

# Marshall Precinct Structure Plan

## Community Consultation Workshop – June 2018

### UNEDITED OUTPUTS REPORT

Workshop held:

Thursday, June 28th, 5.30pm to 8.30pm

Project Manager: Glenn Musto

Facilitator: Jessica Hurse

#### Question 1 - Working Well / Not Working Well

Group	Working Well	Not Working Well
Black	<ul style="list-style-type: none"> <li>Nature - birds, green</li> <li>Rural feeling</li> <li>Railway Station - public transport</li> <li>New shops/facilities</li> <li>History, historical markers</li> <li>Catholic church, post office</li> <li>Walk circuit</li> </ul>	<ul style="list-style-type: none"> <li>Traffic</li> <li>volume</li> <li>Barwon Heads Road banking up Railway Crossing</li> <li>Can't get out in the morning</li> <li>Can't get out between 4-6pm in the afternoon</li> <li>Traffic logistics - access</li> <li>Horseshoe bend Road - used as shortcut from Torquay</li> <li>Intersection Marshall Road should be restored, keep simple</li> <li>Railway - efficiency for traffic</li> <li>Small park - not safe, too close to road</li> <li>Criminal activity up Horseshoe Bend Road. Access via Marshall</li> </ul>
Bright Green	<ul style="list-style-type: none"> <li>Close to Train Station</li> <li>Traffic not too bad in comparison to other precincts</li> <li>Closeness to shops i.e. IGA &amp; Aldi</li> <li>Closeness to Warralily &amp; Belmont</li> <li>Walking track down Smith Road</li> <li>Easy to get to town / straight road</li> <li>Primary School in Marshall</li> </ul>	<ul style="list-style-type: none"> <li>Traffic on Barwon Heads Road</li> <li>"Reserve" Road dangerous</li> <li>"Corner Horseshoe Bend Road &amp; Marshalltown Road &amp; Barwon Heads Road dangerous"</li> <li>Horseshoe Bend Road 80km speed limit too high</li> <li>Waterway awkward</li> <li>Smith Road secluded / lack of connection / difficult to get to</li> <li>No café hub (you have to go to Belmont)</li> <li>Big roads too big! (High speed. More accidents).</li> </ul>
Dark Green	<ul style="list-style-type: none"> <li>Walk track (Smith Street)</li> </ul>	<ul style="list-style-type: none"> <li>Barwon Heads Road, corner Grove Road. Hard to access onto Barwon Heads Road.</li> <li>All walk tracks and walkways need to be looped up</li> <li>Parking in front of houses</li> <li>Carpark at Rail station not large enough.</li> <li>Noise from Barwon Heads Road (loud).</li> <li>Train Station needs to be all weather</li> </ul>

Group	Working Well	Not Working Well
Yellow	<ul style="list-style-type: none"> <li>• Proximity to Employment Precinct, Station, CBD, HSB, schools</li> <li>• Options for HD Housing</li> </ul>	<ul style="list-style-type: none"> <li>• Planning - interface between North &amp; South side of Reserve Road - Drews Lane.</li> <li>• Development potential of area of yellow gums.</li> <li>• Impact of power easement and infrastructure: Land subject to flooding</li> <li>• Railway Station location - accessibility / parking</li> <li>• Drainage in Reserve Road</li> </ul>
Orange	<ul style="list-style-type: none"> <li>• Close to existing infrastructure</li> <li>• Quiet</li> <li>• Safe</li> <li>• Less traffic / less people</li> <li>• Open space</li> <li>• Environment</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage - Reserve Road</li> <li>• Connections from train station - footpaths, lighting</li> <li>• Location of sewer - relocate?</li> <li>• protection of vegetation</li> <li>• PSP to be finished - know what's going on</li> <li>• BH Rd / Reserve / Marshalltown Rd - congestion</li> <li>• Condition of roads</li> <li>• Intersections / Roundabout needed</li> <li>• More info on Duplication of BH Road</li> <li>• Nothing that identifies Marshall as suburb</li> <li>• No pub</li> <li>• Turn into Reserve Road</li> </ul>
Red	<ul style="list-style-type: none"> <li>• Train Station</li> <li>• It's quiet</li> <li>• Rural feel, vegetation</li> <li>• Safe feeling</li> <li>• Proximity to town</li> </ul>	<ul style="list-style-type: none"> <li>• No traffic lights at Tannery, BHR &amp; Horseshoe Bend Road</li> <li>• No traffic lights at Barwarre and Barwon Heads Road</li> <li>• Current flood level modelling needs review to ensure accuracy</li> <li>• Drews Road surface</li> <li>• Existing footpath network and street lighting</li> </ul>

