most mentioned) | Number of Mentions | Council Response |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| General support for plaza south of the station, which allows direct station access from Gregory Street West | 17 | <ul style="list-style-type: none"> · There was strong support for the southern plaza connection between Wendouree Station and Gregory Street West as proposed in the Draft Master Plan, therefore it will be retained. Some minor design changes will be required to incorporate more weather protection and an enlarged bus interchange. |
| Bicycle paths within the precinct and bicycle infrastructure at the station need to be addressed | 13 | <ul style="list-style-type: none"> · The Draft Master Plan proposes improved connections to the station as part of the Cycling Action Plan. City of Ballarat will advocate for more 'end of trip' bicycle facilities at Wendouree Station such as a parkiteer cage and a water station to the relevant State Government agencies. |
| General support for proposed car parking on the south side of the rail line | 13 | <ul style="list-style-type: none"> · Support is noted. |
| Traffic congestion in the area is a problem. There is a need to address existing traffic on Gillies Street North, Howitt Street and future traffic on Gregory Street West after its opening | 12 | <ul style="list-style-type: none"> · The master plan seeks to ensure people can get around without having to rely on driving. Regional Roads Victoria are intending to signalise the corner of Gillies Street North and Gregory Street West which will assist in improving safety and traffic movements in the area. |
| Need to improve pedestrian safety and access, including better Learmonth Road crossing, connections to existing Howitt street retail and Stockland Shopping Centre | 7 | <ul style="list-style-type: none"> · The current challenges crossing arterial roads as a pedestrian within the precinct are noted. The master plan proposes improved pedestrian crossings for Learmonth Road and other crossing points. |
| Request for level crossing removal on Gillies Street North (*) | 7 | <ul style="list-style-type: none"> · The significant need for a level crossing removal is noted. The Draft Master Plan makes provision for a future level crossing removal. Based on this feedback, the prominence and design detail in the Master Plan will be increased. The need for a level crossing removal will be captured in the Ballarat Integrated Transport Plan. |

Findings

“Unsure about the bus stops of Gillies Street, as this is a very busy street already and adding bus stops will create/increase the already cluttered traffic. I believe it’d be best to have all bus stops on the south side of the station within the same interchange.”

2.5 Public Transport

| Ideas for the Precinct / Feedback on the Master Plan (most mentioned) | Number of Mentions | Council Response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Request for improved bus service (extended service hours, improved frequency and improved connections with train service)(*) | 9 | · Although bus service is outside the scope of the Draft Master Plan, this feedback will be communicated to the relevant State Government transport authorities. This feedback will also be fed into the Ballarat Integrated Transport Plan which is currently under development. |
| Location of the bus interchange south of the rail corridor. There has been some support and some concern about the location of the bus interchange, especially in regards to potential amenity impacts and impacts on traffic flow. | 8 | · Detailed design for a future southern bus interchange would be undertaken by the state government. The bus interchange would provide a valuable connection to the bus network for local residents and no amenity impacts are expected from the location of the bus interchange are anticipated. Future designs should consider existing residential areas. |
| Request for improved public transport connections to other parts of Ballarat, including western growth areas, Stockland and Fed Uni (*) | 3 | · Although public transport service is outside the scope of the Draft Master Plan, this feedback will be communicated to the relevant State Government transport authorities. This feedback will also be fed into the Ballarat Integrated Transport Plan which is currently under development. |

“The Master Plan should request that a roof/arch be placed over about 3 to 6 carriages worth of the railway line where travellers will be boarding the train. Does not require the height of Southern Cross Station, but should emulate the height of Ballarat Station.”

“Access from the bus interchanges to the station should also include protection from the weather.”

2.6 Public Spaces

| Ideas for the Precinct / Feedback on the Master Plan (most mentioned) | Number of Mentions | Council Response |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Weather conditions in Ballarat can be quite unpredictable. There is a need to incorporate more weather protection and shelter within the Station Precinct where possible. | 18 | · This feedback has been incorporated into the final Master Plan which further highlights the need for weather protection. |
| Need to provide more trees and green spaces (consider veggie gardens, canopy trees and improved connections to Flax Mill Swamp) | 14 | · The Draft Master Plan proposes to enhance existing green space (Flax Mill Swamp, Gregory Street West Reserve, etc.) and provide new/expanded green space. This feedback will be incorporated into landscape designs and connections for future green space. |
| The Station Precinct should incorporate sustainability measures such as storm water capture and renewable energy | 3 | · This feedback has been incorporated into the final master plan with improved water inflows in Flax Mill Swamp Wildlife Reserve highlighted as an opportunity. |

“Ballarat can be a particularly cold place early in the morning. Commuters waiting for the train currently have limited protection from the elements. This is an area which needs a lot of improvement”

“Have as much shade as possible. More trees ideally.”

Findings

“Don’t have more retail and commercial offerings within the development zone. This just adds to the traffic and future congestion of the area.”

2.7 Planning and Land Use

| Ideas for the Precinct / Feedback on the Master Plan (most mentioned) | Number of Mentions | Council Response |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Provision of retail/commercial uses in the precinct (suggestions include cafes, a chemist and a supermarket). There was some concern around what it would mean for traffic flow and competition for existing businesses. A number of responses only supported a small scale coffee shop or similar. Some responses said any retail options should be open from first to last train service. Some said the Station Precinct should be for transit purposes only. | 36 | <ul style="list-style-type: none"> The varying views on introducing retail and other uses into the precinct is noted. A preliminary economic analysis was undertaken to determine how much retail could be supported, noting the existing and proposed residential development in the Draft Master Plan which will create further demand for retail options. Due to the feedback received, Council will reduce the amount of commercial space along Gregory Street West. |
| General support of Draft Master Plan land use initiatives | 16 | <ul style="list-style-type: none"> Support is noted. |
| General for residential uses within the Station Precinct in proximity to the station | 11 | <ul style="list-style-type: none"> Support for mixed use development is noted. The land use mix has been further refined in the final Master Plan to incorporate residential uses where appropriate. |
| Amenity impact concerns from Lake Gardens and Botanica residents (commuters parking in the area, traffic bypassing Gillies Street North/Gregory Street West intersection, lighting design, etc) | 6 | <ul style="list-style-type: none"> Although reopening of Gregory Street West will increase traffic in the area, proposals in the master plan to improve connections for the existing residential areas will improve access and movement for residents. Detailed design will need to consider any possible impacts on residential areas. |
| The Station Precinct should become a community hub, providing community facilities and allowing for small scale community events | 6 | <ul style="list-style-type: none"> The Core Precinct has been designed to cater for a range of public uses including small scale community focused events |
| Draft Master Plan implementation strategy is “too long term” | 4 | <ul style="list-style-type: none"> The Draft Master Plan contains short, medium and long term initiatives. |

“Using the surrounding area for medium-density residential is a fantastic proposal and the potential for retail and lifestyle businesses is huge (gyms, express supermarkets, chemist and cafes).”

“Maybe move the Library from Wendouree Village to create a new public hub.”

“Definitely a bigger inside waiting room and a coffee and refreshments cafe and more toilets.”

2.8 Facilities and Safety

| Ideas for the Precinct / Feedback on the Master Plan (most mentioned) | Number of Mentions | Council Response |
|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing station building is inadequate, provides little amenity to commuters and needs to be extended (*) | 12 | · <i>Wendouree Station is poorly designed and completely insufficient for existing patronage as well as future patronage growth. The Master Plan will incorporate land for an expanded Wendouree Station and the City of Ballarat will advocate for further upgrades to Wendouree Station.</i> |
| Access for people with mobility constraints should be properly addressed | 12 | · <i>Access for all people of varying abilities in our community is particularly important at a transport hub. Council will ensure infrastructure is DDA compliant and emphasise this need to access for all to the relevant transport authorities.</i> |
| The Station Precinct should provide safety and security measures including CCTV | 12 | · <i>City of Ballarat will advocate to the relevant transport authorities to increase the amount of CCTV coverage provided and to ensure there is passive surveillance of public areas.</i> |
| Additional public toilets should be provided within the Station Precinct (*) | 8 | · <i>Further improvements to the railway station is the responsibility of the state government. City of Ballarat will highlight this feedback to the relevant authorities noting the inadequacy of Wendouree Railway Station.</i> |
| The precinct should present a clear signage and wayfinding strategy, including historical information about the area | 5 | · <i>The current signage and way-finding is considered to be poor. The Master Plan will make the precinct much easier to travel around. This feedback will be forwarded to relevant state government authorities</i> |
| Lack of safe pedestrian crossing between Gregory Street East and West across Gillies Street North to the Botanic Gardens needs to be addressed | 5 | · <i>The difficulty experienced by pedestrians and cyclists crossing Gillies Street North is noted. The Master Plan proposes to signalise the corner of Gregory Street West and Gillies Street North which will incorporate a pedestrian crossing to address this issue and improve the connection to Lake Wendouree and the Botanic Gardens.</i> |

Conclusion

3

The surveyed respondents overall displayed strong support for the Draft Master Plan. The key topics that emerged from those who left comments are summarised as follows:

Access and Movement

- Support for new station plaza
- Need to improve bicycle infrastructure
- Support for Gregory Street West reopening
- Support for south side car parking
- Need to address traffic congestion
- Need to address pedestrian safety and connections
- Support for drop-off location
- Request for additional car parking

Public Transport

- Support for bus interchange location

Public Spaces

- Need to provide weather protection and shelter
- More trees and open spaces
- Need to incorporate sustainability measures

Planning and Land Use

- Provision of retail and commercial uses
- Overall support of Draft Master Plan
- Support for residential uses
- Concerns with amenity impacts
- Need to provide a community hub
- Draft Master Plan implementation

Facilities and Safety

- DDA compliant access
- Safety and security consideration
- Need to improve wayfinding strategy

Key topics raised outside of the scope of the project:

- Request for level crossing removal
- Need to improve bus service
- Need to improve public transport connections
- Existing station building conditions
- Additional public toilets

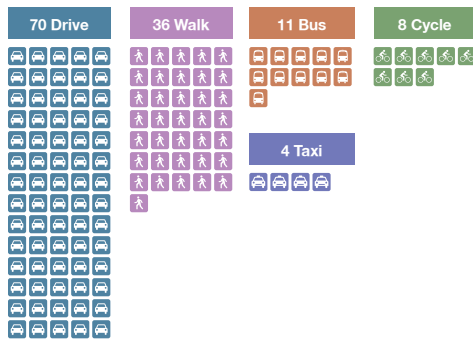
Appendix
Engagement Process Material

A

2018 Community Consultation Results

Full consultation summary available on the website.

