



AGENDA APPENDIX
Council Meeting
Wednesday 24 August 2016

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

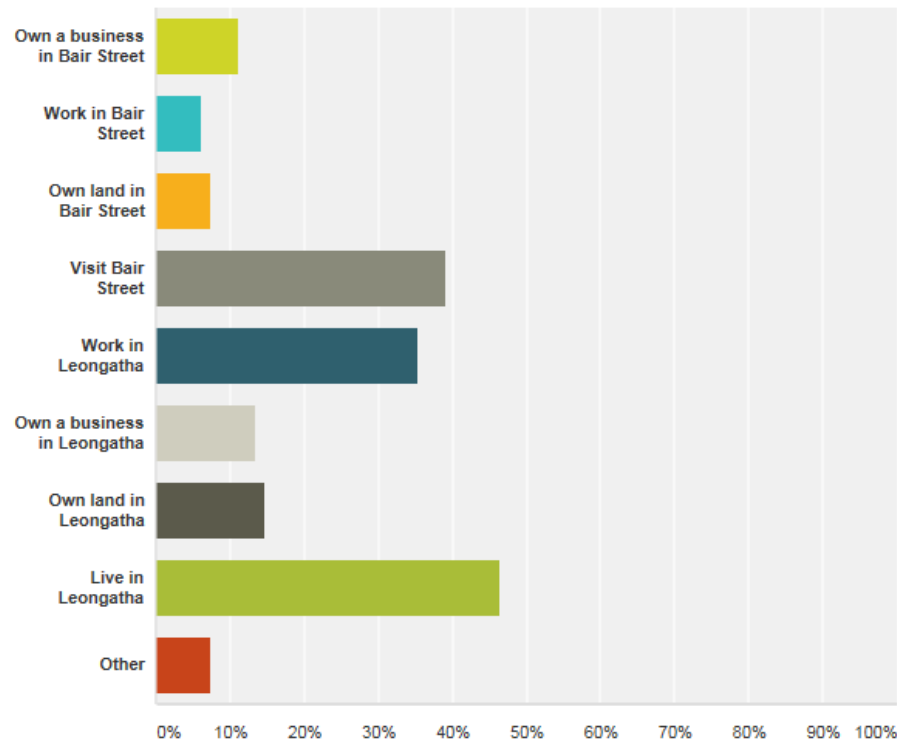
THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.13 LEONGATHA STREETScape MASTER PLAN – FINAL FOR ADOPTION

Appendix 1 Part B – Community Engagement Report

The Response We Got (cont.)

RESPONDENT INTEREST IN BAIR ST



Meetings Over 60 people attended the commercial land owners and business meeting 24/5/16

Approximately 30 people attended the community meeting 31/5/16

Submissions Over 80 submissions and survey responses received

Enquiries Several enquiries by email, over the phone and face-to-face discussions

Web page 402 page views by 266 different visitors between 27/4/16 and 15/5/16

Facebook 286 reached for post 31/5/16 promoting the community meeting with 2 shares and 1 like

Newspaper Articles

Articles in local papers:

- The Star 'People Vote on Bair Street' 7 June 2016
- The Sentinel 'Community Votes on Bair Street Choices' 7 June 2016
- The Star 'Traders Talk Up Bair Street' 31 May 2016
- The Star 'Crunch Time for Bair Street' 24 May 2016

-
- Front page The Star 'New Look Leongatha' 24 May 2016
 - The Star 'Chamber Ticks Bair Street Revamp' 10 May 2016
 - Sentinel Times 'Bold Bair Street Plans Fine Tuned' 3 May 2016
 - The Star 'CBD Likely to Lose Parking' 3 May 2016
 - The Star 'Chamber Calls for Bair Street Action' 16 March 2016
 - Front page The Star 'Leongatha Revamp' 23 February 2016
-

Email list

Over 80 people

What We Heard

A summary of the responses and proposed changes to the final plans is provided on the following pages. A more detailed list of public comments and Council's responses are available at **Appendix A**.

82 submissions were received. Those that were not in the format of the online survey responses were categorised in the same way. Not all submissions indicated a preference for one option or the other and some did not discuss particular aspects of the proposal (e.g. Gollers Lane, Hyland Place). The responses are shown on graphs on the following pages. The number of responses for each question is indicated. A graph of the top responses, showing two or more similar/identical responses, is also provided for each question. A copy of the final master plan is provided at **Appendix B**.

Key Messages

The majority of responses to the Draft Master Plan proposal were positive. The most common response to the proposals was that they were good or very good.

The top concerns received about the Draft Master Plan were:

- Trees in Gollers Lane (13 submissions)
- Need public toilets at or near Horticultural Park (12 submissions)
- Changes to parking in Lyon Street (11 submissions)
- Not all the pedestrian crossings on Bair St are needed (9 submissions)

Some other concerns that influenced changes:

- Delivery access in Lardner Place (4 submissions)
- Insufficient weather protection (3 submissions)
- Queensland Brush Box is inappropriate for Bair St (verbal comment at public meeting)

"I think it is all really positive - and think it will bring a nice fresh feel"

"Plans look good. Well done"

"Great to see this plan. Love the overall concept."

"Like a lot"

"I was a bit concerned about reduced car parking but moving shop keepers out of street will help"

"Fantastic idea"

"The 'dying' feeling of the town desperately needs addressing - your plans have arrived in the nick of time. Might even convince me to stay!"

"The redevelopment of Bair Street provides our community with a once in a lifetime opportunity to improve the amenity and attractiveness of our town and as such it is imperative to get it right."

"It's great to finally have some planning works underway"

"Support it"

"Do it!"

"Looks like a lot of effort to plant a few trees. Should have though outside the box to create something to draw shoppers in and use this to create vibrancy rather than hoping a few trees and seats alone will draw people in."

Key Changes in Response

In response to public comments, the following key changes have been made to the Option B plan (preferred design):

- Remove a proposed pedestrian crossing along Bair Street.
- Re-organise the parking to retain angle parking in Lyon Street, redevelop the accessible car parking space to bring it up to standard and ensure space is retained for planting and seating.
- Remove proposed in-ground trees from Gollers Lane and install removable planting beds on a trial basis.
- Remove proposed trees along footpath in Lardner Place.

In response to the request for toilets at or near Horticultural Park, no changes have been made to the plans. For a town of approximately 5,000 people, Council already provides public toilets at Anderson St, behind the Memorial Hall, McIndoe Park and at the skate park. One submission suggested moving the Anderson Street toilets to Horticultural Park. This was considered and not deemed worth the expense (likely to be over \$100,000).

The Leongatha Railway Site Transformation project due to commence in 2016 will consider the status of the existing station platform toilets and the potential to improve connections to Bair Street and the Great Southern Rail Trail.

It is also worth noting that there are toilets available at the library, Daker Centre and Memorial Hall when these public buildings are open and along the rail trail halfway between Leongatha and Koonwarra.

Other changes that were made to the plans are as follows:

- Propose weather protection in Lardner Place.
- Replace Queensland Brush Box (evergreen) species with Magnolia grandiflora 'Exmouth'.
- Make pedestrian crossing across Bair Street near Horticultural Park into a raised crossing.
- Propose signs saying "Leongatha" at the entrances from Korumburra, Mirboo North, Dumbalk, Foster and Inverloch and signs saying "Bair St" and "McCartin St" in the town centre.
- Remove large trees at the entrance to the petrol station and CFA.
- Use tree pits to capture storm water and provide water quality treatment.
- Modify mural / public art opportunity locations in Gollers Lane.
- Move proposed public seating out of the way of existing outdoor seating area at McCartin's Hotel.
- Provide greater clarity about the existing and proposed trees on the plans.
- Show loading zones.
- Show vehicle access (one way / two way) so that it is clear that no traffic direction changes are being made.

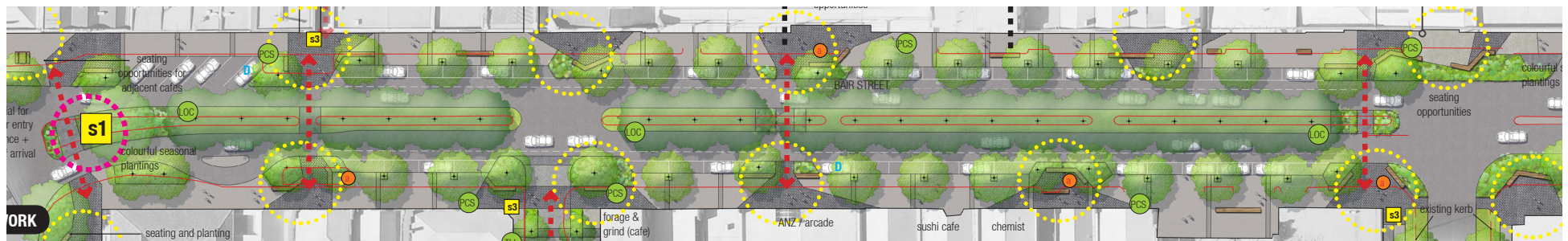
Bair St Preferred Option

PROPOSAL - OPTION A

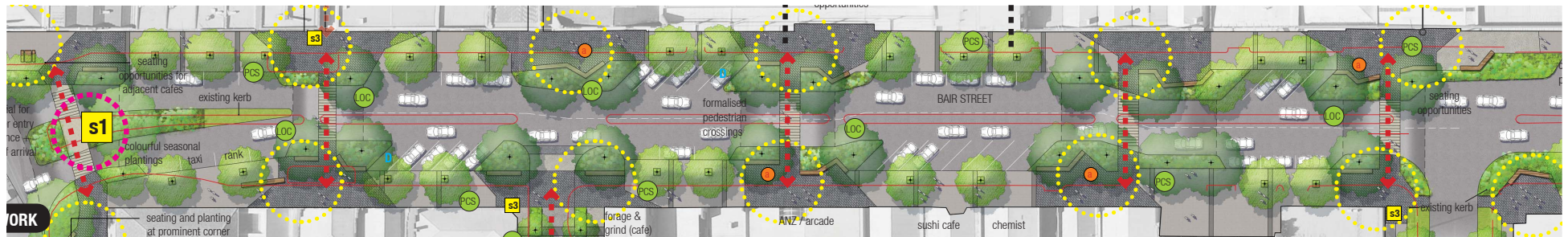
- Provide planting along a widened central median.
- Widen footpath on both sides of Bair Street with picnic tables at the north eastern corner.
- Provide angle parking on the eastern side of Bair Street at the northern end.
- Retain parallel parking along the rest of Bair Street.

