



AGENDA APPENDIX
Council Meeting
Wednesday 27 April 2016

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

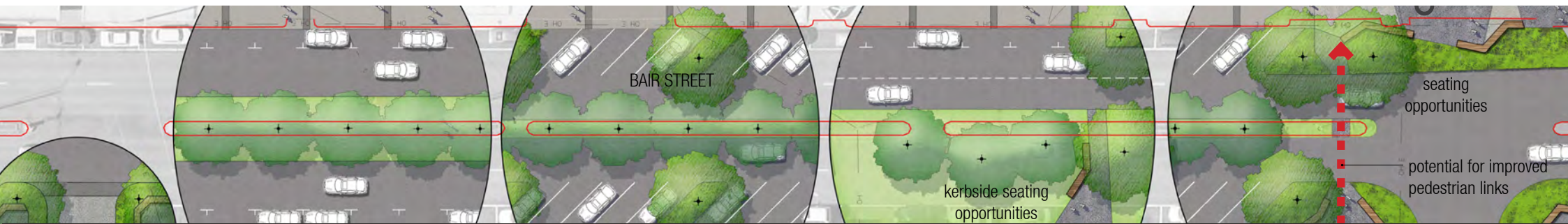
THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.1 LEONGATHA STREETScape MASTER PLAN – DRAFT FOR CONSULTATION

Appendix 1 – Community Engagement Report

Re-imagining Bair Street

LEONGATHA STREETScape MASTER PLAN



COMMUNITY ENGAGEMENT REPORT

IDEAS PLAN CONSULTATION NOV-DEC 2015



*South Gippsland
Shire Council*

Engagement Summary

This report outlines the findings of the first round of consultation for the Leongatha Streetscape Master Plan project which has been badged 'Re-Imagining Bair St'.

Council received over 75 submissions via facebook posts, completed online surveys and hard copy submissions for the Leongatha Streetscape Master Plan's first round of consultation. In addition, discussions were had with over 100 people.

The top themes were:

- Make Bair Street greener with increased vegetation / landscaping
- Make Bair Street more pedestrian friendly (e.g. better crossings, more seating)
- Improve connections between Bair Street and the rail trail and railway land

There were divergent and to some extent mutually exclusive views about vehicle access and car parking in the street. For example, some people would like angle parking on both sides of the street and others would like the street closed off to create a pedestrian mall.

The vast majority of people also expressed concern about empty shops in the street.



Ideas Plan discussions in Lyon Street

SUMMARY OF KEY MESSAGES



Engaging the Community

The Leongatha Streetscape Master Plan will guide road and footpath improvements, new landscaping, street furniture and other upgrades to revitalise the town.

Upgrades to Bair Street and the surrounding areas, central to Leongatha, will be made in accordance with this plan. These upgrades will affect land owners and business owners in the study area. They will also affect the Leongatha community, broader region and visitors to the area.

It is important to engage the community because the project will impact them. Engaging the community will also help ensure the success of the future upgrades.

The community will be engaged at key stages of the project: at the start to gather community ideas and mid-way to gauge community response to detailed proposals.

For the first round of consultation, Council sought to:

- Let the public know that the Leongatha Streetscape Master Plan project had started
- Ask the public how they would like to see public land improved in Bair Street and the surrounding areas (including Lyon Street and Gollers Lane)

Our promise to the public during this project is to keep them informed, listen to and acknowledge their concerns, aspirations and provide feedback on how public input influenced decisions.

How We Told People

Letters sent to owners of commercially zoned land in Leongatha (total of 170 letters)

Visits to commercial premises in Bair Street, McCartin Street and surrounding areas on 9-10 November 2015

Street stalls in Lyon Street on 12pm-3pm Friday 27 November and 9am-12pm Saturday 28 November 2015

Contact with community groups including inviting them to be involved in a Project Reference Group

Web page on Council's website

Facebook updates on Council's facebook page

Media releases launching the consultation and advertising street stalls

Postcards handed out at street stalls, handed out during enquiries and available at Council offices, Leongatha library and various shops

Community bulletins mailed out with letters and emails, handed out during enquiries and available at Council offices, Leongatha library and various shops

Slides on TV screen at Council's front counter

COMMUNITY BULLETIN

FACEBOOK UPDATE



ONLINE SURVEY

PROJECT WEBSITE

PROJECT POSTCARD

What We Asked

Council prepared a survey that was available on the back of the community bulletin and online.

To prompt and direct community response, the following questions were asked:

- What is your **vision** for Bair Street?
- What streetscape improvements (paving, planting, road changes, etc.) need to happen to realise this vision?
- What **issues** do you have with the manmade environment in Bair Street?
- What have you seen in **other places** that would work well in Bair Street?
- How could the rail trail be better connected to town and more obvious to tourists?
- Any other comments?



Street stall in Lyon Street

The Response We Got

While there was good publicity and discussion in the Leongatha community about the project, not many land owners or business owners in Bair Street made submissions or filled out surveys. Most respondents were community members residing in Leongatha or other localities in South

Street Stalls	Over 50 people spoken to over two days
Submissions	Over 75 submissions and survey responses received - several of which were received during the street stalls
Face-to-face visits	Over 50 people spoken to at commercial premises in Bair Street, McCartin Street and surrounding areas
Enquiries	Numerous enquiries by email, over the phone and face-to-face discussions
Web page	88 page views by 50 different visitors
Facebook	480 reached for post 4/12/2015 522 reached for post 29/11/2015 thanking public for street stall contributions with two likes and two comments 277 reached for post 26/11/2015 reminding people about street stalls 1,161 reached for post 17/11/2015 announcing consultation with 10 likes, 13 comments and a share by Toora Time community newsletter

Gippsland. For this reason, Council sought to capture (as best as possible) informal conversations where individuals were encouraged to make submissions and none were received. People that provided submissions covered a wide age range from school age to over 90 years old.

Newspaper Articles	Seven articles in local papers: <ul style="list-style-type: none"> • Sentinel Times front page article 'Bair Street Revival on Council Agenda' 10 November 2015 • The Star front page article 'Bair No More – Plan to Revamp Leongatha's CBD Revealed' 10 November 2015 • The Star Vox Pop 'What would you like to see included in the Leongatha streetscape project?' 17 November 2015 • The Star 'Help Redesign Bair Street' 24 November 2015 • The Star 'Bair Street Design Captures Interest' & 'Council Disables Leongatha Carpark' 1 December 2015 • Sentinel Times 'Bair Essentials' 8 December 2015 • The Star 'Town's' Hearts to Pump to New Beat' 19 January 2016
Other media	Radio interview on Star FM
Email list	Over 30 people

Bair Street revival on council agenda

THE main benefit of Leongatha's heavy vehicle town centre bypass will be the reinvigorated Bair Street, with more parking, greenery and public spaces.

The bypass is set to be completed within 12 months, and work on a new Bair Street, worth "millions", will begin soon after.

While traffic problems will be moved elsewhere, the South Gippsland Shire Council will be ready to commence work as soon as the traffic is diverted, and VicRoads hands back control of Bair Street.

First though, the community will have a say in the designs.

Re-imagining Bair Street is the title of Leongatha Streetscape Masterplanning to guide road and footpath improvements, new landscaping, streetscape furniture and other upgrades.

To create the masterplan, the council wants to hear from the public about their vision for the street over the next 30 years.

By Nathan Johnston

An Ideas Plan has been prepared to illustrate some of the possibilities for the street.

"It is exciting to imagine how Leongatha will look over the coming years and in a generation from now," said Paul Stampton, the council's planning manager.

"We have a very rare opportunity to transform this important shopping and public precinct in the heart of Leongatha."

The contract for the bypass will be out later this month.

Much of the electrical cabling work has already been completed.

"Hopefully by the end of next year the

space for increased central greenery

• Option 3: Use parts of the road for public space (traffic would not be divided, but more public space at front of shops on one or both sides of the street).