How do you access the station?



Suggestions for the Precinct (in order of preference)

1. Increased car parking and car parking improvements
2. New car parking south of the Station
3. Enhanced Station infrastructure (shelter, seating, toilets, etc)
4. Pedestrian crossings across Gilles St North
5. Access to car parking from Gregory St West
6. Better traffic management (access and egress to Station)
7. Gilles St North intersections improvements
8. Food and drink premises within Station
9. Improve connections to green spaces
10. Bus access and bus stop improvements, and increased interchange capacity
11. Cycling infrastructure
12. Improved signage and wayfinding
13. Level crossing removal
14. Bus timetable frequency improvements
15. Pedestrian overpass
16. Staffed station
17. Noise barriers
18. No future restriction on truck traffic for local businesses

'I think it's essential that there be more emphasis on getting to the train station by other ways than just driving'.

'Much better flow for all traffic modes, more trees and good walking connections into the parkland and service areas. No more fast food outlets'.

'Divide the buses and cars to make it safer for everyone, it is tight enough to move around in there without dodging cars as well'.

'More buses and improved connections between buses and trains. More facilities/ amenities at (or very near) Wendouree Railway Station e.g. Coffee!'

'A commuter hub needs to have facilities and services for commuters to be truly effective. I mean residential and supporting services, not only multi-level car parks'.

'Increased pedestrian and bicycle access to the area in particular to the station and businesses'.

'Improved access to the station and business in close proximity to the station from Gillies Street North rather than accessing from Learmonth Road'.

'The existing exit onto Gillies Street North needs to be changed. Plan and design accesses so that drivers can not enter or exit the wrong way'.

'Easy connections north and south of the line, green spaces, convenience retail and food. Wind and rain protection, somewhere warm to wait, access to power outlets and toilets. Plenty of seating'.

'Bike racks. Along with more encouragement for people to use bikes to get to the station'.

'New access to the station from Gregory Street West will mean local residents will choose to walk or ride rather than drive which will alleviate some of the parking issues'.

'As part of opening Gregory West, the new section of road connecting the existing pieces should become gentler through 'traffic calming' or other means'.

'Street lighting needs to be adequate especially if residents need to park out of the station precinct'.

'I would like more 10 minute parking bays when I call in to see if the trains are running the next day or to top up my card well before my journey'.


'I would like a shopping centre with restaurants close to the platform with much more parking that is undercover'.

In February 2018 the City of Ballarat commenced community consultation on the future of the Wendouree Railway Station Precinct, as part of the development of a master plan for the area. Here is what the community said.



Site Issues To Be Addressed


Public Transport Issues




Access into the site is confusing.




Connectivity through the site is confusing.




Traffic is dominant, and roads are cluttered with cars.




Car parking is dominant and congested.




Existing infrastructure needs to accommodate for future growth.




The Station has no amenities and no profile in the surrounding Precinct.



Poor inter-connectivity between busses and trains.




Poor public transport infrastructure.

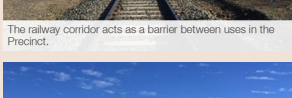


No access through Gregory Street West.


Built Form Issues




The railway corridor acts as a barrier between uses in the Precinct.



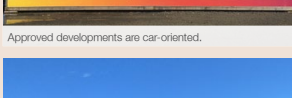
Large expanses of underutilised, vacant land.




Approved developments are car-oriented.



New developments are exacerbating the poor urban environment.



The Precinct looks industrial and lacks any amenity for pedestrians, passengers or visitors. It is not a destination.



Dominant "big box" land uses provide limited urban structure.

Public Realm Issues



The Station has a sense of isolation.



The Station environment is not welcoming for pedestrians.



Surrounding buildings 'turn their backs' on the Station.



Large road expanses make an unfriendly and exposed pedestrian environment.



Lack of safe crossing points for pedestrians.




Poor pedestrian infrastructure - lack of pavements, lighting, etc.



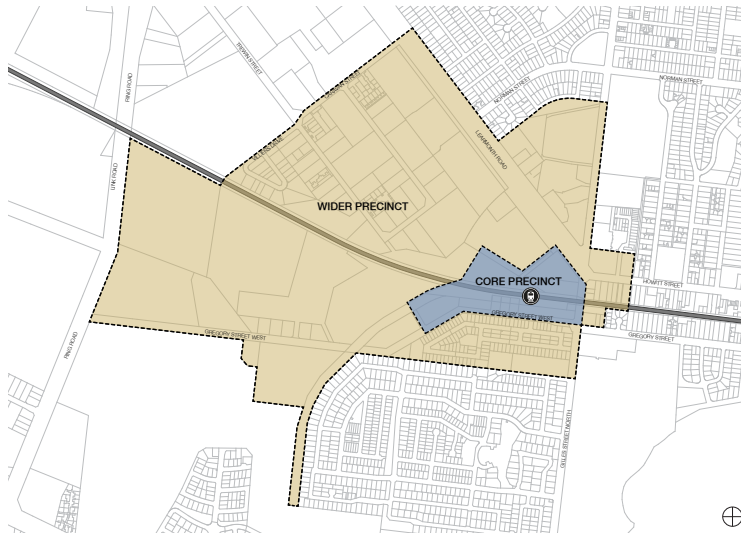
There are no public realm spaces for people 'to be'.

Urban Design Principles

| | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>Principle 01 Create an Integrated Transport Hub</p> <p>Objective 1.1 Ensure the safe and convenient movement of people interchanging between different modes of transport.</p> <p>Objective 1.2 Create a clear, efficient and legible network of systems that functions and services Wendoree in an integrated and effective way, and an environment that supports and encourages the predominant use of public transport.</p> <p>Objective 1.3 Ensure development within the Precinct recognises and supports the Station's primary purpose as an intermodal transit hub for Wendoree and the broader Ballarat region.</p> |  <p>Principle 02 Stimulate Economic Activity and Growth</p> <p>Objective 2.1 Promote urban renewal to achieve higher density and mixed-use development in the Precinct.</p> <p>Objective 2.2 Support economic sustainability – established through a new workforce, business incubation and innovation, housing diversity and an improved environment linking to key civic and cultural destinations.</p> <p>Objective 2.3 Retain existing employment where feasible, reinforcing a productive and industrious urban environment that is embraced and distinctive from other areas of Ballarat. Existing uses should be well-integrated with a range of new uses.</p> <p>Objective 2.4 Identify parcels of land appropriate, available and/or ready for future development opportunities.</p> |  <p>Principle 03 Activity Centre Main Street Town Centre Experience</p> <p>Objective 3.1 Encourage the development of an activity centre within the Precinct which is highly accessible, mixed-use and a diverse focal point and social meeting place for the communities it serves.</p> <p>Objective 3.2 Broaden the range of uses and activities within the Precinct to include a wider range of retail, office, entertainment, residential and community services, and which are open over longer hours into the evening and on weekends, commensurate with the needs of the surrounding community.</p> <p>Objective 3.3 Support increased residential densities within and around the Precinct.</p> <p>Objective 3.4 Create a destination and sense of arrival – a gateway to Wendoree.</p> <p>Objective 3.5 Improve the appearance and function of public spaces and streetscapes, including shelter, infrastructure, lighting, safety, crossovers and footpath widths.</p> |  <p>Principle 04 Achieve a Visually Prominent Station</p> <p>Objective 4.1 Establish the visual prominence of the Station and give the Station a visible presence from its surroundings.</p> <p>Objective 4.2 Enhance visual links to the Station.</p> <p>Objective 4.3 Provide open spaces such as forecourts to the Station, allowing long-distance views and increased legibility.</p> |
|  <p>Principle 05 Improve Integration and Connections</p> <p>Objective 5.1 Where possible, create new entries and points of access to the Station.</p> <p>Objective 5.2 Create new and enhance existing streetscapes, pedestrian links and cycle routes to enhance access and activation within the Precinct.</p> <p>Objective 5.3 Use wayfinding to facilitate movement between the Precinct and key destinations within the Centre.</p> <p>Objective 5.4 Ensure safe and easy access for public transport users, by encouraging safe and efficient traffic flow and minimising potential conflicts between vehicles and pedestrians within the Precinct.</p> |  <p>Principle 06 Develop a Locally Distinctive and Positive Identity</p> <p>Objective 6.1 Design a Station Precinct that has a distinct and clear presence, and contributes positively to the wider area.</p> <p>Objective 6.2 Establish continuity in the streetscape, public spaces and use of materials throughout the Precinct.</p> <p>Objective 6.3 Develop a greening strategy and develop a cohesive landscape of trees and plants that provide shade and amenity.</p> <p>Objective 6.4 Utilise the pre-contact and post-contact history of the area where appropriate to reinforce a unique sense of place.</p> |  <p>Principle 07 Enable Flexible Implementation</p> <p>Objective 7.1 Establish continuity in the public realm across all stages of development.</p> <p>Objective 7.2 Plan for the Precinct to evolve and redevelop over time, providing a degree of flexibility to adapt to changed market circumstances in the future.</p> <p>Objective 7.3 Allow for flexibility in the Master Plan's staging to accommodate the implementation of proposals over time as land and/or funding becomes available.</p> |  <p>Principle 08 Encourage Environmental Sustainability</p> <p>Objective 8.1 Integrate best practice sustainable design principles into all stages of design and development.</p> <p>Objective 8.2 Enhance biodiversity across the precinct and achieve a minimum 40% tree canopy coverage in line with Council's commitment to create an urban forest.</p> <p>Objective 8.3 Achieve resource and materials efficiency, through innovation in design and construction and support for adaptation and re-use of existing buildings where feasible.</p> |

Wider Precinct Master Plan

Master Plan Overview



The Master Plan responds to the complex site conditions, functional requirements and implementation considerations. It is not a 'singular' or fixed plan, but a multi-faceted and flexible one, that can adapt to changing circumstances in terms of transport patronage, funding outcomes and property market conditions. The Master Plan is a **high-level concept only** and provides direction for future planning, detailed design and funding submissions.