PROPOSAL - OPTION B

- Only retain central median for a short distance at northern end of Bair Street.
- Provide raised pedestrian crossings.
- Widen footpath on both sides of Bair Street with picnic tables at the north eastern corner.
- Provide alternating angle and parallel parking along the rest of Bair Street.
- Modify the taxi rank to provide additional footpath and parking space.



Revitalisation Option A Proposal for Bair St between McCartin & Church Sts in Draft Master Plan



Revitalisation Option B Proposal for Bair St between McCartin & Church Sts in Draft Master Plan

Bair St Preferred Option (cont.)

PUBLIC RESPONSE

The responses we received from the community clearly showed a preference for Option B for Bair Street between McCartin Street and Church Street.

Straw polls conducted at each of the public meetings indicated

a clear preference for Option B. At the first meeting no-one voted for Option A and most people voted for Option B. At the second meeting a couple of people voted for Option A and everyone else that voted preferred Option B.

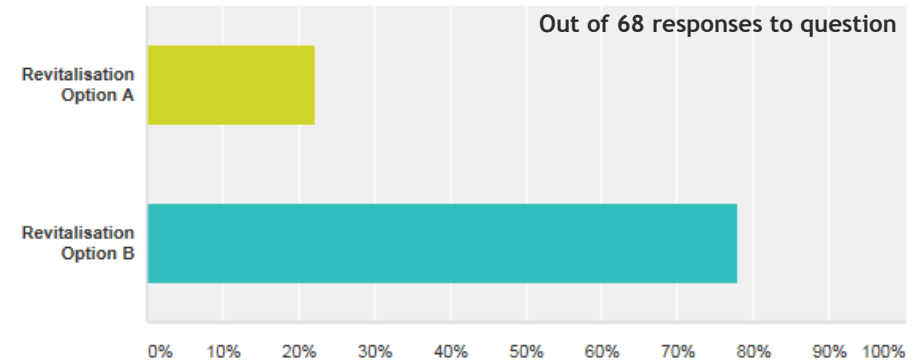
Most submissions indicated a preference for Option B as shown in the graph below. In addition to this, two submissions did not like either option and one liked both options.

Preferences related to vegetation (including median strip), parking configuration, pedestrian amenity and the appeal of the street.

Option A: "I love lots of greenery, shade and wind protection. I prefer a narrow road to cross so could cross the two directions of travel easily."

"I like to have no median strip. So that if the street is closed for an event, there is a large open space that can be used for a parade, stalls, pedestrian mall, etc. It [Option B] seems to have more flexibility options."

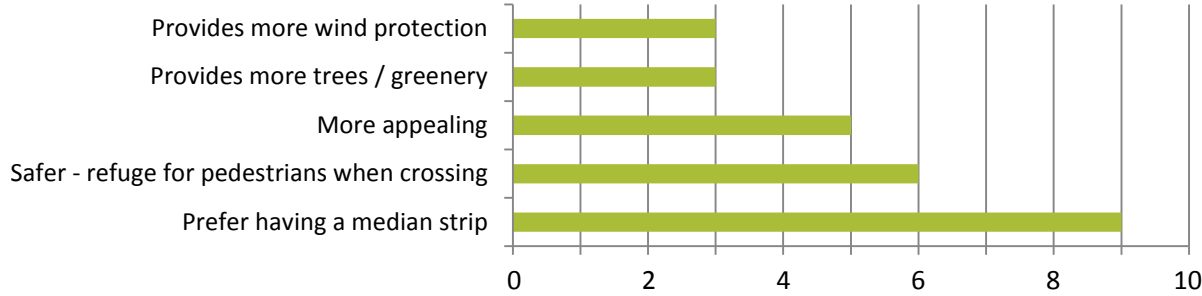
Preferred Option according to Submissions



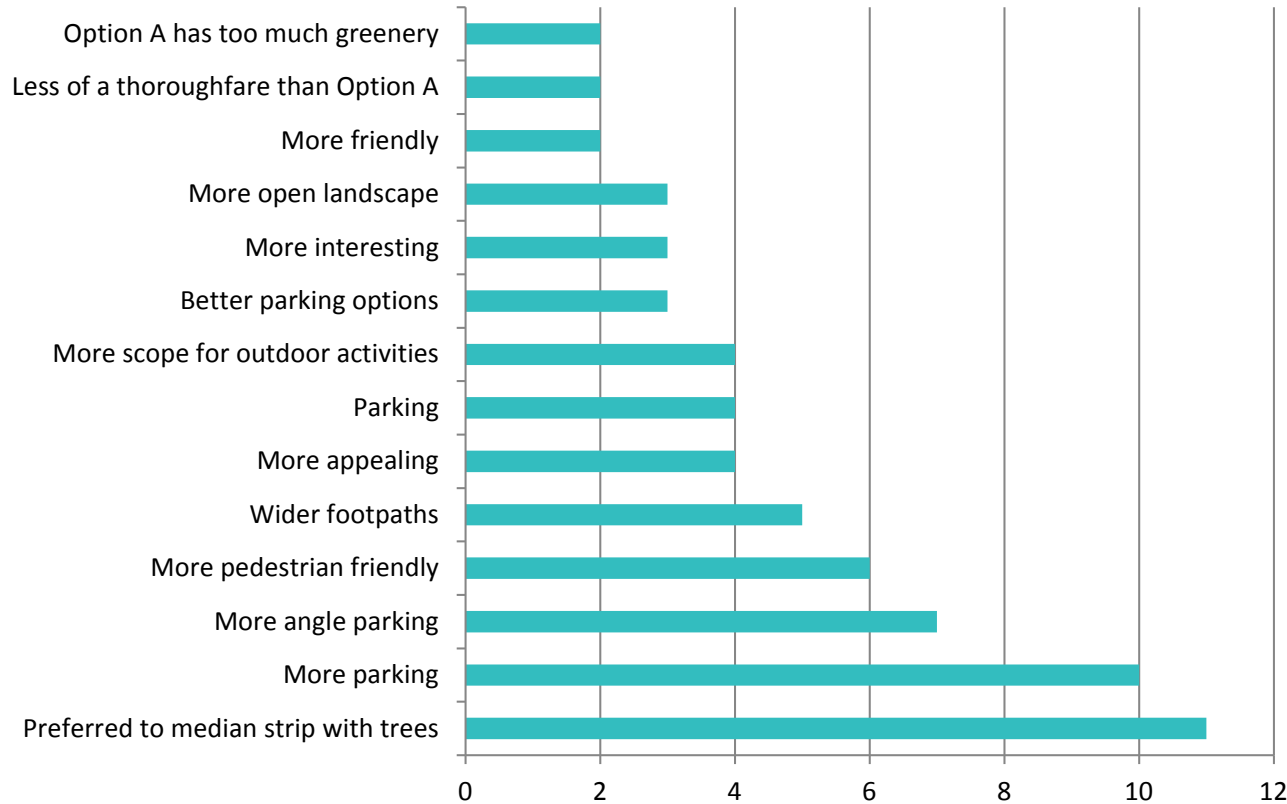
Option B "...appears to create a series of interesting spaces along the street, rather than one, long, straight road."

"I believe B will be a more open landscape being easier to see the shop fronts from both sides of the street."

Top Responses for Option A Supporters



Top Responses for Option B Supporters



CHANGES TO PLAN

Option B is clearly the preferred option and will form the basis of the final plan with changes in response to other comments received.

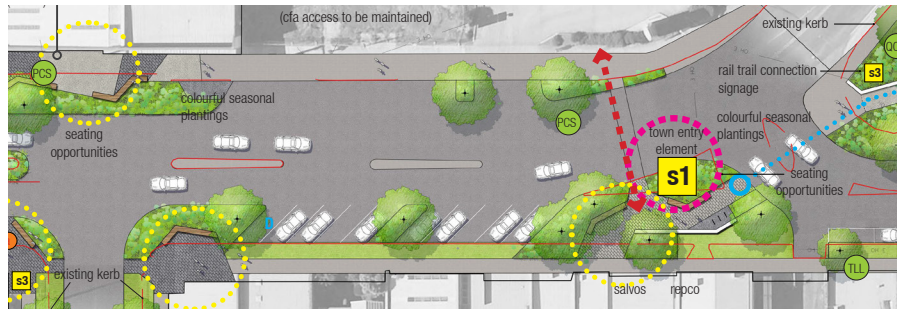
Option A: "I've seen similar in other towns and it works very well."

"Parking is better [with Option B] than they have at the moment"

Bair St Both Options

PROPOSAL - BOTH OPTIONS

- Provide significant new tree plantings.
- Narrow the road to one lane in both directions.
- Provide additional gathering spaces at crossing points and intersections.
- Provide regular crossing points (at 100m maximum intervals) and seating.
- Improve safety by creating a T-intersection at Young Street and a large gathering space linking to the start of the Great Southern rail trail.
- Provide angle parking on the western side of Bair Street south of Church Street.



Proposal for Other Parts of Bair St in Draft Master Plan

PUBLIC RESPONSE

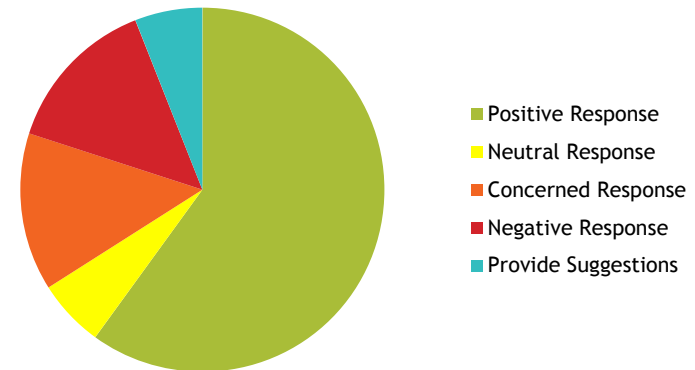
The responses to this question were generally positive.