Continued page 3



Part of the ideas plan for Bair Street in Leongatha

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Help redesign Bair Street

land Shire Council stall to gain com- bout the project to gatha's Bair Street. rovide the community ty to share its ideas for air Street as part of the ape Master Plan. 'the street stall on Lyon a small glimpse into ible in Bair Street and

and this project is a once in generational opportunity to improve the retail core of the town thanks to VicRoads' construction of the Leongatha heavy vehicle alternate route due in 2016 that will return Bair Street to council and the community," he said.

"It is important the community takes this opportunity to express their ideas."

The street stall will be held on Lyon Street, just off Bair Street, between Otago Hotel and Forage and Grind on: Friday,



Bair no more revamp Leongatha's CBD revealed

ness dis- in attrac-

town's heart with more trees, gardens, art, improved parking and better pedestrian access. Three options have been proposed to reinvigorate Bair Street itself: a central park, angle parking separated by greenery and using parts of

community," he said. "It will change what is the civic centre of South Gippsland into what is a more appealing streetscape. At the moment, it is a highway going through the middle of town.

ple to cross the road," he said. "In the next 10 to 20 years we are going to have to attract people to shopping centres as we want to create an environment in Leongatha where people will want to do that."

Bair essentials

IDEAS are coming in thick and fast on how to revitalise Bair Street and make it pedestrian and shopper friendly when the highway is diverted up Long Street for the heavy vehicle alternate route.

Attempts to implement previous suggestions have been stymied by Bair Street's status as a highway.

When the heavy vehicle alternate route is finished, the road will be reinstated as a council road - the bypass is due to be finished by the end of 2016.

"We have a very rare opportunity to transform this important shopping and public precinct in the heart of Leongatha," council's planning manager Paul Stampton said.

On Friday and Saturday council officers were



Bair Street design captures interest

By Stuart Biggins

A RE-IMAGINED Bair Street is exciting the residents of Leongatha who see a long overdue revitalised town centre.

South Gippsland Shire Council set up a stall in Lyon Street between 12pm and 3pm on Friday and 9am and 12pm on Saturday to display current concepts developed for the street's redesign and to gain the public's ideas.

something Leongatha needed.

"It is long, long, long overdue," she said.

"It will get destination Leongatha happening, particularly on the weekends and enable it to compete with places like Mirboo North, Koonwarra and Meeniyan, to which it has been losing weekend trade."

Ms Begg said Bair Street had limited crossing for older people and parents with young children.

"If you're doing business at the far end of the street it is a long way to the pedestrian

lights at the McCartin Street end," she said.

Council's senior strategic planner Chantal Lenthall said people were excited by the prospect of improvements being made to the amenity of the street.

"Feedback has been really positive and people have plenty of ideas," she said.

On a day when a cold and blustery wind blew down Lyon Street, which is part of the area to be redeveloped, Margaret Hook of Leongatha felt a screen at the southern end of the street would act as a wind break.

Council intends to commence work in Bair Street in 2017-2018 once the Leongatha heavy vehicle truck route is complete.

The master plan for the project will guide road and footpath improvements, new landscaping, street furniture and other upgrades, including a site for the location of a statue of local legend Lennic Gwyther, the nine year old who rode his pony to Sydney and back to witness the opening of the Sydney Harbour Bridge.

What We Heard

The most common responses have been summarised and discussed on the following pages under the heading of 'Key Messages'. Council's response to these messages is outlined in *italics*. This explains how public feedback has influenced the options considered and prepared as part of the draft master plan. Following the Key Messages are other comments that were received.

Key Messages

GREEN THE STREET

The most overwhelming response from the public was that Bair Street should be greener. There should be more plants, especially trees. The main reasons were to make the street shadier and more attractive. Deciduous trees were more popular because they are aesthetically pleasing, can provide a tourist attraction (like in Bright) and they provide shade in summer and allow the light through winter. Other responses, however, highlighted that deciduous trees, like in McCartin Street, can lead to slippery surfaces, look untidy and are an ongoing maintenance issue. There was support for the planting of flowers to continue as well as requests for native plants, edible plants and lawns areas where people can rest, play and gather. A few people noted that any planting should not create safety issues by blocking driver views.

"Plant big trees to make the street feel nice and like a country town."

The draft master plan proposes more plants and trees in the streetscape for shade, meeting places and versatile spaces. It is proposed that trees line each of the streets. Two revitalisation options are proposed along Bair Street which make different use of the existing road space. In Revitalisation Option A, a wider median (4 metre width rather than 1.5 metres) will also provide space for tree planting. In Revitalisation Option B, larger trees will be located on both sides of Bair Street. Maintenance of planting will be an important consideration in the choice of plant species. A road safety audit will ensure that any proposed planting does not create any safety issues.

PROVIDE MORE SEATING

After planting, the second most common request was for more seating along the street. Seating was requested for people to rest, watch the world go by (not just look at shop fronts), meet others and sit with friends. Some people specifically requested that seating be sheltered, especially given frequency of rain and wind in the area. One suggestion was for seats to be located on the northern side of trees for sun, shade and seclusion. There was also a request for seating that appears more fun and natural.

"Provide more facilities for people to sit and "watch", rather than needing to sit in a café e.g. seating, shade, cover, landscaping, steps or ledges to sit on"

The draft master plan provides more seating along Bair Street. The proposed seating is located at regular intervals along the street and town centre area. They face a variety of directions and type of locations including locations of the north side of trees

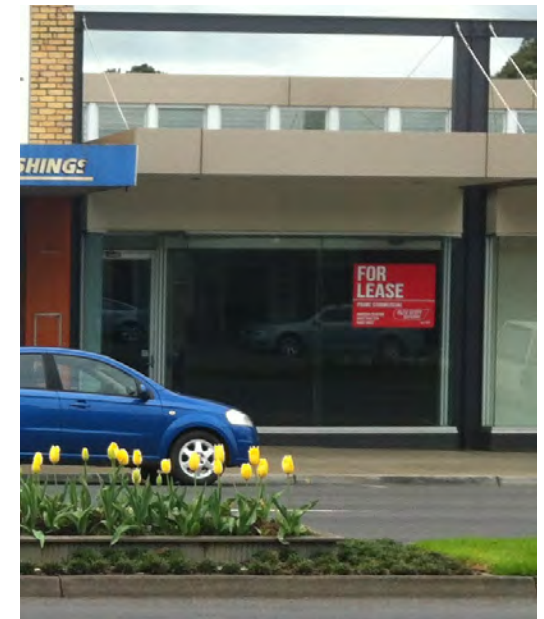


Only tree in Bair Street

FILL THE EMPTY SHOPS

Large shop fronts along Bair Street (specifically 37-43 Bair St - old Gleeson Motors and 65-75 Bair St - old Gatha Hardware) are a major community concern and many people responded to Council that the empty shops should be filled. For example through shop owners letting community groups use the empty shops while they are vacant. As these shops are private property, filling the empty shops is generally beyond Council control. Council works with businesses and land owners in South Gippsland to support the region's economic development and these shops have been an area of focus for Council officers. Some community members requested that Council buy or lease the vacant shops.

The draft master plan seeks to make the streetscape more attractive for the community as well as potential tenants and land owners.



Empty shopfront in Bair Street

Key Messages (cont.)

CONNECT RAILWAY LAND TO BAIR ST

Previously there was a pedestrian bridge between the railway land and Bair Street. Since it was condemned, it has been keenly missed by the community. Many people want a better connection between the railway land (which currently houses the old railway station, VLine bus stop, a park and car park area) and Bair Street. The main suggestion was to reinstate the pedestrian bridge, as included on the Ideas Plan. A couple of people suggested Council acquire land to create a connection while noting the difficulty of the steep incline from Bair Street down to the railway land.