The Master Plan consists of two Precincts – the Wider Precinct and the Core Precinct.

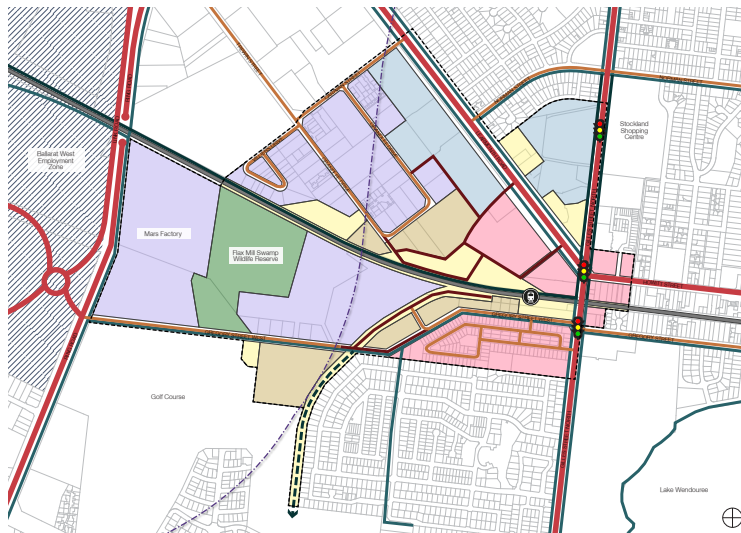
The Wider Precinct Master Plan provides high-level recommendations for the sustainable development of the area.

The Core Precinct Master Plan provides more specific access and movement, public realm, land use and built form recommendations for the area immediately around the Wendouree Railway Station.

Early public realm works are expected to establish the conditions to attract investment, forming a 'catalyst' for further redevelopment and revitalisation of the Core Precinct over time.

Medium and longer-term development opportunities have been identified to capitalise on the initial public realm investments. Delivery of these opportunities will be influenced by economic, market, and land use planning conditions, availability of land, and future commercial and residential development demand.

Wider Precinct Master Plan - Land Use

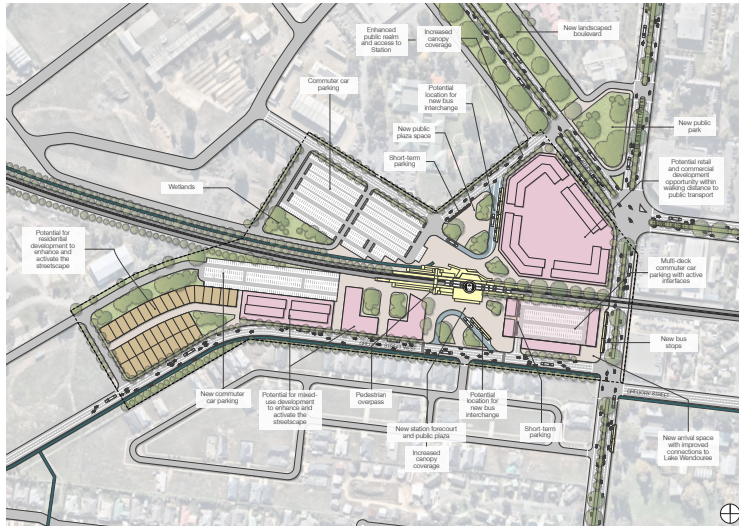


The focus of the Wider Precinct Master Plan is to plan for sustainable development and promote integration with the Core Precinct, with a variety of community benefits. The Wider Precinct will capitalise upon existing transport infrastructure to provide a range of activities and amenities, which will support and enhance the role of the Wendouree Activity Centre.

- Key**
- Study Area
 - Ballarat West Employment Zone (BWEZ)
 - BWEZ 1km Buffer Area
 - Retain Existing Industrial
 - Potential Future Change of Use From Industrial
 - Commercial / Retail
 - Mixed Use
 - Public Use
 - Conservation Areas
 - Existing Primary Road
 - Existing Secondary Road
 - Potential Future Connection
 - Existing Cycling Network
 - Potential Future Cycling Connection
 - Potential Pedestrian and Bicycle Link
 - Signalised Intersection/Crossing

Core Precinct Master Plan

Concept Plan



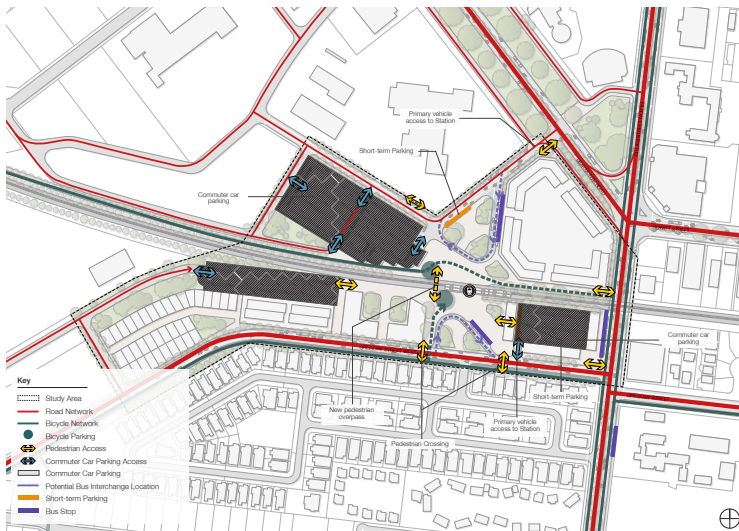
The Core Precinct is the focal point of the Wendouree Station Precinct Master Plan. With consideration of a variety of public transport requirements and a focus upon improving public spaces, the concept plan seeks to completely reinvent the Wendouree Station Precinct.

The Precinct is envisioned to be integral to the Wendouree Activity Centre and a gateway to the Ballarat West Employment Zone. The new configuration of the Station will allow greater integration between buses and trains and will provide new opportunities for active public spaces within the area.

The new Station will provide a vibrant interface with Gregory Street West, offering an operating train platform, car parking, landscaped open spaces, cafes, retail opportunities, and easy access to the North Gardens and Lake Wendouree.

Increased commuter car parking will cater for population growth, providing safe and convenient access to the Station.

Access and Movement Principles



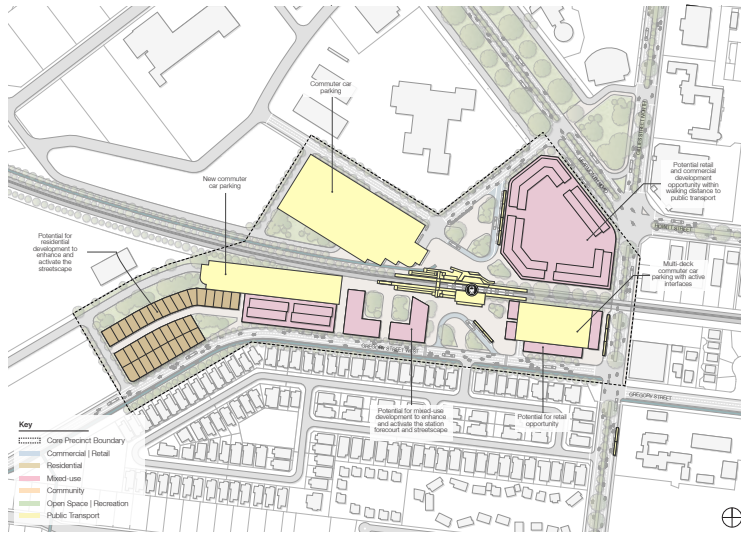
The upgraded Wendouree Station will become a vibrant pedestrian-friendly environment. A network of streets and public spaces will provide easy access to the Station while offering a range of activities and convenience shopping opportunities for commuters and residents. Public transport will be seamlessly integrated with the public realm. Car parking options will be efficiently located to provide convenience without compromising the quality of the pedestrian experience.

Initiatives:

- Enhanced connections on Leamroth Road and Gillies Street North into the Precinct will provide safe, legible and universal Station access for all. Leamroth Road will remain a primary connecting route, with additional greening along the roadside greatly improving visual amenity.
- Multiple vehicular access points will help to disperse traffic during peak hours, eliminating the current bottleneck issue.
- A pedestrian priority environment within the Station Precinct will improve walkability and activation.
- Key points of entry to the Station Precinct will be upgraded, with a focus on pedestrian crossing points over roads. Any new crossing points will be supported by a wayfinding strategy.
- A new, formalised pedestrian crossing at the intersection of Gregory Street West and Gillies Street North will provide safe connections for pedestrians and cyclists towards Lake Wendouree and the Ballarat CBD.
- A new pedestrian overpass over the rail corridor will allow for safe and universal access to all users.
- New and improved forecourts will provide a safe and pleasant pedestrian experience, while creating spaces for dispersion of commuters.

Core Precinct Master Plan

Land Use and Activities Principles

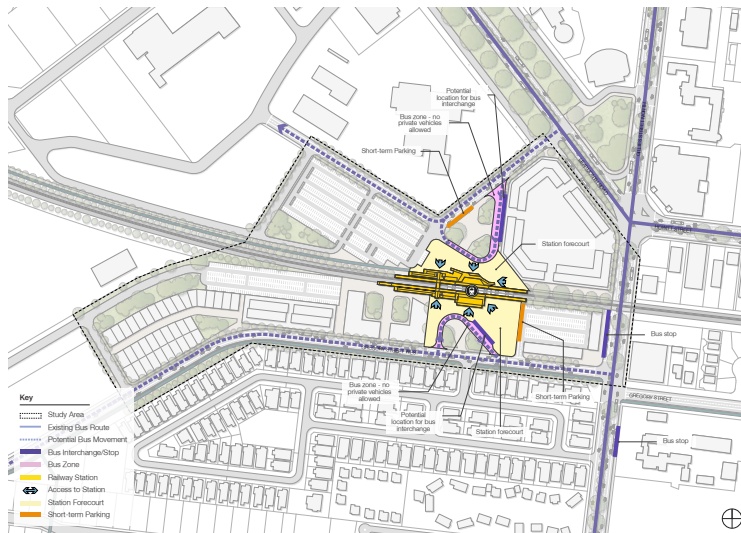


The primary focus of the Core Precinct is to provide high-quality public transport facilities for residents and visitors coming to Wendouree. To achieve this, the station buildings and bus interchange will become the central focus of the site. Residential and mixed-use activities will complement the transport experience, contributing to the vibrancy and activation of the Precinct.