Many of the responses to this question expressed their views about Bair Street as a whole. Some specifically discussed elements outside this area: crossings between McCartin St and Church St (7 responses), Horticultural Park (4 responses) and Lyon Street (1 response).

Key comments that related specifically to this area related to entrance signage, trees at the petrol station, the crossings across Bair and Young Street and the intersections.

“Seating opportunities is good, hopefully they are inviting and will allow people to sit and have their lunch. Currently there is no nice areas within the CBD to sit and have a lunch.”

Submission Response to Proposal for Other Parts of Bair St



Out of 50 responses to question

CHANGES TO PLAN

- Remove large trees at the entrance to the petrol station and CFA
- Make the pedestrian crossing across Bair Street into a raised crossing

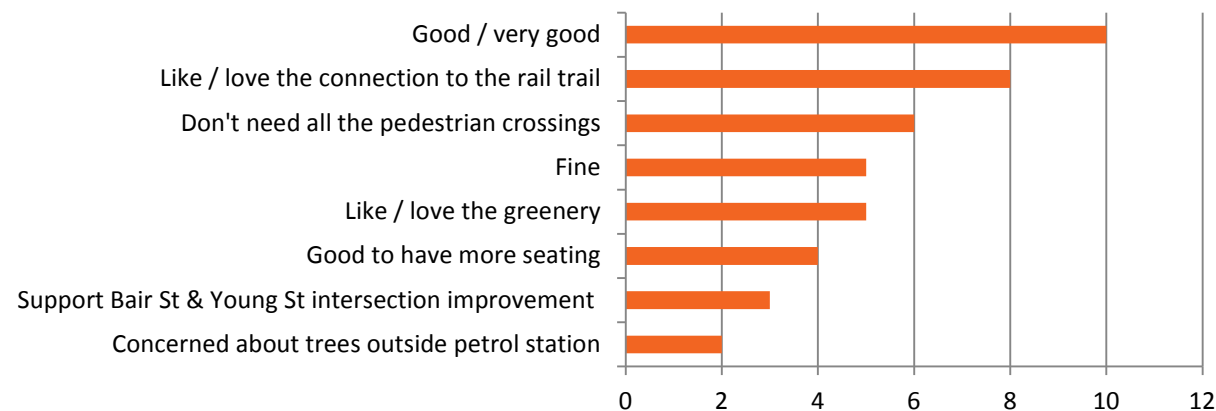
“I cannot see why there needs to be a large sign with “Leongatha” at each end of Bair Street“

“Not sure about trees at entry to petrol station, will that obscure view?”

“Angle parking I believe could be dangerous”

“Being brave enough to do such a radical change is great to see”

Top Responses to Proposal for Other Parts of Bair St



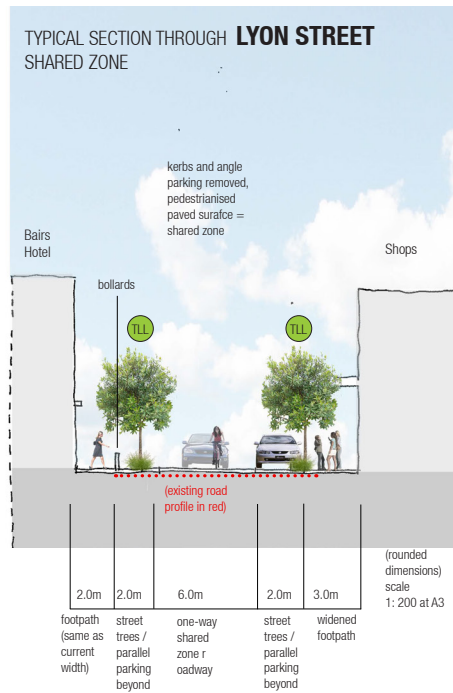
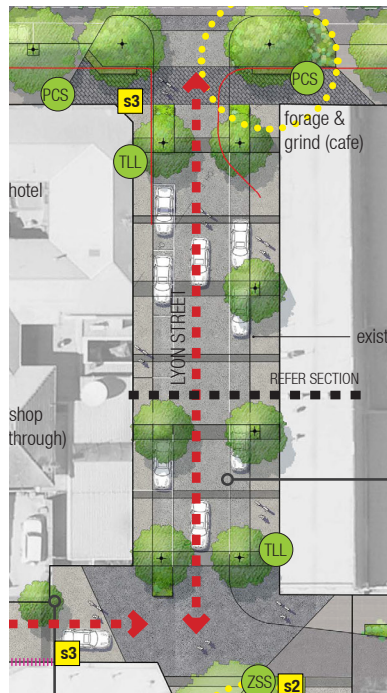
“I think the pedestrian crossing near s1 (and the BP) should be formalised with painted markings or speed hump to slow vehicles entering town from the south. This would help make it safer for cars backing out of proposed angle parking but also help with pedestrian safety.”

“I like the idea of bringing the rail trail into town more - this will bring visitors and make a feature of this excellent resource.”

Lyon St

PROPOSAL

- Establish a shared zone.
- Resurface to provide a flush pavement (flat continuous surface like in Gollers Lane).
- Install in-ground planting along the street.
- Reorganise the parking to parallel parking.



Lyon St Proposal in Draft Master Plan

PUBLIC RESPONSE

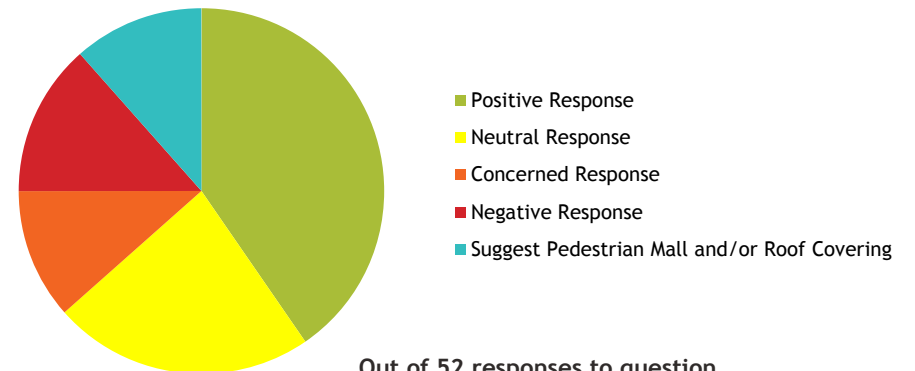
The most common response was relatively neutral (“ok”). Despite this, there were generally more positive responses overall. Businesses and some community members were concerned about the loss of angle parking.

“Looks good. Opportunity for intersection treatment at Gollers Lane, Hyland Place and Lardner Place.”

“Would need some sort of wind break to stop tunnel effect and could nearly have a clear roof covering it.”

“The flush pavement is great for allowing pedestrians to walk freely around the area”

Submission Response to Proposal for Lyon St



Out of 52 responses to question

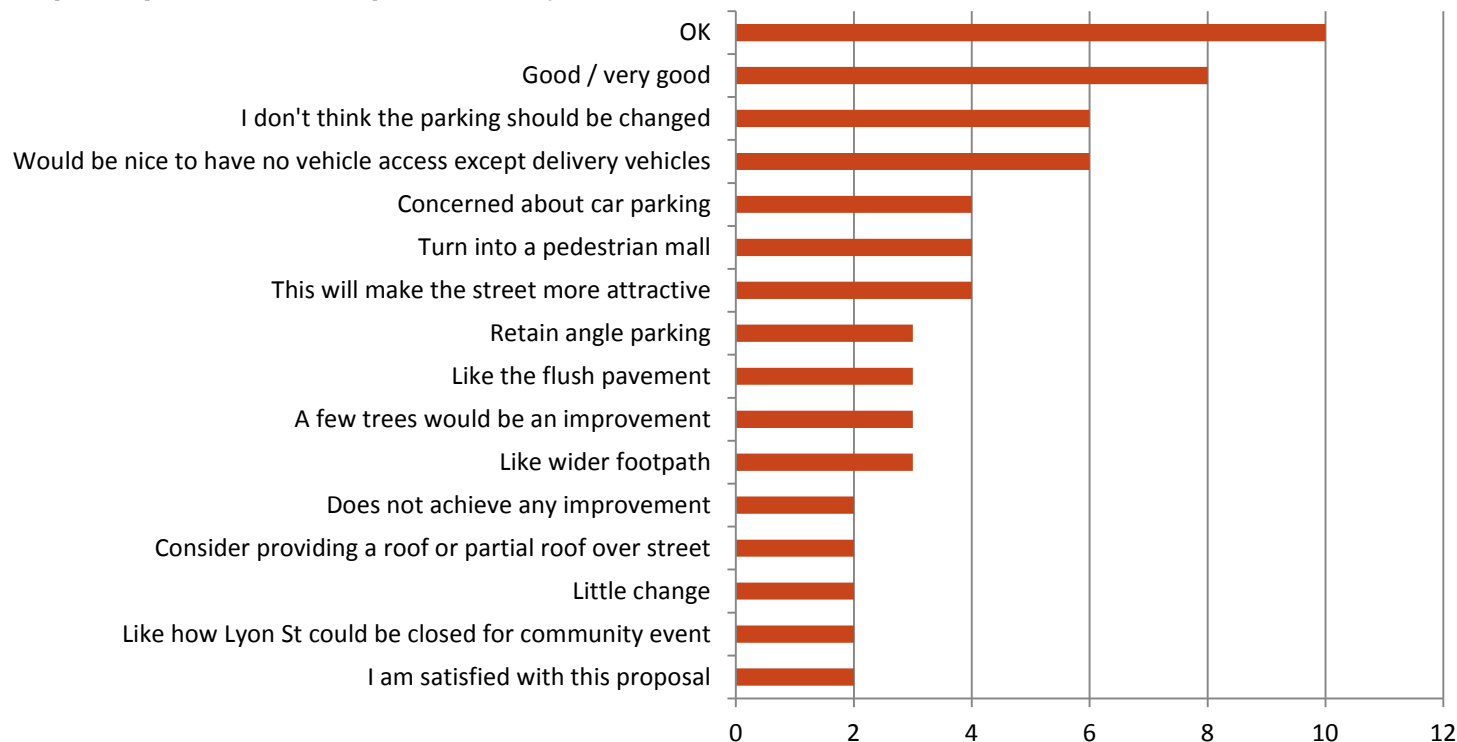
CHANGES TO PLAN

- Re-organise the parking to retain angle parking and redevelop the accessible car parking space to bring it up to standard and ensure space is retained for planting and seating.