“Rebuild the old pedestrian bridge because it was very convenient, quite attractive and there was a good view of the hills from it”

VicTrack owns the railway land and is currently leased by Council and the Tourist Railway (though this group has recently announced it will disband). Council recently resolved to consider the development of a landscape masterplan for the Leongatha railyards site as part of the 2016/17 budget. While the railway land is outside the scope of this project, this is a large, important parcel of land adjacent to Bair Street which has been considered as the draft master plan was prepared and will be considered as Council continues to work with VicTrack to improve the area.

IMPROVE SIGNAGE

There were calls for better signage in town, particularly to alert people to the entry to the rail trail. One person suggested handcarved / painted signs in the style of Coal Creek in keeping with the country heritage of the area.

Improved signage (including town signage) will be designed as part of the project. This will include signage that helps people to find their way around the town centre. As part of a separate project, rail trail signage is currently being upgraded and will be integrated into the design of Bair Street.

PROVIDE ANGLE CAR PARKING

A number of people requested angle parking in Bair Street. Some made reference to angle parking like in McCartin Street and others appeared to be aware of a previous plan for angle parking in Bair Street. Angle parking was suggested between McCartin and Church Streets. It was also suggested with a bike lane in front of cars adjacent to the footpath. A key motivation for angle parking requests was to increase parking in the town centre. Many people felt there was inadequate parking in the central area. Several people, however, were against angle parking. Reasons included safety concerns (vehicles reversing into pedestrians), traffic interruption and spaces not big enough to accommodate large vehicles.

Reverse angle parking was suggested as an alternative.

Prior to parallel parking in Bair Street, car parking provided in the street was angle parking. A previous plan for Bair Street suggested angle parking along the street. A simple change from parallel to angle parking would increase parking on the street. The Leongatha CBD Parking Strategy (2013), however, found that there is no short fall of car parking spaces, even in peak periods. In

“Consider angle parking, bike lane shared with a traffic-manoeuving lane, then one through traffic lane with lots of greenery and places to sit. Take out what would otherwise be a few car spaces every now and again to give more footpath space for pedestrians and shop owners to use for displaying products or having tables and chairs.”

the central area at peak times it was found that car parking spaces were approximately 70% occupied. While the remaining car parking spaces in the CBD were found to be at 17% occupancy at peak times.

There appeared to be a misconception that the lack of car parking spaces is inhibiting economic activity. When pressed, people acknowledged that there were able to find a park even if it was not straight away. One person stated that more parking would allow retailers to open on Sundays. [check wording] Contrary to this, however, there is an abundance of car parking spaces available on Sundays which only a few retailers capitalise on. It is rather other factors that appear to prevent the majority of retailers trading on Sundays (e.g. lack of critical mass, wages and opportunity for rest from family business).

Angle parking along the full length of Bair Street was considered as a possibility for the draft master plan. This is however not recommended because it is considered a step backwards in planning for Leongatha’s town centre, and contrary to the objectives of the project. Angle parking takes up more road space than parallel parking.

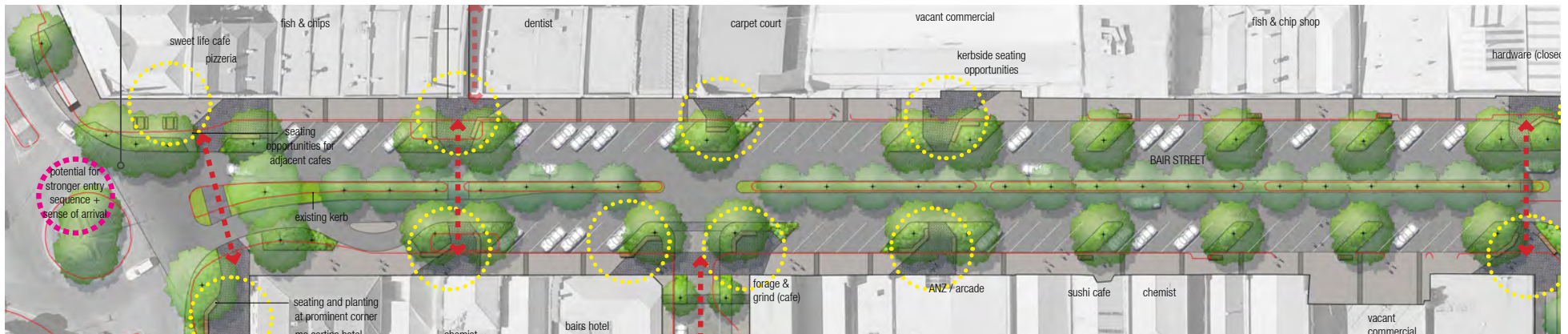
As such, angle parking along the length of Bair Street would not leave sufficient space for additional footpath trading, al fresco dining, pedestrian traffic and places for people to meet and congregate. This approach is little more than a line-marking exercise rather than a revitalisation of the streetscape that attracts locals and visitors alike. The master plan project aims to enhance Leongatha’s town centre as a “place” and to be based on best

Key Messages (cont.)

practice. While it may appear to provide cost savings, this option is still estimated to cost approximately \$4.4 million.

While the draft master plan does not propose angle parking for the full length of Bair Street, it proposes some additional angle car parking in Bair Street as part of two more contemporary approaches to the streetscape that better respond to the key messages we heard from the community. It is acknowledged that angle parking is easy to enter and so can encourage visitors to stop in Leongatha on arrival. Angle parking is proposed on the western side of Bair Street south of Church Street, for parking on arrival from Koonwarra. In Revitalisation Option B, angle parking is also proposed on the eastern side of Bair Street at the northern end, for parking on arrival from Melbourne as well as in blocks located intermittently on both sides of Bair Street.

Revitalisation options A and B are expected to marginally reduce the number of car parking spaces in the town centre (24 and 18 spaces respectively). 24 car parking spaces is less than 1% of the car parking spaces in Leongatha's CBD. These car parking spaces could be replaced by establishing 24 car parking spaces located on Council land at 23 Smith Street. As part of the Leongatha railyards project (recently commenced), VicTrack land at the Leongatha railyards could be considered for additional car parking spaces. It is estimated that approximately 100 additional spaces could be provided on this land.



Angle parking option considered

This option is not recommended because it does not adequately respond to the key messages received from the community and the project's aims

Vision for Bair Street

"a relaxed atmosphere and an ambience that invites people to come to the Bair St Mall"

- Leongatha resident

"an attractive, shady street with cafés and shops"

- Leongatha resident

"so enjoyable that when people come to Leongatha it is for the experience not just errands"

- South Gippsland resident

"a place for locals to be proud of, that becomes the hub of community life"

- South Gippsland resident

"make Bair Street more functional"

"a vibrant community that is open to new ideas and actively involved in making things happen"

- Leongatha resident

"one way traffic on s/w side. North east side seating, outdoor café facility, rotunda/stage for community events. History plaques of past including pre-settlement, sculptures. greenery"

- Leongatha resident

"thriving shops and adequate parking and trees"

- Leongatha resident

"mainly used by pedestrians with boutique cafés and shops that promote tourism to the area"

"low vacancy rate for commercial premises. Some premises are operated by small co-ops or as pop-up shops. People can make a good living in their businesses"

- Leongatha resident

"an open public urban space lined with cafés and eateries and perhaps small restaurants/bars (<30 seats) with live music with seats and tables sprawling into a closed to traffic mall. This urban environment would stand as a stark contrast to the rural environment in which it is situated and should be absolutely flat (using stairs (or minimalist ramps) and retaining walls to ensure maximum flat area) ... It would have plenty of seats or raised garden beds for seating and should have a water feature. But ideally it could function as a town square with a raised platform for performances."

- South Gippsland resident

Key Messages (cont.)

REDUCE THE NUMBER OF TRAFFIC LANES

At present there are generally two traffic lanes in each direction along Bair Street. This narrows to one lane when heading towards McCartin Street at the pedestrian lights. Many people suggested that the number of lanes be reduced. Often these suggestions highlighted the redundancy of the second lane in each direction, particularly once the Heavy Vehicle Alternate Route is built.

The draft master plan proposes to reduce the number of traffic lanes in the street to one lane in each direction, continuing to provide circulation around the town.