Initiatives:

- The core of the Precinct will be dedicated to public transport uses, with transport facilities on both sides of the rail corridor.
- Mixed-use developments will complement the functions and activities of the Precinct, especially north of the rail corridor. The integration of such uses with the Station will help to create an urban destination with shops, cafes, housing and employment opportunities.
- Residential and mixed-use typologies along Gregory Street West will respond to the existing local character and provide a diversity of dwelling options.
- Potential for the existing community centre at the intersection of Learmonth Road and Gilles Street North to be upgraded to accommodate new services.
- Further future development opportunities north of Learmonth Road will accommodate commercial and retail uses, creating a consolidated destination and integrating both sides of Learmonth Road and Gilles Street North.

Public Transport Principles



The upgraded Wendouree Station will provide safe, convenient and integrated transport options, which will encourage public transport use, reduce car dependency and cater for population and patronage growth. It is noted that current RPV works include the construction of a second southern platform, pedestrian overpass, stairs, lifts and ramps.

Initiatives:

- A new platform and station building south of the rail corridor will increase the station capacity and provide new access to the Station through Gregory Street West.
- A new pedestrian overpass will allow safe pedestrian movement across the rail corridor, integrating both sides of the Precinct.
- Station forecourts will cater for increased ridership, provide spaces for commuters to disperse and give street presence to the Station.
- Two bus interchanges will provide convenient mode change on each side of the Station. The interchanges may potentially accommodate four buses each and both are integrated with public open spaces and retail activities.
- Dedicated bus zones and multiple access points to the Station will help increase safety and efficiency of the bus operation.
- Increased capacity of short-term parking near the station forecourts will allow convenient drop-offs and quick access to the Station, especially for people with mobility constraints.

Illustrative Images

Street View - Concept Only



Section 1



Section 2



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Wendouree Railway Station Precinct Master Plan

Prepared for
City of Ballarat

Issued
September 2019
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Executive Summary

1

Executive Summary

1.1 Overview

Project Purpose

The purpose of the Wendouree Railway Station Precinct Master Plan (the Master Plan) is to develop a vision, principles, strategies, and a high-level concept, movement and land use plan for the future development of the Station Precinct.

The Master Plan seeks to:

- Facilitate and cater for rail patronage growth and the need to improve the public transport experience. This includes consideration of long-term rail infrastructure requirements such as provision of an additional platform and car parking south of the railway line.
- Identify opportunities for the development of vacant and underutilised railway land.
- Encourage appropriate land use mix and better utilisation of land within and around the precinct.
- Provide for the safe and efficient circulation and movement of pedestrians, cyclists, cars and buses.

Project Process

The development of the Master Plan has been informed by consultation with the community and key stakeholders focusing on identifying issues, challenges and opportunities for the precinct. The consultation process included a series of Co-Design Workshops and an informative Drop-in Session, allowing the design team to understand the community's aspirations and vision for the area.

Stakeholders Co-Design Workshop – Visioning (July 2017)

- Development of a shared vision for the future of the precinct, with a focus on transport and traffic matters.
- Participants: City of Ballarat, VicTrack, V/Line, VicRoads and Department of Transport (DoT)

Stakeholders Co-Design Workshop – Design Concept (August 2017)

- Discussion of issues, opportunities and preliminary design concepts for the precinct, with a focus on transport and traffic matters.
- Participants: City of Ballarat, VicTrack, V/Line, VicRoads and DoT

Community Consultation Drop-in Session and Online Survey (February | March 2018)

- Discussion of issues and opportunities and development of a shared vision for the future of the precinct.
- Drop-in Session: 88 participants
- Online Survey: 129 respondents

1.2 Vision

The Wendouree Railway Station Precinct will become a local gateway, transport hub, and engaging urban place for the Ballarat Region. The station itself will be revitalised as a high-quality facility offering an enjoyable and distinctive arrival point, integrated with local transport and part of a vibrant mixed-use hub.

The precinct will be configured for optimal access and ease of pedestrian and cycle movement into, within, and across the transport hub, seamlessly connecting key local destinations. New urban development and renewal will accommodate a broad range of uses and will be set amongst a sequence of well-designed public spaces. The new public spaces will provide places to spend time, meet friends, experience events or enjoy refreshments, reinforcing this precinct as a vibrant, active urban place. Car parking will be highly functional and creatively designed to make a positive contribution to the amenity of the precinct, with additional commuter and short-term parking to encourage public transport in the local area.

Community and Stakeholder Consultation

2

Community and Stakeholder Consultation

2.1 Transport-Focused Co-Design Workshops

The co-design workshops were a participatory process focused on transport and traffic matters, designed to rapidly test and critique the proposed design outcomes, through intensive collaboration and working. Council and State Government representatives were invited to discuss local issues, constraints, opportunities and existing proposals allowing the design team to rapidly gain an overarching understanding of the study area and context.

Traffic and transport officers and engineers were engaged to provide knowledge on vehicular and pedestrian patterns and the current comprehensive multi-modal situation and context of the study area – issues, conflicts, volumes, proposed upgrades, gaps within the existing networks to cater for existing and future use and car parking.



Figure 01: Stakeholders' Workshops



2.2 Workshop Outputs

Theme 01: Transport

Issues:

- Poor pedestrian environment
- Lack of cyclist facilities and access routes
- Road access into the precinct is confusing
- Lack of connectivity to other nodes within the precinct
- Lack of bus services accessing the precinct
- Traffic is dominant
- Car parking and access is congested
- Car access and movements are confusing
- Poor interconnectivity between buses and trains
- Currently the station only services a fraction of what it will service in the future
- Gregory Street West will reopen soon

Opportunities:

- Make the Station Precinct an integrated transport hub
- Coordinate facilities for future events – run special train/bus services ('event bundling')
- VicTrack land available for redevelopment
- Enhance pedestrian access into the station building and environs
- Enhance train service frequency for commuters between Wendouree and Ballarat
- Improve physical and visual connections to the surrounding area
- Enhance the coordination of train and bus services
- Locate buses on Gillies Street North
- Provide end of trip facilities for cyclists
- Provide for upgraded connections from train to bus
- Integrate cycle routes with the Station Precinct including the Skipton Rail Trail

- Connect Wendouree to Ballarat via cycle routes
- Future-proof the station environment – protect land for longer platforms
- Accommodate for future patronage growth with 250m length platforms
- Weather protection within car parking areas
- Multi-use car park areas – commuters during the day and an events car park at night
- No need to accommodate any train stabling at Wendouree

Priorities:

1. **Integrated transport hub/transport functionality**
2. **Integrated active public transport network**
3. **Pedestrian connections**
4. **Station visibility**

Community and Stakeholder Consultation

Theme 02: Buildings and Activities

Issues:

- Lack of station functionality for any other use other than transport
- The station buildings have no relationship or profile to the surrounding precinct
- The current condition of the station building is poor, and function is compromised due to poor design
- The railway corridor acts as a barrier between existing uses
- The precinct currently 'looks' industrial
- The Station Precinct lacks amenity for passengers and operators
- The design of the station building is poor, and hidden from its surrounds
- The precinct is currently not a destination
- Service requirements for new uses may be costly
- Lack of food and beverage services
- Current land use zones limit potential diversification of land use and urban renewal
- Current land uses provide poor connection to surrounding precinct features and attractions, such as the lake
- Complex arrangement of land ownership
- Existing uses in and around the station generate little to no activity
- The wider precinct is dominated by a retail shopping centre and big box retail outlets

Opportunities:

- Overall, improve and enhance the mix of land uses
- Rapid population growth coupled with the Ballarat Link Road will change the character of the precinct, transforming from an 'outer area' to a central one
- Deliver new uses within the precinct – education, civic, public use, family friendly etc

- Deliver medium-density development such as residential or aged care
- Zoning should encourage new development typologies
- Improve station buildings and environs for passengers and operators
- Give the station an identity and address
- 'Open' up and reconnect the station area to the wider precinct
- Move the station closer, or improve access to, Gillies Street North
- Potential for a new station building south of the tracks
- Create new and continuous frontages to main roads and on Gregory Street West
- Create more of a destination precinct
- Potential for new public space to allow for gatherings or pop-up events
- Relocation of public authorities to the Ballarat 'Gov-Hub' could free up prime developable land next to the station
- More successful adaption of existing built form stock, such as the Bluestone Apartments on Gillies Street North
- Engage large land holders to demonstrate how they can benefit from, and contribute to, the precinct

Priorities:

- Identify which parcels of land may be suitable for development opportunities
- Design with a long-term plan in mind, with short-term strategies
- Create a destination and sense of arrival at Wendouree – a gateway to Wendouree
- Design for the intensification of activities and human-scale development

Theme 03: Public Realm

Issues:

- The Station Precinct has a distinct sense of isolation
- The station environment and surroundings are not welcoming points of arrival for train users
- Large road expanses result in an unfriendly and exposed pedestrian environment
- Poor pedestrian legibility, access, visibility to and from the station into the wider precinct
- There are no public realm spaces for people 'to be'
- Poor protection from the elements for people
- Poor pedestrian connectivity within the Station Precinct and beyond
- Poor signage and wayfinding for pedestrians within the Station Precinct and beyond
- Poor pedestrian infrastructure – lack of footpaths, lighting, furniture and landscaping
- All surrounding land uses 'turn their backs' on the station
- Lack of safety – safe points of crossing for pedestrians over main roads into the precinct
- Lack of lighting throughout the precinct

Opportunities:

- Provide access which is multi-modal, moving away from car dominance
- Ensure pedestrian permeability of future development scenarios
- Reconnect the station into the wider precinct
- Provide for pedestrian access over the railway corridor – overpass
- New public spaces and landscaping
- Create incidental spaces – public and civic spaces for the community to connect
- Provide a forecourt to the station
- More passive surveillance

Priorities:

- Enhance pedestrian connections, and create pedestrian priority spaces
- Provide new, activated public spaces
- Create an attractive and safe public realm
- 'Greening' of the precinct

- Introduce local public art
- Integrate and embrace connections and wayfinding to local features including the North Gardens, Ballarat Botanical Gardens and Lake Wendouree
- Integrated and coherent wayfinding / signage strategy for the Station Precinct and surrounds
- Integrated and coherent public realm infrastructure strategy – pavements, furniture, lighting etc
- New green neighbourhood and recreational spaces
- Enhance views and visibility to and from the station
- Provide pedestrian and cyclist connections throughout the precinct
- Pedestrian priority for pedestrians throughout the precinct
- Investigate if the Flax Mill Swamp Wildlife Reserve land can be utilised for outdoor recreation
- Potential to reconfigure the Gillies Street North and Howitt Street intersection for pedestrians
- Provide central medians within roadways for beautification – trees, planting, etc
- Look to achieve Ballarat's urban canopy cover targets of 40%

Community and Stakeholder Consultation

2.3 Community Consultation Round 01

Community consultation has been a critical component of the development of the Master Plan, providing the project team with an understanding of the community and stakeholders opinions and aspirations for precinct.

As part of the first round of engagement, the design team engaged landowners and the community to introduce the project and gain an understanding of existing issues and opportunities in and around the precinct and to understand their vision for its future.

The outputs from landowners and the community helped develop a shared vision for the precinct and assisted in the development of a series of urban design principles that underpin the Master Plan.

Approximately 90 people attended the drop-in session to find out more about the project and provide their view and 129 people responded to the online Survey.



Figure 02: Community Drop-in Session

What works well in the precinct

- Convenience of station
- Proximity for local residents
- Proximity to Lake Wendouree and Ballarat Botanical Gardens

Issues of the precinct

Roads and Traffic

- Lack of car parking spaces
- Car parking access (bottle neck)
- One way traffic exiting station
- Peak hour chaos
- Inefficient kiss and ride (lack of adherence to 5 min parking)
- Intersections to Gillies Street North (Gregory Street West, station exit) are confusing and dangerous
- Left-only turn from station to Gilles Street North being ignored
- Conflict between trucks and other transport modes on Gregory Street West
- Lack of adherence to speed restrictions (pedestrian safety)
- Potential future restriction on trucks around the precinct may impact local businesses
- Extended signal operation at level crossing

Public transport

- Local bus services are underutilised (routes need review)
- Unreliable bus and train timetables (lack of cohesion between modes)
- Lack of bus stop cover
- Lack of bicycle infrastructure within and around the station
- Commuters moving away from Ballarat Station overcrowd Wendouree Station

Public realm

- Car-dominant urban environment
- Lack of pedestrian road crossings
- Infrastructure issues for people with mobility constraints
- Lack of "things to do" (cafe/retail)
- Poor connectivity to surrounding green spaces
- Lack of trees
- Station is perceived as unsafe
- Poor lighting
- Lack of protected spaces
- Lack of cycling racks and lock-up
- Poor signage and wayfinding

Station infrastructure

- Insufficient waiting room and protected spaces within station
- Access constraints to station building for people with mobility issues
- Overcrowded kiss and ride
- Lack of overpass/underpass across railway line
- Poor restroom facilities

Suggestions for the precinct

- Increased car parking and car parking improvements
- New car parking south of the station
- Enhanced station infrastructure (shelter, seating, toilets, etc)
- Pedestrian crossings across Gilles Street North
- Access to car parking from Gregory Street West
- Better traffic management (access and egress to station)
- Gilles Street North intersections improvements
- Food and drink premises within station
- Improve connections to green spaces

Opportunities for the future of the precinct

- Encourage pedestrian friendly development with adequate road crossings
- Promote a cycling and walking friendly environment with adequate infrastructure
- Encourage a safe, comfortable and welcoming environment for people
- Improve car parking and kiss and ride efficiency
- Provide car parking on the south of the station (Gregory Street West)
- Improve interface between cars and road connections (exit from station, Gillies St, Gregory St)
- Improve connections to surrounding retail uses
- Create connections to existing natural landmarks (Flax Mill Swamp Wildlife Reserve and Ballarat Botanical Gardens)
- Provide green spaces for residents to interact with and enjoy
- Increase tree planting
- Upgrade station building with the addition of food and drink premises and better protection from the elements

- Bus access and bus stop improvements, and increased interchange capacity
- Cycling infrastructure
- Improved signage and wayfinding
- Level crossing removal
- Bus timetable frequency improvements
- Pedestrian overpass
- Staffed station
- Noise barriers
- No future restriction on truck traffic for local businesses

Community and Stakeholder Consultation

2.4 Community Consultation Round 02

As part of the second round of engagement, the project team asked the community to provide feedback on the Draft Wendouree Railway Station Precinct Master Plan. The intention was to determine what aspects of the Draft Master Plan the community supported/did not support and to gather suggestions on how to improve the Master Plan before the final document was development.

The engagement process was undertaken in two parts – a drop-in session, where the community had the opportunity to find out more about the project and provide their feedback; and an online and hard copy survey. A total of 116 responses were submitted to Council and 65 people attended the drop-in session.

Respondents were asked if they support or don't support four major proposals of the Draft Master Plan, and to provide suggestions for them.

- **Proposal 1:** The Draft Master Plan seeks to improve integration of the railway station with the surrounding precinct by introducing a new pedestrian plaza and bus interchange linking Gregory Street West to the station
- **Proposal 2:** The Draft Master Plan seeks to improve public transport connectivity and considers how potential future bus interchanges can connect with the north and south of the station
- **Proposal 3:** The Draft Master Plan proposes two additional locations for car parking and a new drop-off location on Gregory Street West.
- **Proposal 4:** The Draft Master Plan proposes new retail, commercial and community offerings within the precinct for commuters and residents.

The four key proposals in the Draft Master Plan presented strong community support. Figures 3 to 6 show that 94% of respondents support the proposed new pedestrian plaza and bus interchange; 99% support how bus interchanges can connect with the north and south of the station; 94% support the locations for car parking and a new drop-off location on Gregory Street West; and 89% support new retail, commercial and community offerings within the precinct for commuters and residents.

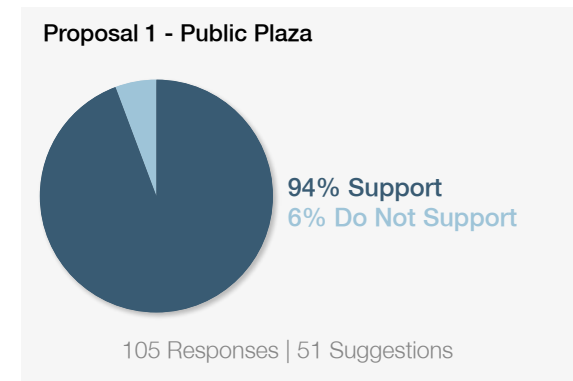


Figure 03: Proposal 1 - Results

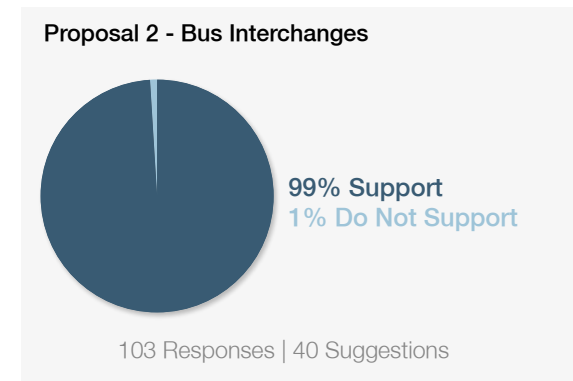


Figure 04: Proposal 2 - Results

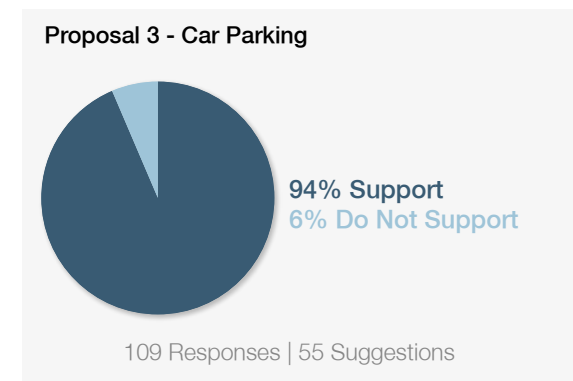


Figure 05: Proposal 3 - Results

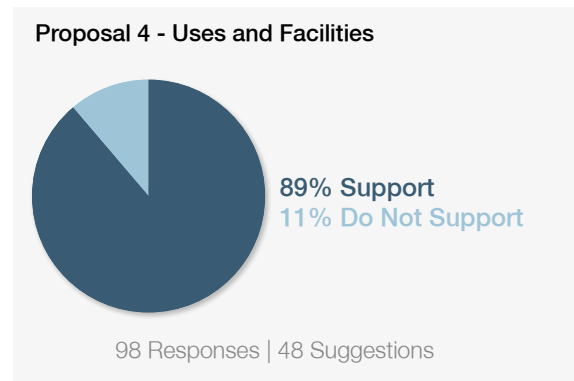


Figure 06: Proposal 4 - Results

Respondents were asked to provide suggestions for each of the four overarching proposals. Additionally, they were asked if there were any topics or issues that they would like to see included in the Master Plan. A breadth of ideas, opportunities and concerns were raised and the key topics that emerged from those who left comments are summarised as follows:

Access and movement

- Support for new station plaza
- Need to improve bicycle infrastructure
- Support for Gregory Street West reopening
- Support for south side car parking
- Need to address traffic congestion
- Need to address pedestrian safety and connections
- Support for drop-off location
- Request for additional car parking

Public transport

- Support for bus interchange location

Public spaces

- Need to provide weather protection and shelter
- More trees and open spaces
- Need to incorporate sustainability measures

Planning and land use

- Provision of retail and commercial uses
- Overall support of Draft Master Plan
- Support for residential uses
- Concerns with amenity impacts
- Need to provide a community hub
- Draft Master Plan implementation

Facilities and safety

- DDA compliant access
- Safety and security consideration
- Need to improve wayfinding strategy

Key topics raised outside of the scope of the project:

- Request for level crossing removal
- Need to improve bus service
- Need to improve public transport connections
- Existing station building conditions
- Additional public toilets

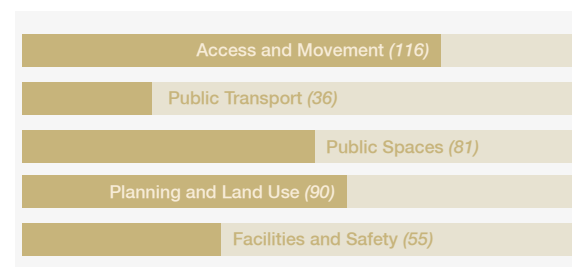


Figure 07: Respondent's Suggestions by Themes

Community and Stakeholder Consultation

2.5 The Community Said...

What do you imagine for the future of the precinct?