“ I just don’t want to miss this opportunity to create interesting spaces that connect all streets.”

“Lyon St definitely needs beautification and identification as a pedestrian use area. It would help draw people through in both directions.”

Top Responses to Proposal for Lyon St



“Garden plantings in the Mall area would enhance the ambience of the area.”

It looks fine, with enough parking. Nice if it can be closed off for occasional markets.

“Better in current format”

Gollers Ln

PROPOSAL

- Resurface the laneway (though not with road bitumen).
- Install planting that provides enough space for delivery trucks to access the lane and pedestrians to get around them.

“I drive down there regularly and its hard to see space for plantings.”

PUBLIC RESPONSE

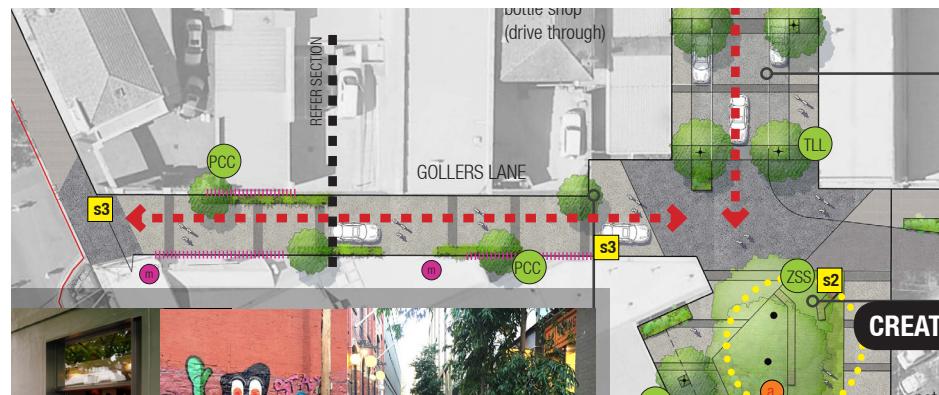
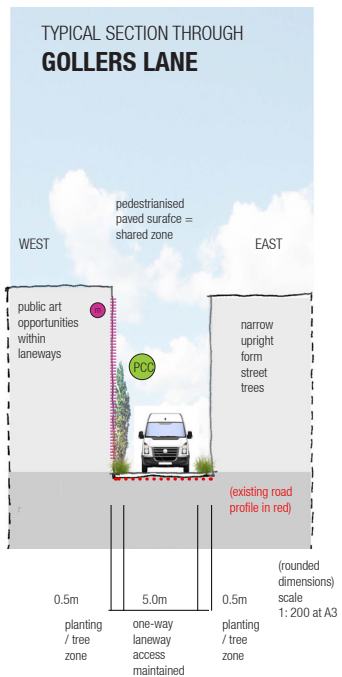
This question received the most negative feedback though the most common responses were positive. There was concern about space for vehicle access to be retained in the laneway, specifically delivery trucks with room to manouvre a vehicle around them. This feedback was mostly from businesses concerned about the proposed vegetation in the laneway. At the same time many people liked the proposed vegetation.

“Great. Love the trees and greenery”

A handful of people suggested or supported artwork in the laneway. A few people suggested that the laneway be pedestrianised.

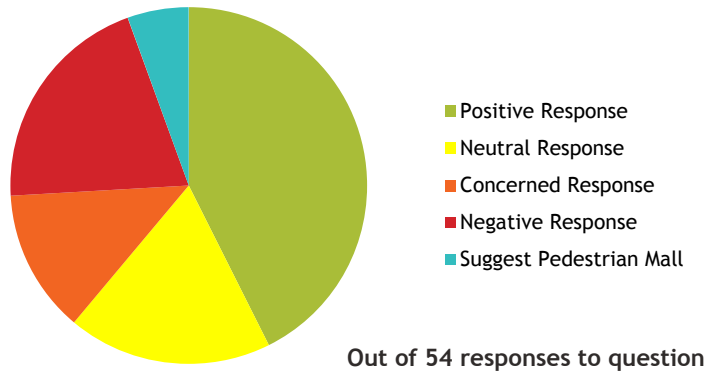
“I like the idea that Gollers and Lyon Street could be closed to provide a street market”

“I am nervous about the plantings on both sides as it means that if a car is trying to go around a truck that is parked, they have to weave a lot. I would prefer any plantings to be on just one side.”



Gollers Ln Proposal in Draft Master Plan

Submission Response to Proposal for Gollers Ln



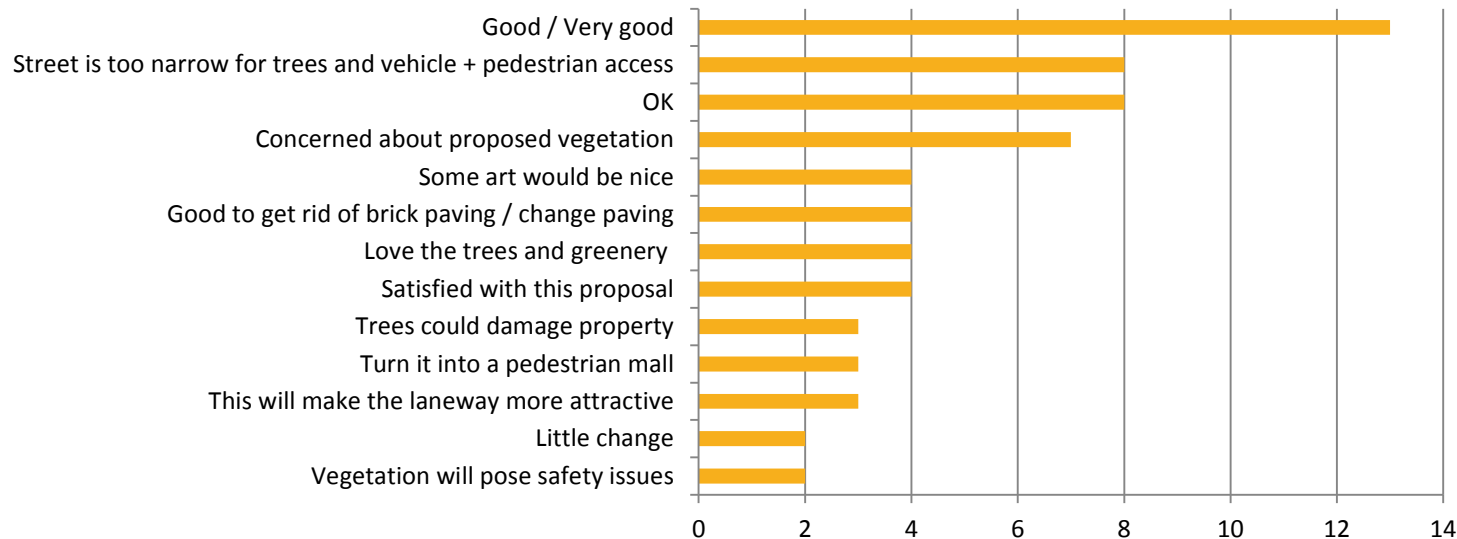
CHANGES TO PLAN

- Remove proposed in-ground trees along the laneway.
- Install removable planting beds on a trial basis.

“Should be turned into pedestrian mall as extension of Lardner Place”

“A good idea to introduce some greenery and different pavement as there are a lot of hard surfaces there and it will help drivers realise that it gets a lot of pedestrian use.”

Top Responses to Proposal for Gollers Ln





Truck Deliveries in Gollers Lane

Hyland Pl

PROPOSAL

- Install tree planting in kerb outstands.

PUBLIC RESPONSE

The responses to this proposal were generally positive or neutral. Most supported the proposed planting because it will make the area more appealing, inviting and safer for pedestrians.

“Will make pedestrians feel safer as currently it is like crossing a hostile car territory and a bit confusing about where you have to look before crossing”

“Still make sure that loading zones are there”

Concerns were raised about loading zones, car parking, access and space required for planting.

“Sensible and keeps the greening approach”



Hyland Pl

“Sensible and keeps the greening approach”



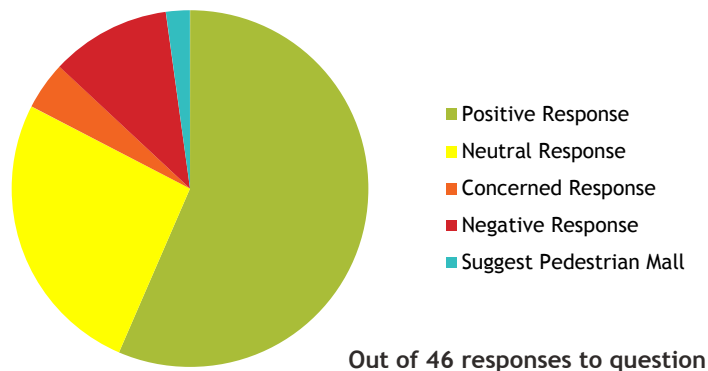
Hyland Pl Proposal in Draft Master Plan

Hyland Pl (cont.)

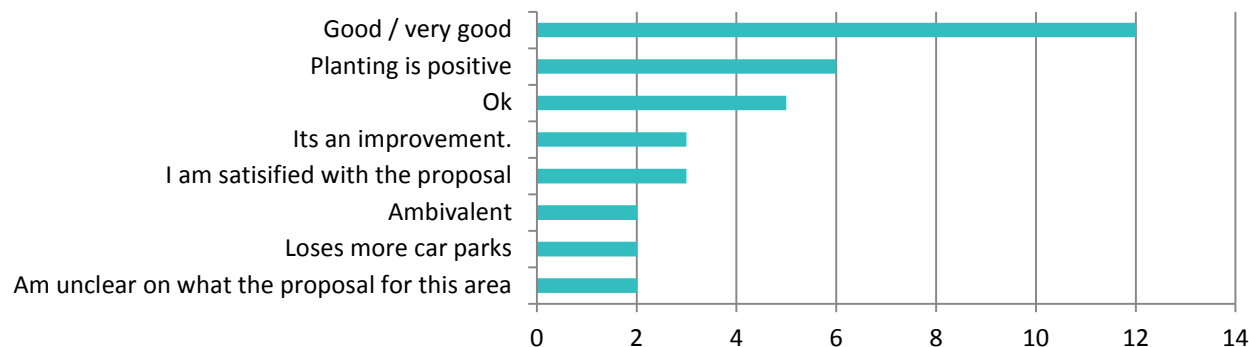
CHANGES TO PLAN

- Show loading zones on plans.