Existing two lanes on each side of Bair Street

MAKE IT EASIER TO CROSS BAIR STREET

Many comments discussed the difficulties crossing the road and the barrier the highway presents. This was identified as a particular issue for older people, people with accessibility issues, children and tourists. Some acknowledged that crossing the road is likely to be easier and safer once the Heavy Vehicle Alternate Route is built. Nevertheless, there were many calls to improve the situation. Some suggested providing another pedestrian crossing at the southern end of Bair Street (near the petrol station). Others requested several crossing points along the length of the street.

“Make it easier to cross Bair St at defined points but do not constrain them to only use those points for crossing - this will especially help the shops that back onto railway land.”

The draft master plan proposes regular crossing points along Bair Street, no more than 100 metres from one another. Apart from the pedestrian crossing with traffic lights up at the McCartin Street end of the street, these crossings will be informal. Because of the low traffic volumes (both vehicle and pedestrian) in the street, zebra crossings and additional traffic lights are unlikely to be supported. The lower traffic volumes due to the Alternate Route along with the traffic calming measures in the street including narrowed roadway and tree planting close to the roadway will make the street easier and safer to cross. This is especially so for Revitalisation Option B which further slows traffic movement through the changing road alignment, kerb outstands with tree planting and raised crossing platforms. The raised platforms in particular would make it much easier to cross the street as they give priority to pedestrian movement and alert drivers to a different traffic environment when entering Bair Street from McCartin Street and near Church Street.

INSTALL A BICYCLE LANE IN BAIR STREET

Numerous people requested a bicycle lane in Bair Street, often to connect with the rail trail through Horticultural Park. Some people would like space to cycle and skate down Bair Street. One submitter suggested providing a continuous path made of concrete, gravel or the same material currently used on the rail trail (sand dust). Another emphasised that the trail should be separated from traffic.

In preparing the draft master plan, there were difficulties allocating space in Bair Street to each proposed use - road space, footpath space, car parking space and planting space - within the 30 metre street width. The draft master plan seeks to enhance bicycle connections but no bicycle lane has been provided because it was difficult to accommodate along with traffic, parking and footpath space within the street width. The draft plan's proposed traffic calming will make the street safer for cyclists to travel through Bair Street along the road. Bicycle parking will be provided so that cyclists can park at the rail trail end of Bair Street then walk along the main street to spend time in the town centre.

START THE RAIL TRAIL AT THE RAILWAY STATION

The rail trail currently starts at Horticultural Park. There were numerous requests to start the rail trail at the railway station with a path under the railway bridge. Some suggested to start it behind the Great Southern Saddlery / Apex Park where toilets are not far away, turning traffic will see it and it has easy access around the corner from Bair Street (specifically cafés and takeaway shops). A couple of comments also referred to the need to beautify this area for this to work.

See response to "Connect Railway Land to Bair St" on page 12.

MAKE THE STREET MORE PEDESTRIAN FRIENDLY

A number of people asked for Bair Street to be more pedestrian friendly. Some people suggested giving pedestrians priority, especially between McCartin and Church Streets.

The draft master plan seeks to make the Bair Street area more pedestrian friendly though additional pedestrian spaces, traffic calming measures and pedestrian priority. Revitalisation Option B proposes raised pedestrian crossings that will indicate to road users that pedestrians have priority between McCartin and Church Streets.

"I am concerned that the priority is to get as many car parks in the area as possible when most days there are empty car parks in Bair St, more focus should be on pedestrian access and making Bair St a more attractive place to be."

Key Messages (cont.)

TRANSFORM BAIR ST INTO A PEDESTRIAN MALL

Many submitters suggested closing Bair Street to create a pedestrian mall. For example between McCartin Street and Church Street or Lyon Street and Church Street. One submitter explained that this would allow rail trail users easy and safe access to the area. Another suggested developing a pedestrian mall in contrast to the town's beautiful green setting with minimal planting and interesting built form. Some Bair Street businesses, however, were concerned that a pedestrian mall would be of detriment to their business because there would be a loss of convenient car parking.

"Close the street between Lyon Street and Church Street with an intentionally artificial urban paved and flat area with the exception of raised decking from the shops / café's on the high side of the street with tables, seats or raised garden beds for seating and a water feature"

Consideration of a pedestrian mall was explored as an option for Bair Street. This included creating a mall for short sections of the street and alternatively restricting the traffic movements to one way. The consultant team, however, has found that these options were not



tenable. For a mall to be viable, there need to be some very strong attractors (e.g. big department store). Closing the street or restricting traffic to one way would also require alternative traffic routes. Despite the reduced traffic due to the Alternate Route, other Council roads would fail to adequately accommodate the diverted traffic, with pressure placed onto Hyland Place and / or Church Street. Another barrier to the development of a successful pedestrian mall is existing business struggles along Bair Street, coupled with broad community expectations that car parking spaces will be publicly provided directly outside businesses. The Revitalisation Option B is proposed to provide a streetscape that is as close to a pedestrian mall as possible while still allowing two-way traffic.

PARKING ON RAILWAY LAND

Several people would like more car parking provided on VicTrack land (behind shops on the eastern side of Bair Street) with access from Bair Street. This has been requested to provide parking for rail trail users, shop owners and customers and could provide loading bays and long vehicle (RV) parking. Submitters often suggested in conjunction with the pedestrian bridge being re-instated, an area of parkland and the start of the rail trail at the railway station.

See response to “Connect Railway Land to Bair St” on page 12.

PROVIDE SHADE

‘More shade’ was a popular response. Suggestions were for shade to be provided using weather protection along shop frontages, shade structures and trees.

The draft master plan provides for more shade in the street through street tree planting in combination with existing weather protection

Key Messages (cont.)

IMPROVE PAVING

There were a number of references to improving footpaths and paving though this was not often cited as an issue in the streetscape. Two instances where it was identified as an issue was red bricks becoming slippery when it rains. Pram ramps and the application of tactile indicators could also be improved.

The draft master plan proposes updated paving and footpaths.

“Plant and pave at the McCartin Street end and the Church Street end to make it obvious that Bair Street is not primarily a through street, but primarily a commercial/retail/community area”

EXTEND FOOTPATHS

Submitters often called to extend the footpaths. Reasons for suggesting this included providing more space for pedestrian movement, outdoor seating and play space (e.g. painted hopscotch).

The draft master plan proposes wider footpaths along Bair Street. In Revitalisation Option A, 6 metre footpaths are proposed. In Revitalisation Option B, 6 metre footpaths are proposed.

PROVIDE AL FRESCO DINING

Several people asked for more al fresco / outdoor dining in the street.

The draft master plan provides additional space through extended footpaths along Bair Street for al fresco / outdoor dining.

“provide areas that are paved and planted, with seating, and which are conducive to outdoor use, such as café style dining, sitting and relaxing, and as a meeting place”



Outdoor dining, Sandringham

Issues

"needs a face lift"

*"not enough plants...
too much concrete"*

*"feels like a street dominated
by a lot of cars and traffic."*

"The commercial architecture which has been permitted by the Council in post war times is breathtakingly ugly. Contrast this with buildings such as the Post Office, Town Hall, either of the pubs and even the old Knights garage. In fact any of the old buildings give one a good feeling when in the town. In contrast, the eastern side of Bair street seems windswept, bleak and unattractive."

- Leongatha resident

"boring, dusty and smelly when cattle trucks go through"

"retail is dying"

"railway land disused"

"hard to cross the road, boring, dusty, smelly when the cattle trucks go through, very hard appearance to the whole street"

"Currently it is aesthetically unpleasant and the rate of vacancy is a significant detractor. How about these shop owners let community groups use these whilst vacant so at least they are not, as they are now, a lifeless carcass gazing out to the street with pessimism."