“Larger and improved station forecourts will support increased activity and surveillance in the precinct and shelter from the elements will be prioritised to accommodate year-round access.”

“Better access to Learmonth Road. Second platform and car parking on Gregory Street West.”

“The existing exit onto Gillies Street North needs to be changed. Plan and design accesses so that drivers can not enter or exit the wrong way.”

“Easy connections north and south of the line, green spaces, convenience retail and food. Wind and rain protection, somewhere warm to wait, access to power outlets and toilets. Plenty of seating.”

“I think it's essential that there be more emphasis on getting to the train station by other ways than just driving.”

“A commuter hub needs to have facilities and services for commuters to be truly effective. I mean residential and supporting services, not only multi-level car parks.”

“I would like a shopping centre with restaurants close to the platform with much more parking that is undercover.”

“More buses and improved connections between buses and trains. More facilities/ amenities at (or very near) Wendouree Railway Station e.g. Coffee!”

“Divide the buses and cars to make it safer for everyone, it is tight enough to move around in there without dodging cars as well.”

Design Approach

3

Design Approach

3.1 Design Approach - Transit Oriented Development (TOD)

The Wendouree Station Precinct's regeneration will utilise best practice urban design techniques to deliver good urban design outcomes. These will include urban renewal strategies, transport-oriented actions and pedestrian-focused public realm improvements. These techniques will contribute to strengthening and developing greater community activity and engagement with the precinct, ensuring its longevity and sustainability.

Responding to the community's and stakeholder's aspirations and vision for the site, Transit-Oriented Development (TOD) is the recommended design approach for the future development of the precinct. TOD is a type of urban development that maximises the amount of residential, business and leisure space within walking distance of public transport. In so doing, TOD aims to increase the number of people using public transport, and by reducing automobile dependence, promote sustainable urban growth (Calthorpe, 1993).

A TOD typically includes a central transit stop, such as Wendouree Station, surrounded by medium or high-density mixed-use areas, with lower-density areas spreading out from this centre. A TOD is also typically designed to be more walkable than other built-up areas, through using smaller block sizes and reducing the land area dedicated to automobiles. The TOD Institute (2018) explored the benefits of this type of design, which include:

- Higher quality of life with better places to live, work, and play
- Greater mobility with ease of moving around
- Increased number of people utilising public transport
- Reduced traffic congestion, car accidents and injuries
- Reduced household spending on transportation
- Healthier lifestyle with more walking
- Higher, more stable property values
- Increased foot traffic and customers for area businesses
- Greatly reduced dependence on energy, reduced pollution and environmental damage
- Reduced incentive to sprawl, increased incentive for compact development
- Less expensive than building roads and sprawl
- Enhanced ability to maintain economic competitiveness

Conventional Layout:

- Station segregated from surroundings, discouraging quality residential and retail development
- Access primarily by car or bus
- Dangerous and unpleasant for pedestrians and bicycles
- Increases vehicular traffic, noise pollution and delays all around the station

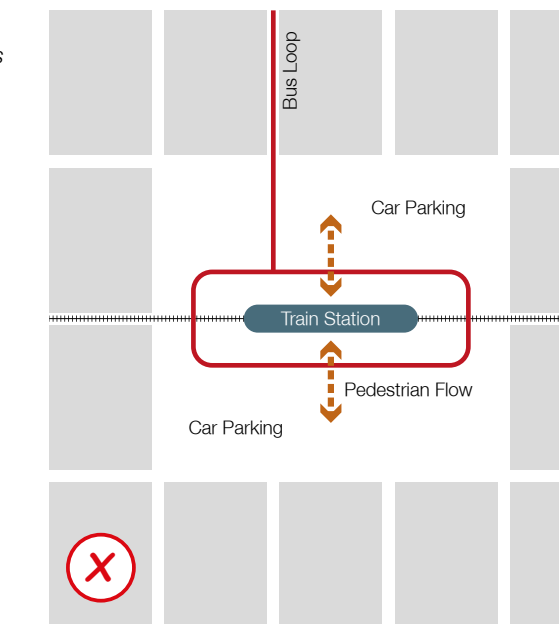


Figure 08: Conventional Station Layout

TOD Layout:

- Station integrated with the surroundings, encouraging high-quality residential and retail development
- Safe, pleasant, lively environment encourages walking and hanging out
- Safe for bicycles, easy access with multiple bike parking
- Reduces vehicular traffic to and around the station, as well as car dependence

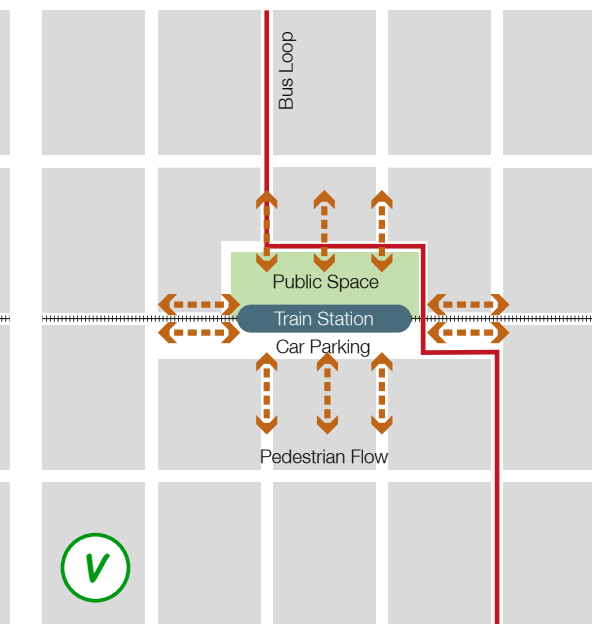






Figure 09: TOD Layout





- Key**
- Car Parking
 - Pedestrian Flow
 - Bus Movement
 - Railway Line
 - Train Station
 - Public Space

Design Approach

3.2 Urban Design Principles

| | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>Principle 01 Create an Integrated Transport Hub</p> <p>Objective 1.1 Ensure the safe and convenient movement of people interchanging between different modes of transport.</p> <p>Objective 1.2 Create a clear, efficient and legible network of systems that functions and services Wendouree in an integrated and effective way; and an environment that supports and encourages the predominant use of public transport.</p> <p>Objective 1.3 Ensure development within the precinct recognises and supports the Station's primary purpose as an intermodal transit hub for Wendouree and the broader Ballarat region.</p> |  <p>Principle 02 Stimulate Economic Activity and Growth</p> <p>Objective 2.1 Promote urban renewal to achieve higher density and mixed-use development in the precinct.</p> <p>Objective 2.2 Support economic sustainability – established through a new workforce, business incubation and innovation, housing diversity and an improved environment linking to key civic and cultural destinations.</p> <p>Objective 2.3 Retain existing employment where feasible, reinforcing a productive and industrious urban environment that is embraced and distinctive from other areas of Ballarat. Existing uses should be well-integrated with a range of new uses.</p> <p>Objective 2.4 Identify parcels of land appropriate, available and/or ready for future development opportunities.</p> |  <p>Principle 03 Activity Centre Main Street Town Centre Experience</p> <p>Objective 3.1 Encourage the development of an activity centre within the precinct which is highly accessible, mixed-use and a diverse focal point and social meeting place for the communities it serves.</p> <p>Objective 3.2 Broaden the range of uses and activities within the precinct to include a wider range of retail, office, entertainment, residential and community services, and which are open over longer hours into the evening and on weekends, commensurate with the needs of the surrounding community.</p> <p>Objective 3.3 Support increased residential densities within and around the precinct.</p> <p>Objective 3.4 Create a destination and sense of arrival – a gateway to Wendouree.</p> <p>Objective 3.5 Improve the appearance and function of public spaces and streetscapes, including shelter, infrastructure, lighting, safety, crossovers and footpath widths.</p> |  <p>Principle 04 Achieve a Visually Prominent Station</p> <p>Objective 4.1 Establish the visual prominence of the Station and give the Station a visible presence from its surroundings.</p> <p>Objective 4.2 Enhance visual links to the Station.</p> <p>Objective 4.3 Provide open spaces such as forecourts to the Station, allowing long-distance views and increased legibility.</p> |
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Design Approach