Submission Response to Proposal for Hyland Pl



Top Responses to Proposal for Hyland Pl



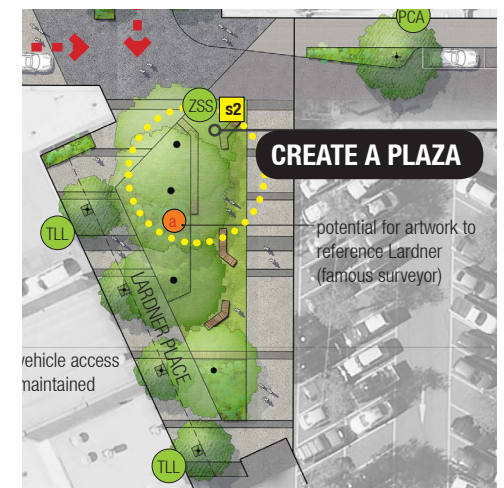
Lardner Pl

PROPOSAL

- Create a small park space with additional seating and greenery.

PUBLIC RESPONSE

Most responses to the proposal for Lardner Place were positive. The key concerns about this area were from businesses concerned about delivery access being affected by trees planted along the footpath.



Lardner Pl Proposal in Draft Master Plan

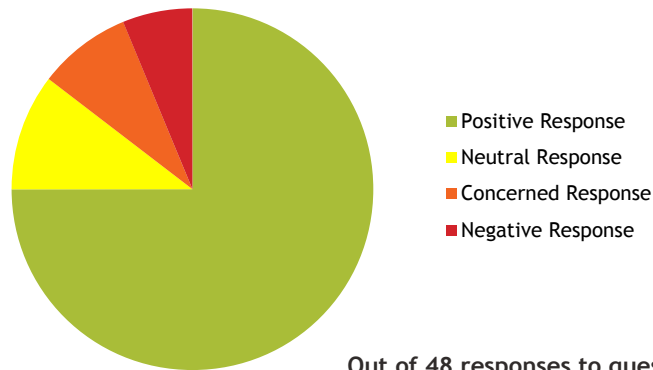
CHANGES TO PLAN

- Install a shelter for weather protection.
- Remove proposed planting along the footpath.

“Love it - will connect the rest of the commercial precinct”

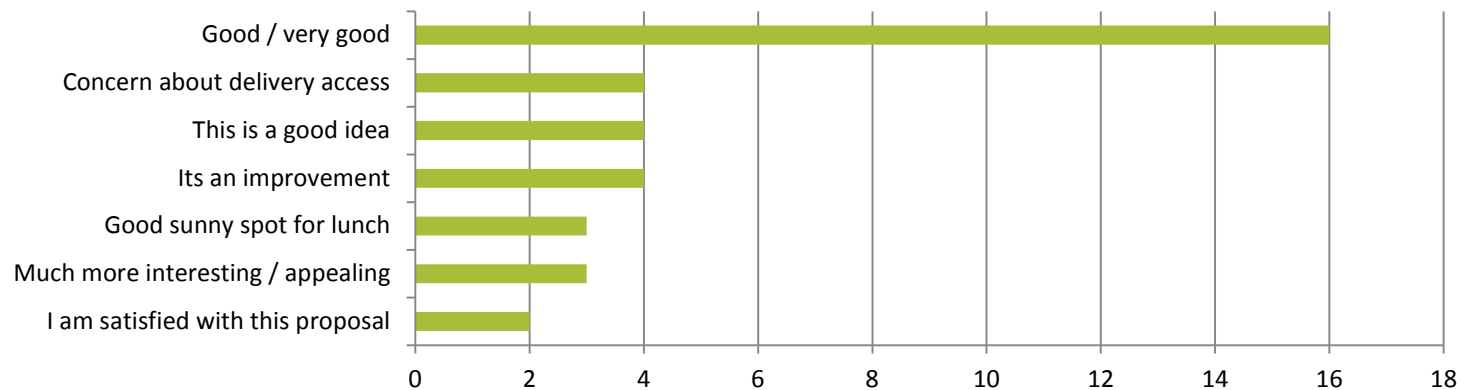
“This area is in need of improvement. A Plaza would make a big difference to the beauty and hopefully this will be a functional area too ”

Submission Response to Proposal for Lardner Pl



“I don’t mind the plaza part. i know its taking out 4 car parks but i think this is a lovely idea”

“Anything to provide more wind breaks welcome”





Truck Deliveries in Lardner Place

Horticultural Park

PROPOSAL

- Provide a clearer connection between Bair Street and rail trail – drawing rail trail users into the town centre.
- Extend the park by relocating the angle parking slightly to the west.
- Provide an upgraded gathering space.
- New enlarged play area next to the steps down from Bair Street.

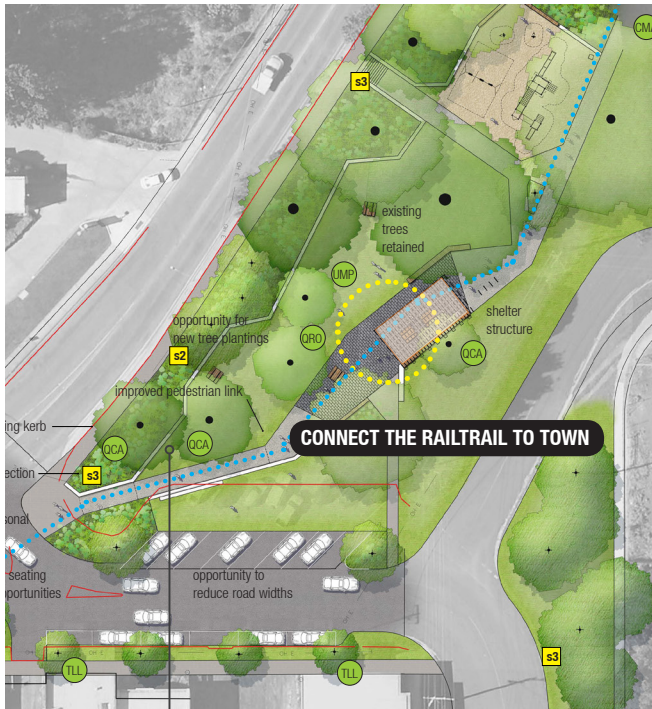
PUBLIC RESPONSE

Most responses to the proposal for Lardner Place were positive. There was strong support for improvements to the park and connection with the rail trail. There were also a number of requests for toilets at this end of Bair Street which would cater for shoppers, rail trail users, visitors and park users.

“A toilet is really needed! It’s the start of the rail trail and the nearest toilets are the other end of the CBD”

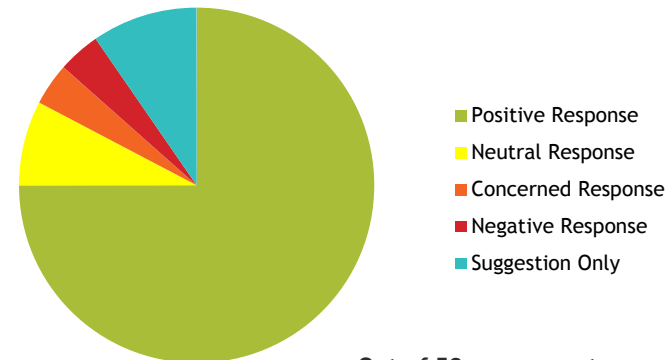
“More needs to be made of the park”

“Needs opening up and better lightning. Currently an area to avoid.”



Horticultural Park Proposal in Draft Master Plan

Submission Response to Proposal for Horticultural Park



Out of 52 responses to question

Horticultural Park (cont.)

CHANGES TO PLAN

- Provide greater clarity around the existing and proposed trees (including outside cafe on Young St)

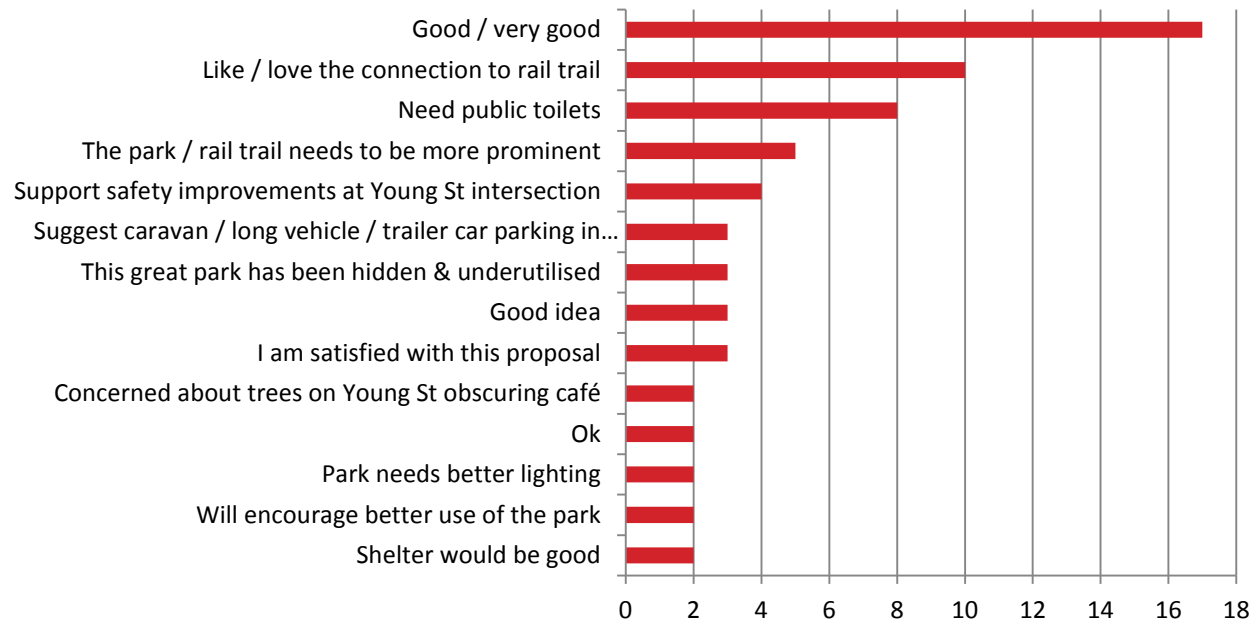
“Needs better playground equipment and fencing something along the McIndoe Park format”

“Fine as long as the works do not change the feel of the Park”

“Great. Needs lighting through the park.”