- South Gippsland resident

"Leongatha has no heart"

"too grey"

"the current street scape is quite run down with empty shop fronts and mismatched paving. The island in the middle of the road isn't very attractive"

"School children living on the western side of the town should cross Bair Street at the pedestrian lights near McCartins hotel but they don't. They dash across 4 lanes of traffic near the fire station. Some parents pick their children up from school because they don't want them cross Bair Street here. Perhaps the lights which have been installed in front of the fire station could be full pedestrian lights. If the traffic is slowed down here it will make it easier to exit from the petrol station than it currently is."

- Leongatha resident

"Leongatha has no theme or identity this is a chance to create something to stimulate Leongatha's CBD and a place to be."

"it isn't very attractive and not enough plants"

"the current ratio of space for vehicles to footpaths feels a bit out of whack"

"hard to cross the road"

Key Messages (cont.)

WIDEN MEDIAN

Some submitters asked for the central median to be widened. This was usually requested to provide trees and to reduce the number of traffic lanes. A couple of submitters specifically requested that the median be removed: one so that the footpath can be extended, and the other to reduce the steps required to cross the road (particularly for someone visually impaired - this also involves extending the footpath). It is noted that a couple of submitters did not want to see seating in the central median.

The draft master plan includes one option where the Bair Street central median is widened from 1.5 to 4 metres, Revitalisation Option A. Both Revitalisation Options provide for more trees and less traffic lanes.



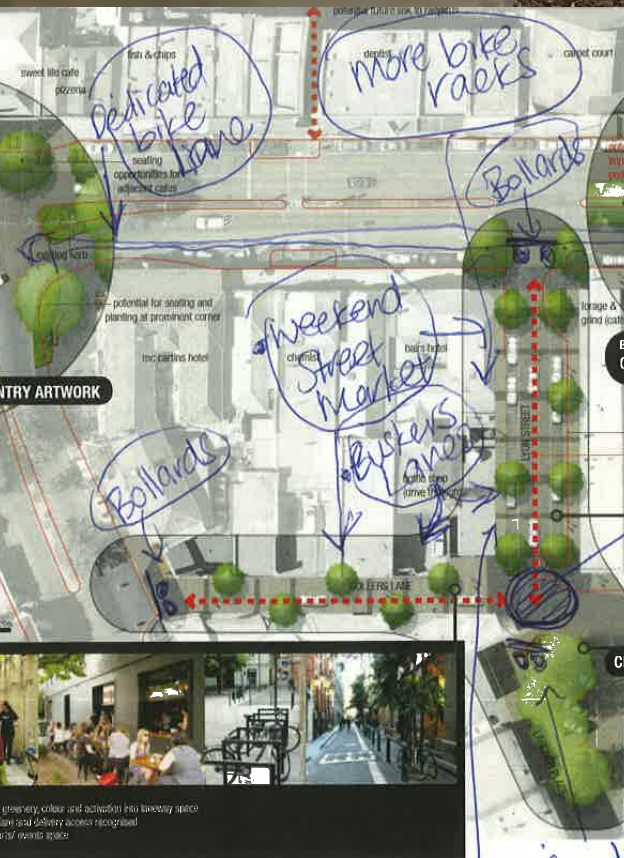
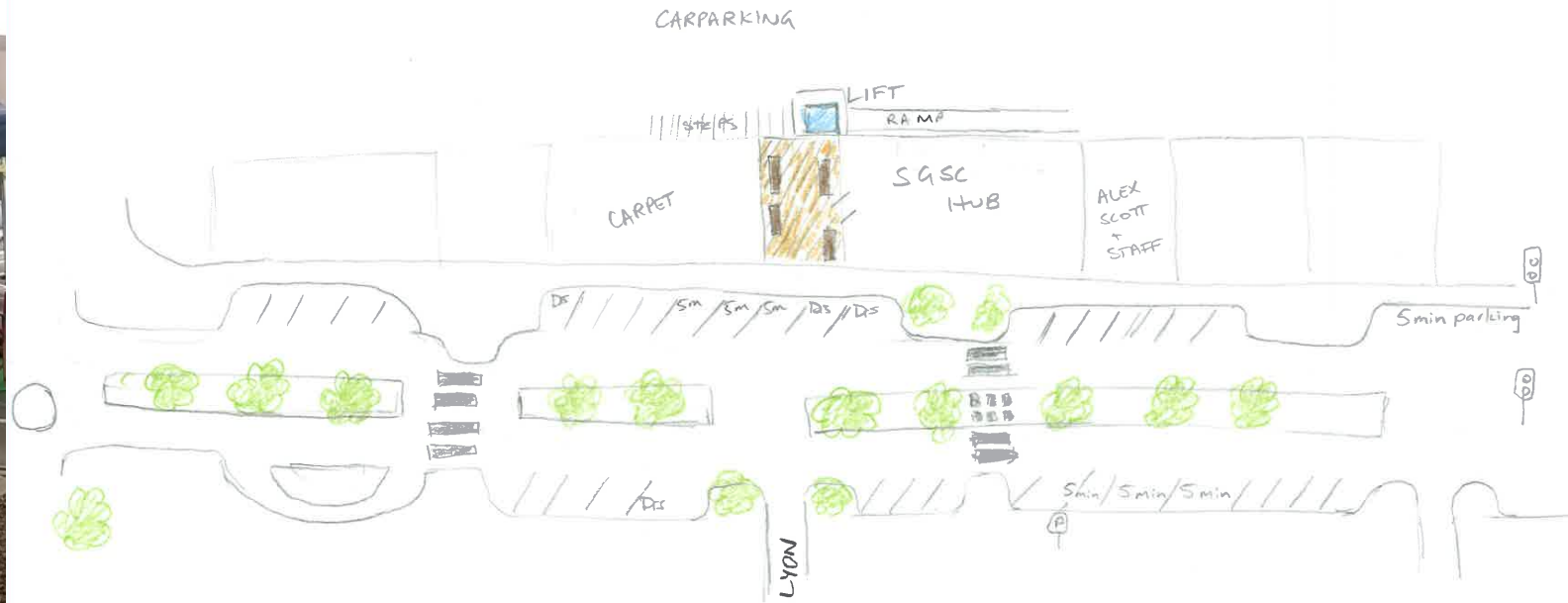
Narrow central median in Bair Street

SLOW TRAFFIC

A number of submitters asked for the traffic to be slowed down, namely for public safety.

The draft master plan proposes to restrict traffic so that it slows down and improves pedestrian safety. As previously discussed, Revitalisation Option B goes further to achieve this along Bair Street than Revitalisation Option A.

"The pedestrian mall in Raymond St, Sale is a good example. It really slows down the traffic and promotes pedestrians. I enjoy walking through that space and it is also fun to drive down it because you do go at a slow pace and notice what is happening around you."



CARPARKING

VicTrack land for carparking loading bays + long vehicle (RV) parking



Other Places that Work Well

The following places were suggested as places that Bair Street could draw inspiration from:

- Bairnesdale – central median, rotunda, all ages park
- Barcelona – La Rambla
- Berwick
- Bright – tree lined streets
- Clarke Quay, Singapore – artificial shade / waterproof structures
- Coolum – outdoor eateries
- Daylesford – pretty, lovely shops & cafés, large trees
- Echuca main street – angle parking, crossings, public space, covered area
- Europe – traffic-free areas
- Fish Creek – busy even on weekends
- Freemantle
- Germany – pedestrian malls
- Grafton – Jacaranda trees
- Mansfield main street – dedicated reversing lane
- Mary Street, Gympie – picturesque regional main street
- McCartin Street*
- Meeniyan – busy even on weekends, attractive, good shops, places to eat out
- Mount Eliza – shops
- Noosa – outdoor eateries
- Pakington Street, Geelong – cafés and specialty shops
- Raymond Street, Sale – pedestrian priority, slower traffic
- Royal Arcade, Melbourne
- Rundle Street Mall, Adelaide – busy but inviting
- Traralgon near plaza
- Vancouver – traffic-free areas
- Warragul – more pedestrian crossings*

*Others listed this as a place that does not work well



Artificial shade / waterproof structures at Clarke Quay, Singapore



Other Places that Work Well

"Rotunda in Bairnsdale, tree lined streets in Bright, marketplace at the Rocks in Sydney, lots of shops at Mount Eliza."