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|  <p>Principle 05 Improve Integration and Connections</p> <p>Objective 5.1 Where possible, create new entries and points of access to the Station.</p> <p>Objective 5.2 Create new and enhance existing streetscapes, pedestrian links and cycle routes to enhance access and activation within the precinct.</p> <p>Objective 5.3 Use wayfinding to facilitate movement between the precinct and key destinations within the Centre.</p> <p>Objective 5.4 Ensure safe and easy access for public transport users, by encouraging safe and efficient traffic flow and minimising potential conflicts between vehicles and pedestrians within the precinct.</p> |  <p>Principle 06 Develop a Locally Distinctive and Positive Identity</p> <p>Objective 6.1 Design a Station Precinct that has a distinct and clear presence, and contributes positively to the wider area.</p> <p>Objective 6.2 Establish continuity in the streetscape, public spaces and use of materials throughout the precinct.</p> <p>Objective 6.3 Develop a greening strategy and develop a cohesive landscape of trees and plants that provide shade and amenity.</p> <p>Objective 6.4 Utilise the pre-contact and post-contact history of the area where appropriate to reinforce a unique sense of place.</p> |  <p>Principle 07 Enable Flexible Implementation</p> <p>Objective 7.1 Establish continuity in the public realm across all stages of development.</p> <p>Objective 7.2 Plan for the precinct to evolve and redevelop over time, providing a degree of flexibility to adapt to changed market circumstances in the future.</p> <p>Objective 7.3 Allow for flexibility in the Master Plan's staging to accommodate the implementation of proposals over time as land and/or funding becomes available.</p> |  <p>Principle 08 Encourage Environmental Sustainability</p> <p>Objective 8.1 Integrate best practice sustainable design principles into all stages of design and development.</p> <p>Objective 8.2 Enhance biodiversity across the precinct and achieve a minimum 40% tree canopy coverage in line with Council's commitment to create an urban forest.</p> <p>Objective 8.3 Achieve resource and materials efficiency, through innovation in design and construction and support for adaption and re-use of existing buildings where feasible.</p> |
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Urban Context Analysis

4

Urban Context Analysis

4.1 Strategic Policy Context

The Wendouree Station Precinct is covered by 14 different planning zones, including:

- General Residential Zone 1 (GRZ1)
- Mixed Use Zone (MUZ)
- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Industrial 1 Zone (IN1Z)
- Industrial 3 Zone (IN3Z)
- Public Use Zone 1 (PUZ1 - Service and Utility)
- Public Use Zone 4 (PUZ4 - Transport)
- Public Use Zone 6 (PUZ6 - Local Government)
- Public Use Zone 7 (PUZ7 - Other Public Use)
- Public Conservation and Resource Zone (PCRZ)
- Public Park and Recreation Zone
- Special Use Zone 2 (SUZ2 - Emergency Services)
- Road Zone 1 (RDZ1)

Planning overlays relevant to the Precinct include:

- Vegetation Protection Overlay 1 (VPO1)
- Environmental Significance Overlay 2 (ESO2)
- Development Plan Overlays 1 and 2 (DPO1 and DPO2)
- Heritage Overlay 156 (HO156 - Former Redemptorist Monastery)

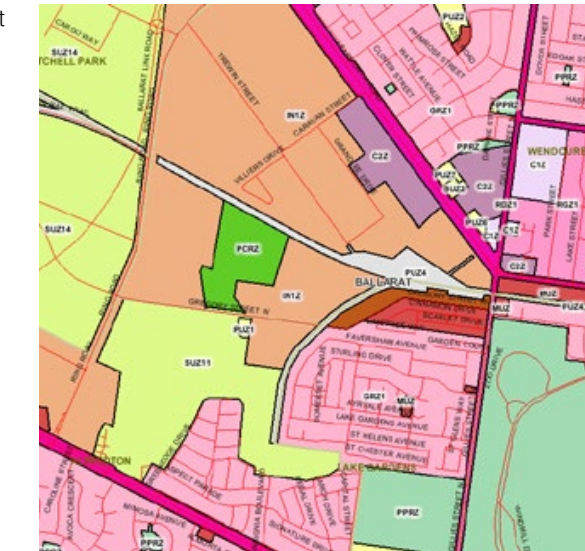


Figure 10: Zones (Source: LandVic, 2018)

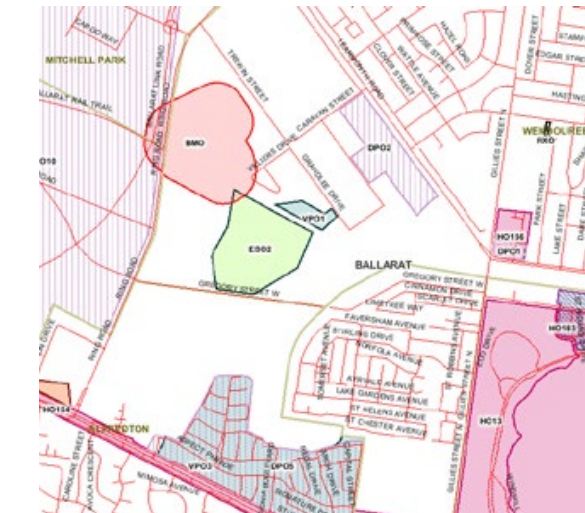


Figure 11: Overlays (Source: LandVic, 2018)

A variety of strategic documents are relevant for the Precinct. These are examined in more detail within the appendix. They include:

- Ballarat Open Space Strategy (2008), which assesses the open space network on a strategic level, to guide decisions about the future development and management of the City's open space network.
- Ballarat Activity Centres Strategy, which provides clear and transparent policy recommendations to facilitate the short (2011-2016), medium (2017-2021) and longer term (2022-2030) planning of Ballarat's centres so that they meet the needs of a range of stakeholders. Wendouree is noted as a Major Activity Centre, second only to the Principle Activity Centre of Ballarat.
- Today Tomorrow Together: The Ballarat Strategy (2015), a visioning document which seeks to guide the future growth of the city by answering questions like 'which areas will grow and which will not' and guide infrastructure and service delivery to make sure it is coordinated with growth.
- Our Living City: A Discussion Paper about Greening Ballarat as an Urban Forest (2017), which considers community aspirations and best practice thinking on the urban forest, and seeks to create an urban forest which continues to contribute to Ballarat's sense of identity, historic character, and charm.
- Ballarat West Employment Zone (BWEZ) Master Plan (2012), which seeks to provide a robust and comprehensive framework for the development of the upcoming BWEZ, to the west of the Station Precinct, for employment generating uses.
- Ballarat Cycling Action Plan 2017-2025 (2017), which establishes a Ballarat Bicycle network that focusses upon linking destinations and providing continuous and safe cycling routes.

- Ballarat Safer Cycling Connections (2017), which seeks to improve safety for cyclists and pedestrians, and connect missing links in the existing cycling network through the CBD, Sturt Street and Wendouree Rail Corridor.
- Central Highlands Regional Growth Plan (2014), which provides a regional approach to land use planning in the municipalities of Ararat, Ballarat, Golden Plains, Hepburn, Moorabool and Pyrenees and identifies opportunities to encourage and accommodate growth and manage change over the next 30 years.
- Regional Network Development Plan (2016), which guides the short, medium, and long term priorities needed to modernise the transport network with more track, more trains, better facilities and more services.

Urban Context Analysis

4.2 Strategic Context

Located approximately 4.8km from the Ballarat Central Business District, the Wendouree Station Precinct is a key component of the Wendouree Activity Centre. Wendouree Station was reopened in its current position in 2009 and has a single platform on the north side of the railway line. The station is served by V/Line services from Southern Cross to Wendouree and Wendouree to Ararat. There are currently 200 sealed commuter car parking spaces, with an additional 200 sealed spaces to be completed in 2018.

The precinct is located adjacent to the Ballarat West Employment Zone (BWEZ). The BWEZ is a 623-hectare precinct that has been identified as an ideal area to plan for large scale businesses and industrial uses. It is expected to create up to 9000 jobs and inject \$5 billion into the Ballarat economy per annum. The BWEZ is envisioned to become regional Victoria's premier business innovation precinct, created to provide competitive advantages for a full spectrum of industries and enterprises.

Within the BWEZ Master Plan 2012 the Wendouree Major Activity Centre is noted as a principle location for retail, services and employment. It is also marked as a further growth area for future employment uses as part of the Ballarat West Growth Strategy. The potential realignment of Blind Creek Road will enable direct access to Wendouree Station and Gillies Street from the BWEZ. The proximity of the BWEZ to the Station Precinct will provide opportunities for employment, transportation, housing, business innovation and connectivity across both precincts.

Current Projects Within the Precinct

Several projects underway are already shaping the future of the Station Precinct. These include:

- Wendouree Station works including track duplication, construction of a second southern platform, pedestrian overpass, stairs, lifts and ramps, to be completed by the end of 2019 – Rail Projects Victoria (RPV)
- Wendouree Station car park extension – Complete – VicTrack
- Gregory Street West reopening – City of Ballarat.

