

# Marshall Precinct Structure Plan

## Community Consultation Workshop – June 2018

# SUMMARY OF OUTPUTS REPORT

Workshop held:

Thursday, June 28th, 5.30pm to 8.30pm

Project Manager: Glenn Musto

Facilitator: Jessica Hurse

Q1 - Working Well ?	Q1 - Not Working Well ?
<b>Environmental</b>	<b>Traffic / Roads</b>
Nature - birds, green	Traffic logistics - access
Rural feeling, vegetation	Horseshoe Bend Road 80km speed limit too high
It's quiet	Criminal activity up Horseshoe Bend Road. Access via Marshall
Open landscapes/space on BH Road	Noise from Barwon Heads Road (loud).
	Smith Road secluded / lack of connection / difficult to get to
<b>Amenities</b>	Barwon Heads Road banking up Railway Crossing
New shops/facilities	Can't get out in the morning & between 4-6pm.
Access to supermarkets	Marshalltown / Horseshoe intersection accident waiting to happen
Catholic church, post office	Horseshoe bend Road - used as shortcut from Torquay
Closeness to Warralily & Belmont	Big roads too big! (High speed. More accidents).
Primary School in Marshall	Reserve Road dangerous
Proximity to town	Traffic on Barwon Heads Road
Proximity to Employment Precinct, Station, CBD, HSB, schools	Corner Horseshoe Bend Road & Marshalltown Road & Barwon Heads Road dangerous
	No traffic lights at Tannery, BHR & Horseshoe Bend Road
<b>Leisure</b>	No traffic lights at Barwarre and Barwon Heads Road
Easy to get to town / straight road	Traffic congestion / load / high volume - Reserve Road to Barwon Heads Road
History, historical markers	Marshalltown Road & Barwon Heads Road - Volume high
Access to Surf Coast	Take into account current roads with population expansion (vicinity Marshall Station).
Play space on BH Road / Marshalltown Road intersection	Barwon Heads Road, corner Grove Road. Hard to access onto Barwon Heads Road.
Walk track in Smith Street and walk circuit	Planning - interface between North & South side of Reserve Road - Drews Lane.
Marshall Reserve works well	
Safe feeling	<b>Road Maintenance</b>
	Reserve Road intersection and surface bad
<b>Traffic</b>	Barwarre Road - unsealed
Traffic not too bad in comparison to other precincts	Intersection Marshall Road should be restored, keep simple
Existing roundabouts keep traffic flow	Drews Road surface (unsealed)
Reserve Road a good connector to Grovedale	
	<b>Railway Station / Level Crossings</b>
<b>Railway Station</b>	Train Station needs to be all weather
Proximity / close to train station	Railway Station location - accessibility / parking
Railway Station - public transport	Efficiency for traffic

Q1 - Working Well ?	Q1 - Not Working Well ?
	Carpark at Rail station not large enough
<b>Other</b>	Station requires upgrade
Options for HD Housing	Pedestrian and road connections to station bad
	Level crossing causing traffic issues
	Reserve Road train crossing needs upgrade
	Timing level crossing timing for safety - increase in trains could back up traffic
	<b>Public Transport</b>
	Bus needed Marshall to Belmont
	Timetabling issues with bus at Marshall Station
	<b>Amenities / Leisure</b>
	No café hub (you have to go to Belmont)
	All walk tracks and walkways need to be looped up
	Parking in front of houses
	Marshall - need spaces for children
	Only small shopping centre
	Small park - not safe, too close to road
	Lack of essential services
	Lack of bike paths / access to Barwon River
	Short stay accommodation
	<b>Environmental</b>
	Waterway awkward
	Impact of power easement and infrastructure: Land subject to flooding
	Development potential of area of yellow gums.
	Drainage in Reserve Road
	Current flood level modelling needs review to ensure accuracy
	Open drain Reserve Road
	<b>Safety</b>
	Existing footpath network
	Lack of pedestrian walk path to Marshall train station - where fence on entrance - no pedestrian access - should have lighting
	Consider pedestrians on roundabouts - better lighting as well
	Street lighting
	No pedestrian crossings in Marshall (with lights to press)

## Q2 - What is your preferred future Marshall Like?

Butcher paper	Marshall Map
What safety features for pedestrians to Marshall Station from South side Reserve Road - what is the safest way to cross the road.	Opportunities for retail / commercial
Drews Road - a priority - exit from Station carpark to Drews Rd.	Possible private school
- - unmade portion of Drews Rd to Reserve Road	Waterway to be maintained
- - who will maintain in interim	Affordable medium density housing within main precinct
- - small residential area - high traffic volume	Walking tracks along Station and Marshalltown Road
Medium / High density accom vicinity.	Cycling tracks toward Barwon River and up toward the Golf Course
Station - take into account legislation regarding car parks to no. of bedroom, etc.	Seats on Smith Street trail are important
- - people will park on street if insufficient parking	Shopping precinct near station... and this is the optimum spot re: traffic
- - this may affect environment as a whole	The station needs to be ALL WEATHER
Vic Roads to establish bike paths so off road to Geelong CBD - safe riding	Cycling and walking paths continue
Cycling friendly	
Pedestrian friendly	This keeps a bit of Marshall's rural nature
Cycle to river to Geelong CBD	Possibly foot/cycle overhead crossing
Large trucks off the local roads	Park
Potential connection of Marshall to the river utilising existing draining reserve. Creating a larger creek and adding bike/walk paths to river	Dangerous intersection
More mixed use / shopping / accom close to Station. Medium / high density potential	Traffic lights AC
Utilising power easements	Creating point of uniqueness - walkability, environment, liveable
Making residential developments larger. Limiting small rabbit warrens everywhere.	Station connectivity
Residential areas bordering open spaces	H. Density mixed use. Retail? - near the Station
Create Employment Hubs	Different product mix or uses along BH Road
Use of service roads next to main roads	More activity in the open space area near Smith Street
Accessibilty needs to be maintained at Bellarine Link to south of Reserve Road. Vehicle / pedestrian and cyclists needs consideration.	High Density housing to the north of the precinct
More gardens space	
Larger house blocks	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