"Mary Street Gympie... probably the best example I am familiar with of a picturesque regional town main street transformation."

"Meenyan has improved, good shops really spruised up and good restaurants. Where can we eat out here? Always go back to Meenyan."

- South Gippsland resident

- South Gippsland resident

"The towns that impress the most are towns that you drive into and want to stop are towns with lots of lawns and trees and good coffee shops."

- Leongatha resident

"If you look at towns like Daylesford for eg.. its pretty, and leafy and people come go there for all the lovely shops and cafés... Lots of lovely large trees and eating areas."

- Leongatha resident

"use artificial shade/waterproof structures such as those in Clarke Quay Singapore"

- South Gippsland resident

"Germany has many such places and it is quite common for cafés to set up decking or cordon off a section of mall, sometimes even having satellite installations on the other side of established walkways. These seem to be organised well and I assume that they are required to pay council for the privilege. If the road was blocked, this would be easily achievable due to the large space made available."

- South Gippsland resident

"Grafton with jacaranda trees"

"Parts of Pakington Street in Geelong have had a good makeover and the cafés and specialty shops were booming the last time I was there."

- Leongatha resident

Comments by Place

LYON STREET & GOLLERS LANE

- Make a pedestrian mall along Lyon Street and Gollers Lane with active frontages, street furniture, drinking fountains, and a central focal point, eg. clock tower with ledges around it for example
- Activate Lyon Street and Gollers Lane like Harvest Laneway (nursery) in Bair Street
- Close Lyon Street and Gollers Lane to traffic except for delivery vehicles



Lyon Street

LYON STREET

- Provide a roundabout with a raised rotunda in the middle
- Install a turning lane at Lyon Street
- Stop U-turns at the Lyon Street intersection
- Fill medium strip in so you can't access Lyon Street or do a U-turn on Bair Street opposite Lyon Street
- Limit traffic down Lyon Street, remove angle parking and increase pedestrian space to link with proposed plaza park seating in corner of IGA carpark and Gollers Lane
- Consider making Lyon Street into a pedestrian mall
- Do not close Lyon Street to traffic to ensure continued access to bottleshop
- Make Lyon Street two-way for vehicle traffic
- Provide no parking on Lyon Street just a single lane drive through because cars and people do not mix
- Retain one-way traffic in westward direction to reduce traffic and improve safety
- Move angle parking to northern side of street (Bairs Otago Hotel)
- Repave Lyon Street to redefine the area for pedestrian use
- Put pretty things in Lyon Street
- Install movable wind barrier at the top of Lyon Street
- Make Lyon Street able to be closed off for markets and festivals
- Add appropriate planting and seating to Lyon Street to invite pedestrian use
- Do not make any changes to Lyon Street
- Consider using the nice paving with speckles in it (that was shown during the drop in sessions at Lyon St) for Lyon Street if turned into a flat surface with areas for cars marked (e.g. for street party)

GOLLERS LANE

- Reconsider Gollers Lane as a shared space
- Improve Gollers Lane, a thoroughfare for the bottle shop and the back of the chemist parking, to stop cars using the lane
- Reconsider how Gollers Lane is redeveloped because vans, trucks (even semi-trailers) use this lane often several times per day (they can't really double park when delivering in McCartin St or IGA car park) and the bottleshop need vehicle access - it's a great idea, however, to 'pretty up' the laneway
- Use the space at the rear of Amcal Chemist as part of the streetscape



Gollers Lane

- Activate Gollers Lane as proposed in the Ideas Plan
- Reconfigure Gollers Lane to add greenery and colour to give character to the area and provide an inviting and attractive thoroughfare to invite pedestrian traffic through to Lardner Place and Hyland Place

LARDNER PLACE

- Make Lardner Place into a plaza as proposed in the Ideas Plan
- Reconfigure Lardner Place to reclaim vacant area to facilitate events and gatherings and provide a green space with seating to encourage use



Lardner Place

Comments by Place (cont.)

CHURCH STREET

- Consider whether extra trees at Church Street reduce visibility to turn right towards petrol station
- Stop U-turns at the Church St intersection
- Consider providing a roundabout at Church St intersection
- Green the intersection at fire station
- Remove two car spaces to the right of the Church Street intersection (in front of the Paint Place) as it can be a very difficult to make a safe right turn

YOUNG STREET

- Avoid removing car parking spaces at the corner of Young Street and Bair Street
- Establish a covered seating area for coffee shops and outdoor dining in the area at the corner of Young Street and Bair Street in front of Repco with the park opposite and people coming from the rail trail
- Provide parking at the corner of Young and Holts Streets
- Install a turning lane at Young Street
- Stop traffic entering Bair Street from Young Street in front of the shops



HORTICULTURAL PARK

- Bring the rail trail through Horticultural Park

RAILWAY LAND

- Establish a town park on railway land
- Make the railway land safer
- Provide security cameras at railway station for safety
- Provide more lighting at the railway station
- Establish a gallery at the station
- Redevelop the railway area to improve the character of Leongatha
- Rejuvenate the railway land as a tourist attraction
- Establish a multi-level car park on railway land



Other Feedback

"the project will improve the public amenity of the open space"

- government body

"the shire should be looking at ways to revitalise Bair Street and McCartin Street after the by-pass is established"

"streetscapes are generally changed every 10 to 15 years & with the prospect of an eventual full bypass this exercise is largely a waste of time"

"there's nothing for us anyway - why bother with consultation"

- group of local young people

"none of the works (seating, trees, angle parking) should cost millions of dollars"

"spend money on the Bair Street project fixing country roads instead"

"let us not build something that we think tourists would like but rather something great for the local people and the tourists will respect our genuineness"

"We need to spend money on actually doing it rather than on feasibility studies and consultants. There are enough smart people in the area to come up with a plan."

"hope you get the budget to make it all work"

"do not build new Council offices"

"thanks for asking for community feedback"

"get the railway yard issue sorted"

"I think the ideas so far are on the right track"

"looking forward to seeing the transformation of the street over the next couple of years"

"redevelop Bair Street as the same time as railway land if possible"

Other Comments

TOWN APPEARANCE

- Make Bair Street more attractive to shoppers, visitors and prospective businesses
- Establish an identity for Leongatha
- Improve the entrances to the town
- Provide more colour in the street
- Make Bair Street more modern
- Make Bair Street more family / all ages friendly
- Make the streetscape more vibrant
- Make the street feel more natural
- Provide a village feel
- Facilitate a busy country town atmosphere
- Street could be brighter
- Establish a Parisian feel in the street
- Make the street more alive with activity

OPEN SPACE

- Redevelop Bair Street as shown in option 3 of the Ideas Plan
- Provide more meeting spaces and a space for people to relax and eat lunch in Bair Street
- Provide an area for community events (e.g. street closed off for market or pedestrian and cyclist movement)
- Establish a central square that connects the community and becomes a focal point
- Establish a park next to Holden dealership on South Gippsland Highway along the rail trail
- Install some playground equipment
- Encourage street markets on the weekend e.g. in laneways
- Provide a park in the centre of Bair Street
- Close the intersection of McCartin and Bair Streets to traffic and create a plaza in front of aesthetically-pleasing old



Town entrance sign, Mt Barker



Space for meeting & dining, Albury



Open space, Bendigo

buildings - removing the roundabout to install a big central tree, shrubs, seating and places for people to congregate, drink coffee and wine and hold community dances and weddings or alternatively turn the roundabout into a fish pond

- Establish a new public space that is safe and full of activity
- Provide public space at both ends with a covered area
- Provide multi-purpose space / big spaces for carnivals etc.
- Make Bair Street park-like
- Provide paved and planted areas with seating, conducive to outdoor use for dining, sitting, relaxing and as a meeting place
- Establish an interactive garden (e.g. Ian Potter Foundation Children's Garden)
- Establish a sensory garden
- Consider setting up an auditorium near the roundabout

PLANTS / LANDSCAPING

- Plant deciduous trees (e.g. plane trees, like McCartin Street)
- Plant more flowers
- Establish edible plants (e.g. fruit trees)
- Plant more trees, especially in the median strip
- Provide trees to scale down buildings
- Plant trees at the southern end of Bair Street for shade
- Provide skinny trees that don't need to be cut back
- Plant trees to mitigate climate change
- Plant big trees to make the street feel like a country town
- Plant palm trees
- Provide short trees for climbing surrounded by tan bark
- Plant a friendly avenue of deciduous trees to attract tourists
- Provide shady, grassed areas (e.g. to rest with pets)



Open space, Nth Melbourne



Outdoor dining infrastructure, Berwick



Tree-lined main street, Bright

Other Comments (cont.)