Group	Working Well	Not Working Well
Pink	<ul style="list-style-type: none"> <li>• Existing roundabouts keep traffic flow</li> <li>• Proximity to train station</li> <li>• Access to supermarkets</li> <li>• Access to Surf Coast</li> <li>• Marshall Reserve works well</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion / load / high volume - Reserve Road to Barwon Heads Road</li> <li>• Marshalltown Road &amp; Barwon Heads Road - Volume high</li> <li>• Lack of pedestrian walk path to Marshall train station - where fence on entrance - no pedestrian access - should have lighting</li> <li>• Take into account current roads with population expansion (vicinity Marshall Station).</li> <li>• Drews Road - unsealed</li> <li>• Consider pedestrians on roundabouts - better lighting as well</li> <li>• Bus needed Marshall to Belmont</li> <li>• Timetabling issues with bus at Marshall Station</li> <li>• Barwarre Road - unsealed</li> <li>• No pedestrian crossings in Marshall (with lights to press)</li> <li>• Timing level crossing timing for safety - increase in trains could back up traffic</li> <li>• Marshall - need spaces for children</li> <li>• Reserve Road train crossing needs upgrade</li> <li>• Open drain Reserve Road</li> </ul>
Blue	<ul style="list-style-type: none"> <li>• Having a train station</li> <li>• Reserve Road a good connector to Grovedale</li> <li>• Open landscapes/space on BH Road</li> <li>• Play space on BH Road / Marshalltown Road intersection</li> </ul>	<ul style="list-style-type: none"> <li>• BH Road traffic</li> <li>• Marshalltown / Horseshoe intersection accident waiting to happen</li> <li>• Reserve Road intersection</li> <li>• Level crossing causing traffic issues</li> <li>• Pedestrian and road connections to station bad</li> <li>• Reserve Road surface bad</li> <li>• Station requires upgrade</li> <li>• Only small shopping centre</li> <li>• Lack of essential services</li> <li>• Lack of bike paths / access to Barwon River</li> <li>• Drainage / flooding</li> <li>• Short stay accommodation</li> </ul>

## Question 2 - Working Well / Not Working Well

### What is your preferred future Marshall like?

#### **BLACK**

##### ***Paper***

- More gardens space
- Larger house blocks
- Large trucks off the local roads

##### ***Map***

- Shopping precinct near station... and this is the optimum spot re: traffic
- The station needs to be ALL WEATHER
- Cycling and walking paths continue
- Love heart
- This keeps a bit of Marshall's rural nature
- Possibly foot/cycle overhead crossing
- Park
- Dangerous intersection
- Traffic lights AC

#### **BRIGHT GREEN**

##### ***Map***

- Creating point of uniqueness - walkability, environment, liveable
- Station connectivity
- H. Density mixed use. Retail? - near the Station
- Diff product mix or uses along BH Road
- More activity in the open space area near Smith Street

#### **DARK GREEN**

##### ***Map***

- Walking tracks along Station and Marshalltown Road
- Cycling tracks toward Barwon River and up toward the Golf Course
- Seats on Smith Street trail are important

#### **YELLOW**

##### ***Map***

- High Density housing to the north of the precinct
- Shops near the station
- Main road into precinct to be centralised, instead of Drews Road
- Move walkway / draining system
- Move walking tracks and open space between station and Reserve Road
- Access open space

## What is your preferred future Marshall like?

### **PINK**

#### ***Paper***

- What safety features for pedestrians to Marshall Station from South side Reserve Road - what is the safest way to cross the road.
- Drews Road - a priority - exit from Station carpark to Drews Rd.
  - unmade portion of Drews Rd to Reserve Road
  - who will maintain in interim
  - small residential area - high traffic volume
- Medium / High density accom vicinity.
- Station - take into account legislation regarding car parks to no. of bedroom, etc.
  - people will park on street if insufficient parking
  - this may affect environment as a whole
- Vic Roads to establish bike paths so off road to Geelong CBD - safe riding
- Cycling friendly
- Pedestrian friendly
- Cycle to river to Geelong CBD

#### ***Map***

- Opportunities for retail / commercial
- Possible private school
- Waterway to be maintained
- affordable medium density housing within main precinct

### **BLUE**

#### ***Paper***

- "Potential connection of Marshall to the river utilising existing draining reserve. Creating a larger creek and adding bike/walk paths to river"
- More mixed use / shopping / accom close to Station. Medium / high density potential
- Utilising power easements
- Making residential developments larger. Limiting small rabbit warrens everywhere.
- Residential areas bordering open spaces
- Create Employment Hubs
- Use of service roads next to main roads
- "Accessibilty needs to be maintained at Bellarine Link to south of Reserve Road. Vehicle / pedestrian and cyclists needs consideration."

End of report