“Bike trail should go under bridge and on to new parking area on current rail land”

Top Responses to Proposal for Horticultural Park



“You probably don’t need as many trees as its a very shady park as it is and not much sunlight gets in there now.”

Other Comments

PUBLIC RESPONSE

Other comments were received regarding:

- Accessible car parking
- Parking
- Footpaths
- Entrance signage
- Intersections
- Consultation
- Funding
- Vegetation
- Pedestrian Crossings
- Railway land
- Shops
- Weather Protection

There were a number of positive responses in relation to the proposed vegetation and improvements for pedestrians (crossings and seating).

Several people, including the Leongatha Chamber of Commerce, were concerned that too many pedestrian crossings were proposed, decreasing the number of car parking spaces.

During the public meetings the proposed tree species were questioned, specifically the use of Queensland Brush Box along Bair St which drops nuts.

Some people asked why signs are being proposed at the entrance to Bair Street rather than at the entrance to Leongatha.

There were some requests for more accessible car parking spaces.

The Access and Inclusion Committee raised the issue that the proposed paving may be confusing for people with visual impairment.

Other Comments (cont.)

CHANGES TO PLAN

- Change Queensland Brush Box for another type of evergreen tree
- Remove a pedestrian crossing while still improving the ease of crossing Bair Street.
- Propose signs saying “Leongatha” at the entrances from Korumburra, Mirboo North, Inverloch and Foster and signs saying “Bair St” and “McCartin St” in the town centre.
- Reconsider the proposed materials for the road pavement and footpaths and their layout in Bair St.

Where to Next?

The final plan produced in response to the Draft Master Plan feedback will be presented for adoption at the August Council meeting. Following adoption, detailed design will be undertaken for construction.

The Heavy Vehicle Alternate Route is expected to be completed by the end of 2016. Council expects to undertake the detailed design for construction of Bair Street and surrounds during the 2016/2017 financial year with construction in 2017/2018 financial year. Council will be in touch with businesses to ensure that disruption is minimised during the construction.

MASTER PLAN PROCESS





McDonald's

ELIZABETH HOUSE

TATTOOS

FISH & CHIPS
TAKE AWAY FOOD

5662 5800
stockdaleleggo.com.au

Stockdale
& Leggo

Stockdale
& Leggo

real
estate

SWEET LIFE CAFE

SERAFINO'S PIZZA & PASTA RESTAURANT

Tattoos & Piercing

5662 5800
stockdaleleggo.com.au

5662 5800

5662 5800

5662 5800

MCCARTIN ST

One Way

TO
where

Appendix A - Detailed Summary of Public Comments & Council's Responses

Q1 What is your interest in Bair Street?

Answer Options	Response Percent	Response Count
Own a business in Bair Street	11.0%	9
Work in Bair Street	6.1%	5
Own land in Bair Street	7.3%	6
Visit Bair Street	39.0%	32
Work in Leongatha	35.4%	29
Own a business in Leongatha	13.4%	11
Own land in Leongatha	14.6%	12
Live in Leongatha	46.3%	38
Other	7.3%	6
Other (please specify) Specified interests included: rate payer, ex-Leongatha resident, semi-retired, local resident, work in a business that backs onto Gollers Ln, President Leongatha Chamber of Commerce, work for a transport business (interested in effect on deliveries)		11
<i>Skipped Question</i>		0

Q2 Which option do you prefer for Bair Street between McCartin and Church Streets?

Answer Options	Response Percent	Response Count
Revitalisation Option A	22.1%	15
Revitalisation Option B	77.9%	53
<i>Skipped Question</i>		14

Q3 Why have you chosen this particular option?

OPTION A SUPPORTERS

Public Comments in Order of Frequency
Prefer having a median strip
Safer - provides a refuge for pedestrians in the centre of the road between crossing lanes of traffic. This is preferred over crossing two lanes of traffic.
More appealing
Provides more trees / greenery
Provides more wind protection

OPTION A SUPPORTERS

Individual Comments
I think it's more user friendly
I've seen similar in other towns and it works very well.
Provides more shade
More pedestrian friendly
More trees - the nicer the street looks the more attractive Bair St will become to prospective businesses.
The landscape the use of more vegetation improves the visual amenity that would be more appealing to visitors and resident to stop and shop. Leongatha seems to have businesses mainly service industry like café Pubs coffee shops reducing the amount of vehicle traffic and increasing pedestrian traffic which option A does which makes visiting makes these types of businesses more appealing
Would like to see trees in the middle rather than so many in front of businesses
With the angle parking in Option B pedestrians will leave from their cars and walk directly across the road rather than go to pedestrian crossings I would prefer to see less parking and Council manage the parking with greater presence making sure people don't park to long
Link to rail trail
Avoids a pedestrian crossing at the roundabout. Crossings at roundabout can cause vehicles to stop in a roundabout to give way to pedestrians. It is an offence to stop in a roundabout which is why Baw Baw shire removed the ones they had.
Increases pavement seating
It will be easier to cross the road - would be nerve wracking even with raised footpaths. Two lanes of traffic in the middle will still feel like a highway and therefore a psychological barrier when coming from the east side.
The trees in the middle will make the street more attractive- less like a wind tunnel.
Like the idea of retraining the median strip with addition of more trees. Believe the angle parking will detract from the overall objective.

OPTION B SUPPORTERS

Public Comments in Order of Frequency
Preferred to median strip with trees
More parking
More angle parking
More pedestrian friendly
Wider footpaths
More appealing
Parking
More scope for outdoor activities
Better parking options
More interesting
More open landscape
More friendly
Less of a thoroughfare than Option A
Option A has too much greenery
Preferred to median strip with trees

Individual Comments
Would much prefer the same layout as McCartin St, single lane with angle parking instead of the current duel lane with parallel parking.
I prefer that the angle parking allows for landscaping works that jut out into the street compared to some of the other plantings and this would create a bit more visual appeal rather than just a row of trees down the sides and middle that creates a tunnel effect
Better accessibility to each side of the street
Option A has too much greenery (hiding the retail offer of some stores)
Layout breaks street as a straight corridor / road thoroughfare and makes more person & walker friendly
More greenery

Individual Comments
Greenery appreciated
As shops along Bair Street, east side have limited rear access, a median strip through Bair Street could gridlock the street if cars are unable to pass delivery trucks/vehicles. I would support no median strip.
I like it
Formal pedestrian crossing will help as traffic calming devices to slow traffic and improve pedestrian safety
Cleaner path through the center of the street to aid visualisation
Less to amend than option one
I like the different styles of parking which creates interest in the street
Appears to create a series of interesting spaces along the street, rather than one, long, straight road. Retains some of the open feel of the street as the landscaping is in clusters.
I believe taking away the centre island gives the street a more appealing look
Like traffic calming measures
The priority for pedestrians is good - the raised pedestrian crossings are very important to slow the traffic and emphasise the space is for pedestrians first.
The alternate angle and parallel parking is good.
Retaining the central median is a good entry message to cars wanting to enter this slower space where pedestrians should feel safe and get priority
More people orientated with areas for congregation, meeting
Ok
Do not have enough room for centre plots. Rather see that space used near footpaths.
I like to have no median strip so that if the street is closed for an event, there is a large open space that can be used for a parade, stalls, pedestrian mall, etc. It seems to have more flexibility options.

Individual Comments
Option B is less of a thoroughfare than Option A causing vehicles to deviate from driving straight ahead slows down traffic and encourages the driver to be more aware of the Bair Street environment, thus potentially encouraging them to stop and shop
The size of the median strip in A is excessive
I believe a wider footpath in front of shops Option B, will be better used. Businesses will be able to 'show their wares' outside their shops, tables and chairs, which catches the public's eye whether on foot or particularly if driving past. Medium strips look attractive but will not be used for seating etc.
The street will look more like a shopping mall
Street will be easier to get around
Like the social aspect regarding seating.
It is very attractive and inviting
This option has more sunlight
I prefer the art work
With some changes to this option I believe this to be the best way forward
Concerned about Option A; will u-turns be allowed? If so, I think there is too many trees which may block visual capacity to see cars on the other side of the road
More flexibility
Better option
There seems to be more parking in option B
Not so overgrown as A. In winter A too gloomy; little sight line across street Do not need an overabundance of shade in Sth Gipps climate -high rainfall, not a huge number of hot days normally. Even more requirements for lopping , street sweeping (leaves) than option B though presumably eliminate labour requirements for renewing the flower beds that many Leongatha -ites rather like, even if that's regarded as unsophisticated taste.

OTHER RESPONSES

Individual Comments
I really like both
I do not mine either.
Neither
We do not like either option.

Council Response:

Option B is clearly the preferred option and will form the basis of the final plan with changes in response to other comments received.

Q4 What do you think about the proposal for other parts of Bair Street?

No.	Public Comments in Order of Frequency	Council Response
1	Good / very good	Noted.
2	Like / love the connection to the rail trail	Noted.
3	Don't need all the pedestrian crossings	Option B included one more pedestrian crossing point than Option A. Regular crossing points can be provided with the removal of one crossing. The Final Master Plan includes one less pedestrian crossing while maintaining regular crossing points at key locations.
4	Like / love the greenery	Noted.
5	Fine	Noted.
6	Good to have more seating	Noted. Much more seating is proposed than currently exists in Bair St.
7	Support Bair St & Young St intersection improvement	Noted.
8	Concerned about trees outside petrol station	The proposed trees shown in the Draft Master Plan have been removed in the Final Master Plan.