- Consider planting weeping willows because they look nice but may not be practical
- Plant lots of large trees which provide shade in summer but which allow the light in over winter
- Provide lots of greenery as we have the climate for lush greenery
- Install planter boxes
- Plant native vegetation
- Provide planting that reflects the region's natural environment
- Continue to provide beautiful plantings of seasonal flowers
- Provide garden beds on eastern side of Bair Street
- Do not block vision with gardens or trees for drivers
- Consider maintenance requirements when choosing trees, especially those under powerlines

STREET FURNITURE

- Install a water feature (e.g. fountain, pond, drinking taps, water refill) because we have a lot of water down here
- Provide another set of public toilets
- Provide more street furniture
- Install toilets in the main street and at beginning of rail trail
- Provide drinking fountains
- Improve weather protection for pedestrians in the street
- Provide seating that is sheltered from the rain
- Provide better signage to toilets
- Install dog water bowls
- Install more bins
- Provide water refill in Bair Street
- Provide seating for elderly people walking up the street
- Provide seating and tables



Water wall, Melbourne



Water fountains



Sculpture, Rockingham

- Provide seating like at Wilsons Promontory
- Provide natural seating and fun seating
- Install seating that is secluded
- Provide seating at the rail trail entrance in Bair Street
- Consider providing a rotunda for sheltered seating
- Provide interesting functional furniture that can also be sculptural or can provide bike parking
- Do not provide outdoor seating because it does not encourage people to buy
- Provide a baby change station
- Provide toilets at beginning of rail trail on railway land
- Install a town clock
- Install a digital display board (e.g. for community events)
- Provide continuous overhead cover for pedestrians to

- encourage walking all year
- Provide a consistent theme for street furniture
- Light deciduous trees in the street with fairy lights in winter when they are bare (like the tree outside McCartins Hotel)
- Install really interesting street lights e.g. large, sepia-coloured round 'old world' style lights on poles
- Improve lighting and consider using solar-powered lights
- Make bins easy to access
- Install a defibrillator in Bair Street
- Install concrete table tennis tables
- Avoid using bollards and chains like in McCartin Street which are not very pedestrian-friendly



Sculpture that inspires fun



Country-style seat, Leongatha



Water fountain & refill, Ararat

Other Comments (cont.)

SIGNAGE

- Bring the rail trail signage all the way into town
- Provide signage at the entries to town not at the entry to Bair Street
- Ensure town entry signage does not restrict visibility around the roundabout
- Provide better signage to bus stop
- Provide better signage but not modern signs such as handcarved/painted signs in the style of coal creek in keeping with the country heritage of the area
- Provide a big entrance to the rail trail
- Install several directory boards in the streets
- Put billboards up to advertise the rail trail
- Install tall street flags to indicate rail trail at beginning of rail trail, at park or on Bair Street

ARTWORK

- Install sculptures (e.g. with bike theme)
- Provide space for street art
- Install a big cow at the entrance
- Do not install a big cow
- Clean up the graffiti behind the Holden dealership backing onto the rail trail and get local artists to paint a mural there
- Install street art
- Provide art work by local artists - but have this on a rotating basis so that everyone understands from the outset that the artworks will be moved about Bair Street every 5 years or so, just to mix it up
- Provide walls for artwork
- Provide sculptures that are not wanky
- Provide colourful, fun street art/ sculptures relevant to local community / environ
- Install Lennie Gwyther statue in Bair Street



Federation bells, Melbourne



Paper plane sculpture, Lorne



Bike sculpture, Perm

ACCESS

- Create 'secret' pathways
- Make the street safer for walking, sitting in or pushing a pram, riding, driving, etc down Bair Street
- Make Bair St more child-friendly

RAIL TRAIL

- Promote the rail trail (e.g. using pamphlets and billboards)
- Move the rail trail so that it is more obvious
- Improve appearance of the rail trail
- Install coloured tiles to show the rail trail
- Ensure the rail trail entry is accessible by prams, bikes, mobility aids etc from within the town for locals, by car (for tourists) and bus (for tour groups)
- Improve the use of the whole rail trail
- Start the rail trail at Horticultural Park with a path to town

- Avoid destroying Horticultural park (losing its ambience) when trying to better connect the rail trail to town, instead consider entry near the Holden dealership
- Integrate the rail trail with Bair Street so that the entrance is visible from Church Street
- Establish a main entrance to the rail trail in Bair Street in a new public space
- Provide another access point off Koonwarra Road with signage and underpass of some description
- Provide more park areas along the rail trail
- Create grand entrance to Great Southern Rail trail under bridge at end of rail yard with landscaping, parking, toilet and BBQ facilities - having the railyards vacant is a unique opportunity that many towns would envy
- Make the rail trail go through town and to Inverloch



Tree-lined pedestrian mall, Berlin



Public art, Fremantle



Horse sculpture, Corryong

Other Comments (cont.)

PEDESTRIANS

- Provide more pedestrian space
- Give pedestrians priority over cars
- Remove concrete and add paving
- Consider installing a zebra crossing to cross Bair Street (e.g. one on each side of Lyon Street)
- Provide a connection to railway and through to Lardner Place
- Provide access through to the station from Bair Street with visual access and a broad arcade to it
- Open up walkways down to the railway station - 3 or 4 coming off Bair St
- Seek to acquire land to create connection from Bair Street through to Apex Park and the Rail Trail
- Provide spoon-drain crossing as some of the crossings are currently horrendous for people with prams and scooters
- Provide a walkway with seating and free WiFi between railway land and Bair Street
- Ensure people of all abilities find it easy to access both sides of the street and shops
- Provide good pram ramps to allow easy access to cross the street as well as to and from car parking areas
- Consider providing seating, trees and bins around the current street crossing
- Install paved, tiled footpaths like in McCartin Street (e.g. red brick), like at a road crossings
- Plant and pave at the McCartin Street end and the Church Street end to make it obvious that Bair Street is not primarily a through street, but primarily a commercial/retail/community area

- Provide a consistent paving / concrete theme along the length of the street
- Provide a mall-type paved area with seating and greenery
- Provide more space for people to move with mobility aids and outdoor displays for retailers and cafés to expand onto the street
- Set up the occasional arcade of Bair Street like Royal Arcade
- Provide more visible poles, road markings and correct placement and type of tactile indicators (i.e. dots to indicate hazards, lines to indicate direction of hazard)
- Make the roundabout more pedestrian friendly (see Austrian examples)

VEHICLE TRAFFIC

- Build the heavy vehicle alternate route
- Ensure access is provided for loading to the shops
- Make a bigger ring road as a bypass rather than the proposed heavy vehicle alternate route
- Make a bypass around the west side of town
- Make bypass go along railway land rather than the proposed heavy vehicle alternate route
- Widen road
- Move trucks out of Bair Street
- Install traffic lights at McCartin and Bair Street intersection
- Take fire trucks rush into and out of CFA into consideration
- Install 40km/hr larger flashing signs
- Retain traffic on both sides of the road to be fair to all businesses
- Divert traffic along Hughes and Long St rather than the proposed Heavy Vehicle Alternate Route
- Divert traffic along Peart St, Smith St and Anderson Road

- Improve the roads
- Provide more taxi entry points
- Make Peart Street one way (west) from CBA to 1st cross road
- Provide a roundabout near fire station to connect Church Street and Young Street to make the intersection safer
- Provide turning lanes into the petrol station because it already causes problems when entering from the overhead bridge side as there is no turning lane so traffic has to stop it can be quite scary sitting there waiting to turn
- Provide speed humps to slow cars down
- Widen road or make another road

- Redevelop Bair Street as shown in option 3 of the Ideas Plan - close half the street, revegetate into a plaza/park where events and markets can occur, limit parking to short term (15 minutes max) parallel parking, clear signage to where the carparks are available at each entry of Bair Street, limit entry of delivery trucks to times of the day on East side of the street and to back entrances on West side and only allow trucks down Church Street
- Reduce the traffic in the street
- Do not cut traffic back to 40 except if putting big flashing lights as in Tooradin



Outdoor dining, Albury



Signage, Box Hill



La Ramblas, Barcelona

Other Comments (cont.)