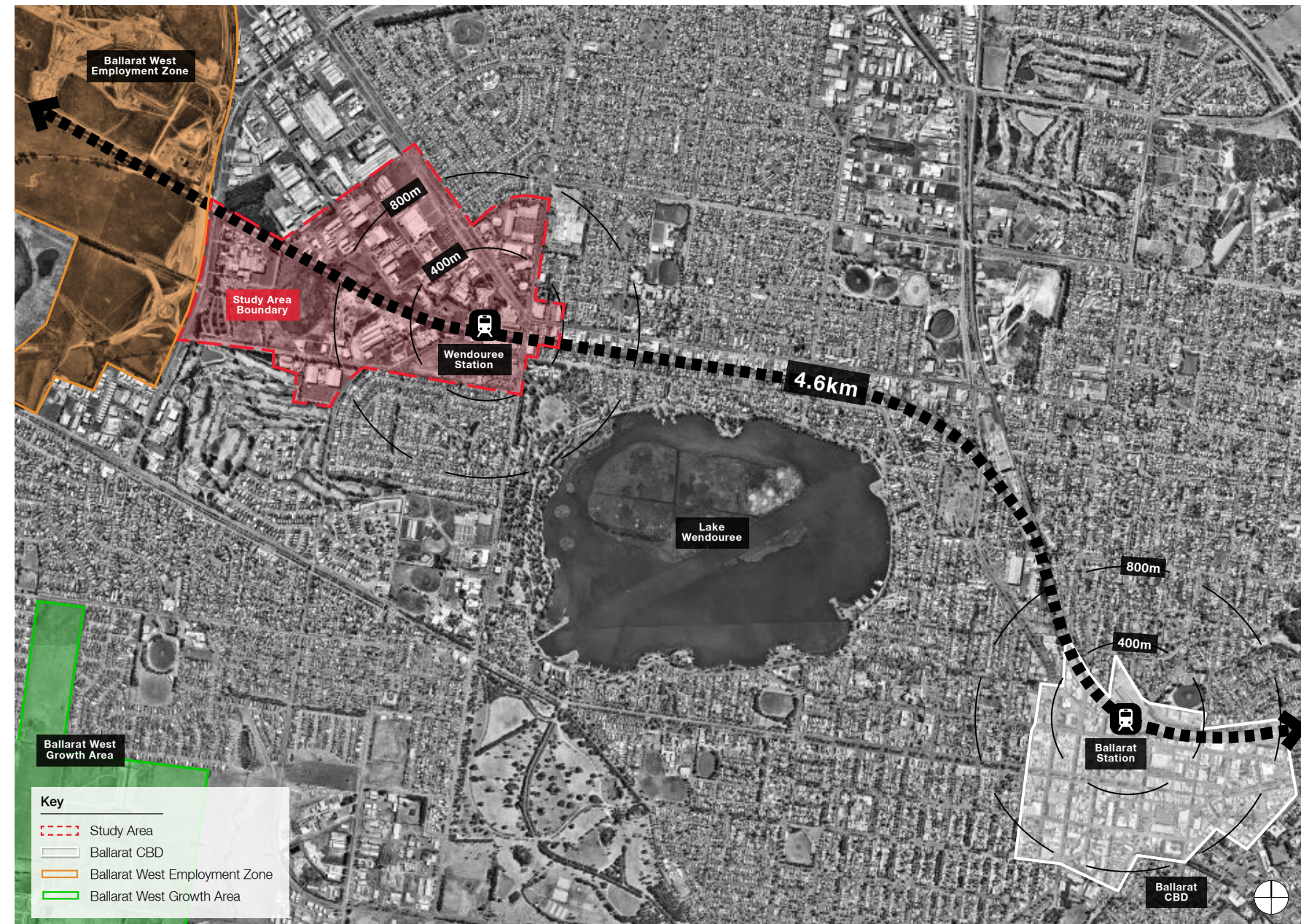


Figure 12: Strategic Context Map

Urban Context Analysis

4.3 Land Use and Activities

The land immediately surrounding the station consists primarily of 'big box' retail and industrial uses. The Precinct is surrounded by large residential areas further to the north, east and south. Low rise and medium-density residential use is currently being developed across Gregory Street West, south of the Precinct. Within this context, the Precinct has the potential to become a Transit-Oriented Development offering a vibrant destination with retail and commercial uses.

Wendouree is recognised as a Major Activity Centre in the Ballarat Planning Scheme. The Activity Centre is almost exclusively comprised of the Stockland Wendouree Shopping Centre and a bulky goods retail area approximately 400 metres from the station.

Industrial land uses cover most of the west and north-west parts of the Precinct. These areas are characterised by single-use buildings, large land parcels, large built form and dominant road infrastructure. Although the areas present good vehicle access to Learmonth and Ring Roads, pedestrian connectivity and permeability within and around them are generally poor and unsafe. Currently, the industrial areas lack in pedestrian amenities such as footpaths, lighting, tree canopy coverage and direct access to public transport, which in turn encourage people mostly to drive, rather than walking or cycling around the Precinct.

The Wendouree Station currently has no active street interface, has poor visibility from the surrounding neighbourhood, and acts as a car-based, single-use destination for commuters rather than an integrated transport option. The Master Plan seeks to better leverage the railway station to benefit the community as a whole.



Figure 13: Land Uses and Activities Map

Urban Context Analysis

4.4 Access and Public Transport

The only existing vehicle access point to the Station is from Learmonth Road. An additional exit point is provided adjacent to the tracks on Gillies Street North. Both access and egress points are problematic, presenting bottle-necks that cause traffic issues during peak-hours. A network of bus routes connects the precinct to the broader community with an interchange facility within the precinct. The interchange currently provides poor quality amenities for passengers and the two-bus interchange capacity will need to increase to support anticipated growth. The width and configuration of Learmonth Road creates a barrier for pedestrians to access the station. Therefore, pedestrian access occurs primarily at the Gillies Street North entry point.

Reopening of Gregory Street West

Gregory Street West is a sealed carriageway east of the Ring Road and west of Gillies Street, however it has been truncated by the Ballarat saleyard rail reserve creating two separate no-through roads. Once reopened the street will function as a strategic east-west transport route and road corridor. Additionally, the newly joined Gregory Street West will provide the potential for a new access to Wendouree Railway Station. This could create a direct access for passengers from the Ballarat West Growth Areas and reduce pressure at the intersection of Gregory and Gillies Streets, as well as the existing entry points to the station.

Public Transport Requirements

The Regional Network Development Plan (RNDP) 2016 guides the short, medium and long-term priorities to modernise the rail network. The Master Plan considers and facilitates the implementation of the RNDP aims, including:

- Deliver a better public transport network across regional Victoria
- Improve the experience of public transport passengers
- Support the growing regional tourism industry
- Give communities across Victoria a say in planning for future public transport services

The RNDP specifically addresses the need for better station facilities and the need for all transport agencies and levels of government to work together to deliver an integrated public transport system.

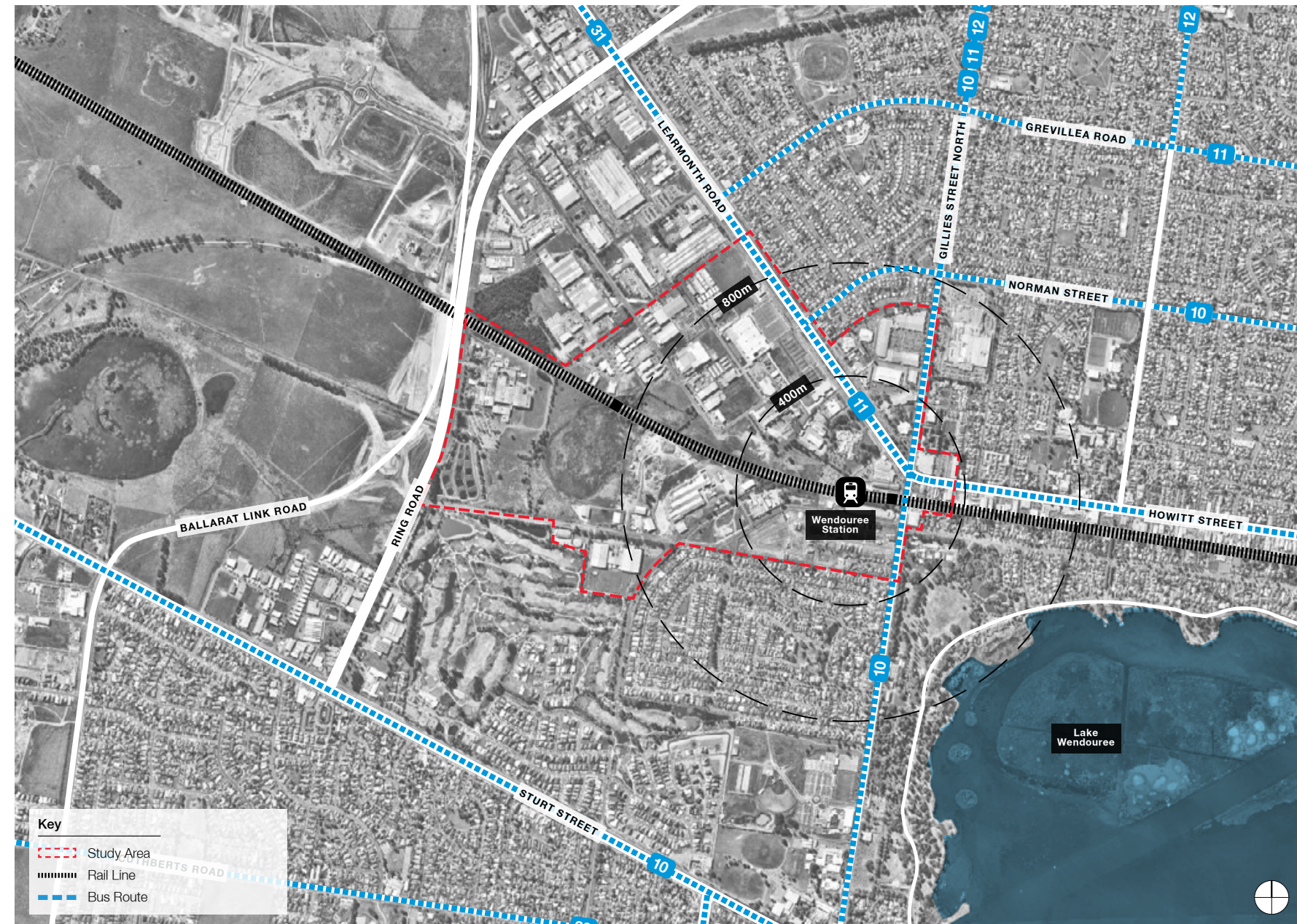


Figure 14: Access and Public Transport Map

Urban Context Analysis

4.5 Public Open Spaces and Bicycle Network

The Precinct's current role as an industrial and bulky goods precinct has resulted in a lack of useable public open space. Within the broader Precinct is the Flax Mill Swamp Wildlife Reserve, a significant ecological reserve managed by Parks Victoria, which presents opportunities to become an environmental and passive recreational space for the Wendouree community.

Immediately adjacent to the Precinct in the south east is Lake Wendouree and North Gardens, which provide great environmental, recreational, physical activities and visual amenities to residents and visitors. Due to lack of pedestrian crossings and traffic volumes on Gillies Street North, access to these spaces from the Precinct is poor.

Within close proximity to the south is the Ballarat Aquatic and Lifestyle Centre (BALC), hockey fields and Ballarat Golf Club, which provide opportunities for formal sports and activities for the surrounding community.

While some bicycle infrastructure is in place, the network is extremely disjointed and hard to navigate, with poor connections across main roads and between destination points. A shared path runs along Gregory Street and Gregory Street West, connecting the communities south to the station and the BALC to the Ballarat CBD.



Figure 15: Public Open Spaces Map