No.	Individual Response	Council Response
9	Not sure about trees at entry to petrol station, will that obscure view?	The traffic engineering consultant has reviewed sightlines and advised that one tree can remain in this area. Despite this, the trees in this area have been removed.
10	At the end of the street where our petrol station is located there are two trees proposed out the front of the site. These will impact on the vision of drivers entering and more specifically those leaving the site when looking back over their shoulder for other traffic. There will also be a requirement for B-Double trucks to	As above.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Individual Response	Council Response
	access the site for fuel deliveries and they will have to come through Bair Street to do that task and therefore a lack of turning space exists for the entry to the site.	
11	Wants Church Street one way with access from Bair Street and suggests angle parking on the left side, with parallel still on the right	Restricting traffic in a one-way direction has a major impact on the circulation of vehicles through the centre of Leongatha and in particular access to loading docks. There is no compelling reason why Church Street should be one-way.
12	It would be safer to have a roundabout at the intersection of Bruce and Church Streets	Noted. This area is outside the scope of this project.
13	Right turn from Bair into Church St is not facilitated and traffic will be banked up in Bair St	There will be less traffic travelling through Bair Street once the Heavy Vehicle Alternate Route is finished. Safety of this right hand turn will be considered as part of the Road Safety Audit. Slowing the traffic down in Bair Street is consistent with improving safety for all types of transport modes in the street.
14	Install a roundabout at Church Street because it is dangerous	A roundabout was considered in this location initially, however the traffic engineer advised that the available space does not permit a fully compliant roundabout and the narrowing of the road profile for Bair Street will result in a safer intersection treatment.

All other individual comments were more general and can be found under the heading in Question 10 categorised by theme.

Q5 What do you think about the proposal for Gollers Lane?

No.	Public Comments in Order of Frequency	Council Response
1	Good / Very good	Noted.
2	OK	Noted.
3	Street is too narrow for trees as well as large delivery trucks, bottle shop access, passing traffic and pedestrians etc.	Narrow trees were proposed in the draft plans. It is not clear that this was understood by everyone responding to the plans. Even where this was clear, there was still resistance to tree planting in the street. Other options, such as espalier were considered. This would pose similar issues / raise similar concerns regarding maintenance, impact on private property and implications for space. Because of support for vegetation in this space, it is suggested that temporary planter boxes be provided to test provision of vegetation in this space. It is possible that planters could be placed in small areas available on private property with consent of the land owners. This could also be explored further.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Public Comments in Order of Frequency	Council Response
4	Concerned about proposed vegetation	See response to No. 3 Gollers Lane.
5	Satisfied with this proposal	Noted.
6	Love the trees and greenery (e.g. because it's dominated by hard surfaces & will remind vehicles the laneway gets pedestrian use)	Noted. As there were several concerns about the space available for greenery as well as vehicles and pedestrians, temporary planter boxes are suggested to test provision of vegetation in the street.
7	Good to get rid of the brick paving / change the paving (e.g. to non-slip surface)	Noted.
8	Some art would be nice (e.g. west wall mural, mural depicting historical Leongatha)	Some art is proposed in Gollers Lane, including on the western wall. A mural, such as a mural depicting historical Leongatha, is possibility.
9	This will make the laneway more attractive	Noted.
10	Turn it into a pedestrian mall (e.g. with more trees, park benches, some bins and maybe a community BBQ)	This was considered and is a possibility for the future. The flush pavement provides for future flexibility. At present, access needs to be retained to the drive-through bottle shop, for parking at the rear of the chemist and deliveries. There will be scope for temporary closure of the street (e.g. for a market). Such an exercise could be undertaken to test closure of the street to traffic (e.g. with temporary seating and planting).
11	Trees could damage property (e.g. concrete paving, shop foundations, historic bricks, drainage)	See response to No. 3 Gollers Lane.
12	Little change	Noted.
13	Vegetation in the laneway will lead to safety issues (e.g. block visibility, lead to vehicles needing to back out of Gollers Lane into McCartin St)	See response to No. 3 Gollers Lane.

No.	Individual Response	Council Response
14	Do it!	Noted
15	Good to keep this as a walkway	Noted.
16	Like the idea that Gollers Lane & Lyon St could be closed to provide a street market	This will be possible with the proposed streetscape.
17	Just keep the trees size down to allow trucks loading etc.	See response to No. 3 Gollers Lane.
18	Keep it one way	Proposal retains one-way vehicle traffic.
19	Make sure no access is lost along Gollers Lane (e.g. for businesses,	The proposal retains access to and through Gollers Lane.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Individual Response	Council Response
	to the parking out the back)	
20	Is there a chance to signpost at the Lyon Street end that it goes through to McCartin Street.	The proposal suggests this.
21	I think it would be good to keep good clear sight lines through this lane so people know they can safely use it for pedestrian access	The proposal retains sight lines.
22	Can it be linked in better with Lardner Place	The proposed materials will link this area to Lardner Place.
23	Prefer vegetation on just one side in removable boxes so that this can be revisited if it doesn't work	<i>See response to No. 3 Gollers Lane.</i>
24	There are two sections of the lane where land that Oakleys Law is on is not taken up by buildings. Perhaps these little inserts could be used as space for greenery. One of these "inserts" (for lack of a better word) is near the rear doorway. The other is a triangle of space used by Smiths to store their rubbish informally. This would need to be addressed with the Landlords and tenants of the two shops. Currently, it seems as if certain businesses have their bins on the laneway for longer periods than just what is needed on bin collection days (but I may be wrong). if that is the case, businesses will need to keep their bins on their own premises outside of bin collection times in order to keep the streetscape looking nice.	<i>See response to No. 3 Gollers Lane.</i>
25	Most pedestrians go through various shops from McCartin St to Lardner Pl and this should be encouraged.	While some businesses may provide for this, it is not Council's place to encourage pedestrian traffic through private property.
26	Gollers Lane needs to provide access for the delivery trucks to the back of businesses foremost, it is used as a cut through for cars which could be restricted to people walking but it is unlikely to become a coffee area	<i>See response to No. 3 & 10 Gollers Lane.</i>
27	Should be made safe for pedestrians and delivery vehicles if the vehicles can't be redirected to Bair St, in which case it could become a pedestrian lane, which is my preferred option	<i>See response to No. 10 Gollers Lane.</i>
28	Consider access for delivery only whilst retaining Lyons St/bottle shop traffic flow	<i>See response to No. 10 Gollers Lane.</i>
29	Try trellised creepers rather than trees as any trees grown in our climate would pose problems in confined space	<i>See response to No. 3 Gollers Lane.</i>

Key:

Positive response
 Neutral response
 Concerned response
 Negative response
 Suggestion
To be dealt with through detailed design phase

No.	Individual Response	Council Response
30	<p>My primary concern is with any changes to Gollers lane. Currently used as goods drop off and pickup. Along with shoppers and business employee walk thru. Trucks take up to an hour to move cartons and sometime pallets of merchandise. Access to other vehicle and people is still possible. Any changes to this such as planting trees and shrubs will restrict this considerably. A truck parked next to a planter box, tree, shrub of whatever is planted will no longer allow access to other vehicles. Have you ever tried to back out of Gollers Lane into McCartin Street?</p> <p>It can be downright dangerous.</p> <p>Also the back of our premises is approx 1.2 meters lower than the lane. Currently all is fine as the spoon drain allows water to flow - no issue with water and only small issue with leaves building up in our back doorway. What will happen if tree and shrubs are planted? Can the same be said? Given that trees can grow long roots, what will be the consequences over time when they potentially damage drainage and foundations?</p> <p>Please DO NOT PLANT ANY TREES, SHRUBS OR ANYTHING IN GOLLERS LANE OR RESTRICT VEHICLES ACCESS</p>	<p><i>See response to No. 3 Gollers Lane.</i></p>
31	<p>Do you really need to do anything. It seems a waste of money.</p>	<p>There are issues with the existing laneway such as broken bricks and the way the bricks are slippery when wet. By including Gollers Lane and the other surrounding areas in the changes to Bair Street, we can provide a consistent look for the area and are able to be maximise resources through these economies of scale.</p>
32	<p>I don't think practicalities have been fully taken into account as far as vegetation goes. I see at least 2 or 3 trucks delivering to mainly our 2 large hotels, every single day from where I work. These are not just small vans, but very large Dwyers delivery trucks. They do need the laneway as there is nowhere else to park while unloading. They are delivering to lots of towns, not just Leongatha and so could not be expected to deliver for example after hours as suggested.</p>	<p><i>See response to No. 3 Gollers Lane.</i></p>

Key:

Positive response
 Neutral response
 Concerned response
 Negative response
 Suggestion
To be dealt with through detailed design phase

Q6 What do you think about the proposal for Lyon Street?

No.	Public Comments in Order of Frequency	Council Response
1	OK	Noted.
2	Good / very good	Noted.
3	Would be nice to have no vehicle access other than delivery vehicles	This was considered and is a possibility for the future. The flush pavement provides for future flexibility. At present, access needs to be retained to the drive-through bottle shop. Several businesses and land owners in the street have been strongly opposed to changes that remove angle car parking spaces in the street. There will be scope for temporary closure of the street (e.g. for a market). Such an exercise could be undertaken to test closure of the street to traffic.
4	I don't think the parking should be changed	This view has been noted and responded to. Plans changed to retain angle parking with some changes (i.e. to ensure accessible car parking space is up to standard).
5	Wider footpath would be good	Noted. The Draft Master Plan provided for a wider footpath in this area by the provision of parallel parking both sides. To retain angle parking, the footpath could not be widened and provide for car parking and access requirements that meet the Australian standards. The Final Master Plan retains the parking and footpath configuration as it currently exists.
6	Retain angle parking	<i>See response to No. 4 Lyon Street.</i>
7	Trees / greenery would improve this area	Noted. The plans propose more trees and greenery in this area.
8	This will make the street more attractive (to a frequented street)	Noted.
9	Turn into a pedestrian mall (The bottle shop exit could be refigured to have minimal traffic effect and with the hotel on one side and cafes coming in over time a very pleasant atmosphere could be created that would give Leongatha something other South Gippsland towns don't have)	<i>See response to No.3 Lyon Street.</i>
10	Concerned about car parking	<i>See response to No. 4 Lyon Street.</i>
11	Like the flush pavement (pedestrian mall feel with no curb and channel, great for pedestrians walking freely around the area)	Noted. This is proposed.
12	I am satisfied with the proposal for Lyon Street.	Noted.
13	Like the idea that Lyon St could be closed for a community event (e.g. farmers or craft markets, music festival)	Noted. This is possible now and the plans will make this easier by providing a flush pavement.