CYCLING

- Provide more bicycle parking
- Improve bicycle parking
- Install a bicycle lane along the central median
- Provide a bicycle pump in Bair Street
- Provide off-road cycling path linking western side of town with rail trail and schools

PARKING

- Provide more car parking
- Improve parking
- Provide parking for delivery vans
- Provide long vehicle parking for visitors
- Retain car parking in Bair Street
- Provide more car parking to encourage Sunday trading

- Increase the size of car parking spaces
- Limit parking outside shops to 15 minutes to move cars on
- Provide parking in Bair Street for pick up and drop off
- Make it easier to park
- Change parking
- Provide family parking
- Provide caravan parking for people wanting to stock up at the supermarkets because after leaving Melbourne on your way to the Prom we are really the only town where you can stop for supplies
- Provide a higher ratio of disabled parking than standard requirements because of the aging population (e.g. at chemists, newsagents - check with shop owners)
- Provide disabled car parks in front of the chemist
- Provide wider accessible car parking spaces which



Street market, Frankston



Angle parking, Ararat



Main street, Yackandandah

provide space for safe exit from vehicle without being hit by oncoming traffic - note that different types of parking spaces are needed depending on a person's accessibility needs (angle is better for some, parallel better for others)

- Improve parking for the rail trail
- Consider providing underground or multi-level car parking close to the shops
- Provide less restrictions on car parking
- Provide loading bay behind the pet shop (at IGA car park)
- Provide angle car parking with a bike lane shared with a traffic-maneuvering lane then one through traffic lane and provide kerb outstands between every few car spaces to give more footpath space for pedestrians (tables and chairs) and shop owners (for displaying products)
- Provide five minute car parking spaces on Bair St

PUBLIC TRANSPORT

- Return trains to Leongatha
- Move VLine bus stop to Bair Street
- Ensure any ideas for railway land provide for rail to be returned in the future
- Establish Leongatha as a tourist railway and commuter town

INFRASTRUCTURE

- Underground the power lines
- Bundle powerlines or fix to the front of building so power pole can be removed
- Get rid of powerlines and wires
- Improve plumbing and drainage in the street



Main street, Mansfield



Sculptures in Mansfield

Other Comments (cont.)

BUILDINGS

- Provide some building height with trees along the centre because the shopscape is low and ordinary
- Highlight beautiful buildings
- Provide grants to restore shop fronts or renovate them if necessary
- Improve architecture of shops rather than the brutalist sheds which pass for shops these days
- Get rid of asbestos buildings
- Provide modern buildings (Melbourne's skyscrapers work well)

SHOPS & STREET ACTIVITY

- Extend weekend trading to Saturday afternoon and Sundays
- Provide more events in Leongatha (e.g. Sunday market in Bair Street)
- Provide more shops
- Continue to provide niche / boutique stores that promote tourism to the area
- Clean up the hardware store
- Establish a public library with Council service area in the main street (e.g. empty shops on East of Bair St) that opens onto a plaza or park that covers half the street and is the site for community events and markets



Streetscape in Freemantle

The road is distinct from footpath but the kerbs are low, allowing crossing (e.g. with a pram) at any point and encouraging slower vehicle movement.

- Facilitate the provision of public services and entertainment that draws people from other areas
- Provide incentives for rent
- Lower rents for businesses (e.g. more realistic rent for small businesses, reduced commercial and industrial rates)
- Improve retail and cafés - freshen them up
- Encourage busking which creates a vibrant atmosphere and allows talent / creativity to grow
- Heat eating areas in winter
- Consider rezoning main street to Mixed Use Zone because so many shops are closed Saturday afternoon and Sundays
- Provide the right shops on the eastern side of Bair Street
- Establish a big dairy café to highlight Murray Goulburn and dairy industry
- Do not provide any more cafés, there are enough
- Facilitate premises being operated by co-ops or as pop-up shops
- Encourage good shops that employ local people
- Make the shops modern and exciting
- Provide a range of cafés, restaurants, antique shops and healthier fast food chains like Nandos chicken, maybe juice/smoothie/frozen yogurt shop
- Provide more food
- Ensure the pub is still kicking in the future
- Bring a chef to Leongatha like Ivoca
- Provide more sushi
- Provide a Jay Jays and Factory
- Move CFA to a more sensible location
- Make parma night every night of the week

MISCELLANEOUS

- Provide more things for 12-18 year olds to do
- Establish an information centre on railway land (e.g. at railway station)
- Establish the library in Bair Street
- Council employees could live and shop within the Shire

What We Learnt

FEEDBACK

There is a lot of enthusiasm for the project. Some people did not feel the need to provide their input because they were just glad the project was happening. Most reservations came from concerns about VicRoad's Heavy Vehicle Alternate Route (works have started) and Council spending.

Many people had ideas and opinions about the project but did not provide a submission. It is likely that people found it difficult to prioritise preparing a submission.

Face-to-face contact provided the opportunity to educate the community about the project, the Heavy Vehicle Alternate Route and other Council operations.

THE MESSAGE

Some people were not aware of the Heavy Vehicle Alternate Route, that it is VicRoad's project (not Council's) and that it is going ahead. This caused some confusion for people that had not read the consultation material.

People found it easy to understand the materials when explained by Council officers. We also found that clear labelling of the street and key features were important. Some people thought the project was more advanced than it was because a 'plan' had been prepared. The plan could perhaps have looked less formal to remedy this.

STREET STALLS

At the street stalls conversations with the community often started off with the line 'we need more car parking' but, after reflection and discussion, people were more focused on making the street more attractive.

The location in Lyon Street and timing of the street stalls generally worked well as they occurred in the heart of Leongatha activity. The street stalls and a large copy of the Ideas Plan were located close to the corner with Bair Street so that it could be visible from Bair Street and people at the stall could look at Bair Street while we talked with them. Council officers roamed beyond the stalls to talk to community members.

We noticed that a number of people do not go to Bair Street but access the shops from the IGA car park. One Council officer consulted with people in this area on Saturday to capture their views.

The chill on the Friday from the wind down Bair Street may have contributed to comments received highlighting the need for shelter and wind barriers.

Where to Next?

DRAFT MASTER PLAN FOR CONSULTATION

This report explains how the draft master plan responds to what we hear from the community. The draft master plan will be presented to the community for comment in May 2016.

The draft master plan proposed for exhibition is available online as part of the 27 April 2016 Council agenda documents at [Council's website](#).

FINAL MASTER PLAN

Following consultation, the final master plan will be prepared for Council adoption in 2016.





ACKNOWLEDGMENTS

Many thanks to everyone who assisted with the project's consultation to date. We appreciate the time taken by individuals to provide their input into the project. Thanks also to community groups and committees that have been involved. Thanks to everyone that assisted with the street stalls, specifically the following businesses: Forage and Grind, Harvest Laneway & Ryan's Bricks.