Key:

Positive response
 Neutral response
 Concerned response
 Negative response
 Suggestion
To be dealt with through detailed design phase

No.	Public Comments in Order of Frequency	Council Response
14	Little change	Noted. In Lyon Street, the Final Master Plan will provide for even less change than the Draft Master Plan because of the community feedback received.
15	Consider providing a roof or partial roof over the street (the street presents an opportunity to create something quite special for the town)	Given the weather in South Gippsland this would be a great asset but difficult for Council to maintain. Council has had to remove weather protection in the past (i.e. laneway next to Memorial Hall) where it is difficult to maintain. Unfortunately a roof / partial roof covering would be difficult to clean and service from adjoining private property and poses safety issues.
16	Does not achieve any improvement	Noted. The flush pavement and greening of the street has been supported as an improvement. There has been limited support for re-organising parking to parallel. The Final Master Plan proposes to retain angle parking.
17	Prevent right hand turns into Lyon St for safety reasons	This issue will be considered as part of the road safety audit.

No.	Individual Response	Council Response
18	Lyon St definitely needs identification as a pedestrian use area. It would help draw people through in both directions.	Noted. This is proposed.
19	I just don't want to miss this opportunity to create interesting spaces that connect all streets	Noted. This is proposed.
20	Lyon and Gollers Lane have the potential to be real hub's of activities for the town and the parking this way would allow for easy conversion to a farmers market or a night time event in summer	<i>See response to No. 3 Lyon Street.</i>
21	Like the social corners but we have to keep it open for another bottle shop.	Noted. The plans do not propose closing the street.
22	People seem to like seating out in smaller out of the mainstream areas / laneways rather than only in long street strips.	Noted. While the Draft Master Plan provided more space for seating in Lyon St, in response to concerns about the loss of angle car parking spaces the plans have been changed (<i>see response to No. 4 Lyon Street</i>). The Final Master will include space for seating (public and private) at the corner of Bair Street and Lyon Street.
23	Has the crossing been moved as per the black line? I think a Zebra crossing at the corner should be retained for easy access to the businesses in Hyland Place, and through to IGA	Zebra crossings won't be needed at the end of Lyon Street because the pavement treatment will provide greater pedestrian priority in this shared space area.
24	Like a wider footpath next to shops	<i>See response to No. 5 Lyon Street.</i>

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Individual Response	Council Response
25	Some area gained in pavement would be good	See response to No. 5 Lyon Street.
26	We just need to make the movement of cars safe around the area by making vehicle direction clear.	This will be dealt with as part of the detailed design phase of the project.
27	Will this reduce the parking substantially	A few less parking spaces were proposed in the Draft Master Plan. The Final Master Plan will have even less of an impact on parking.
28	Shared zones can be an issue in terms of accessibility, particularly for guide dogs who learn to walk in the middle of the path. This may be addressed through the location of trees, street furniture, drainage and path edging.	Street furniture such as bollards will be used to delineate the path of pedestrian circulation.
29	Lyon St, indication better pedestrian access up middle of the street on both options and reduced car parking?	The Draft Master Plan proposed a Shared Zone in Lyon Street. This would allow for better pedestrian access up the middle of the street. Reduced car parking was also proposed. The Final Master Plan makes more minimal modifications to car parking spaces and retains the Shared Zone.
30	Lyon St no parking hotel side and angle parking other side - will allow wider footpath	This would allow for a wider footpath. Given the concerns about car parking, the Final Master Plan does not propose this though the flush pavement will make it easier to make a change like this in the future.
31	Opportunity for intersection treatment at Gollers Lane, Hyland Place and Lardner Place.	An intersection treatment is proposed at this location using a different material.
32	Pity about the bottle-shop, otherwise if could be closed and landscaped.	See response to No. 3 Lyon Street.
33	Would need some sort of wind break to stop tunnel effect	The proposed planting will assist in providing wind break, as will any street furniture. Businesses could contribute to this by providing outdoor seating and shelter.
34	Alternative proposal for Lyon St - On the south side our proposal for angle parking will provide at least two more spaces than parallel parking. We need more car parking spaces not less. Any reduction in car spaces is not acceptable. With regard to tree plantings we have inspected Glenferrie Road Malvern and Burke Road Camberwell. Both are very similar. The footpath width is 4m. Street dining is easily catered for. The tree footprint on the footpath is 400mmx400mm, tree guards of light metal construction are 350mm diameter, tree height approx.2m, tree spacing 15-20m. Cost of maintenance is minimal. Our shops in Lyon Street have a northerly aspect which means they benefit	These plans were considered by the project's traffic consultants. There were issues with making changes in accordance with current standards (requirements) because this would narrow the footpath width which is already limited (2m width). 45 degree angle parking would provide for a 12.3m road width with a 1.35m footpath on each side. 30 degree angle parking would provide for a 13.4m road width with a 0.8m footpath on both sides. Because of this, the Final Master Plan retains the parking and footpath configuration as it currently exists but with a flush pavement. No changes have been made to the tree species (Kanooka trees are proposed). These trees are suitable for narrow streets with limited space, they can be successfully inserted into tight spaces and lower branches pruned to allow pedestrian and vehicle movement in the

Key:

Positive response

Neutral response

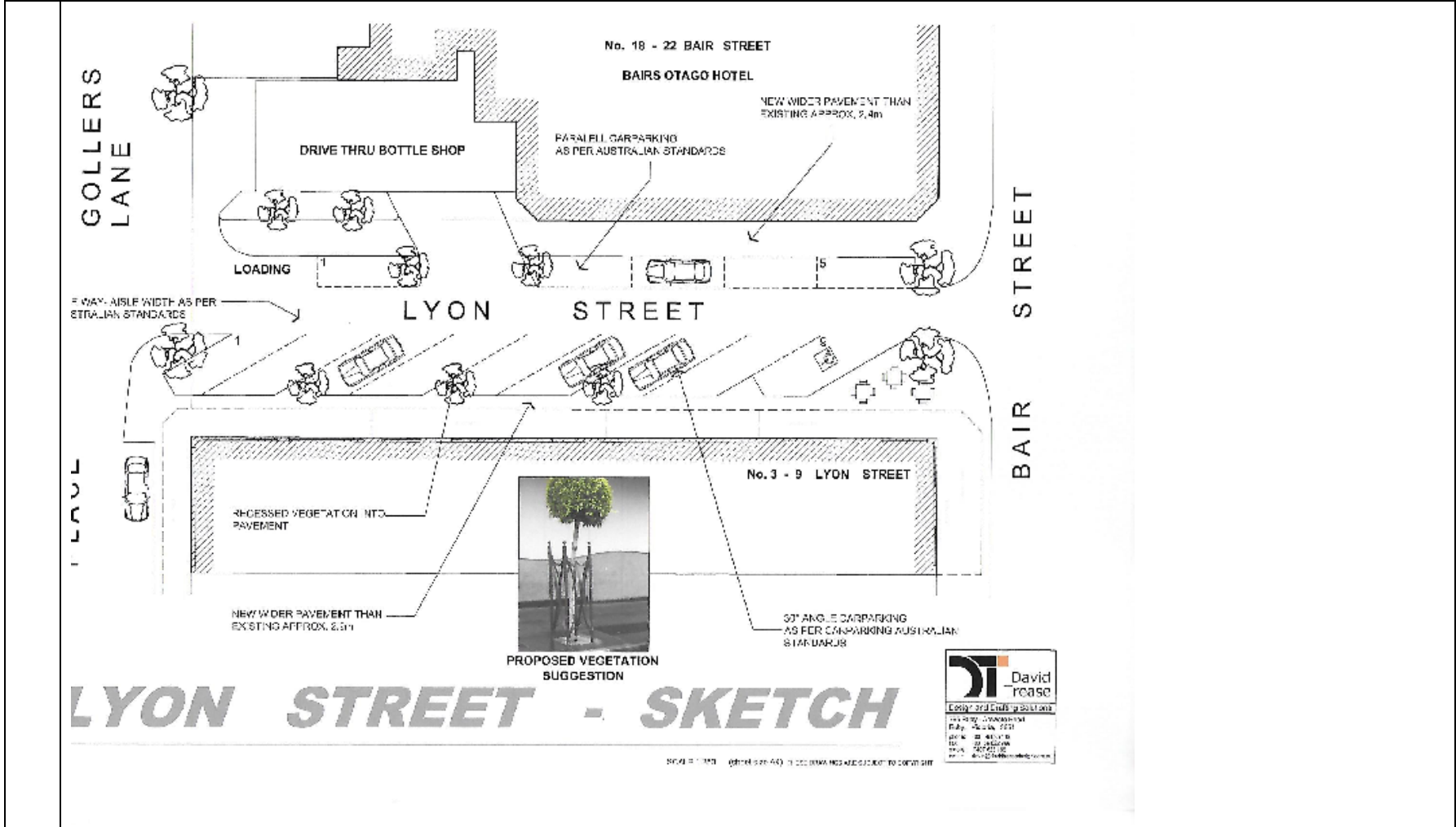
Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
	<p>from winter sunshine. In summer the veranda provides protection from the sun. Tree selection will require careful consideration. See plans shown below.</p>	<p>streetscape. Plans changed to retain angle parking with some changes (i.e. to ensure accessible car parking space is up to standard).</p>



Key: Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Individual Response	Council Response
35	Do you really need to do anything. It seems a waste of money.	See response to No. 16 Lyon Street.
36	Parking is an essential issue yet again. Having spoken to many who use that area because of immobility is a valid point	See response to No. 4 Lyon Street.
37	I would like to point out the road safety issue at the intersection of Bair St and Lyon St. There were several telephone calls from road user regarding right turning from Bair St to Lyon St and near misses at this intersection. Since there is no dedicated right turning lane from Bair St to Lyon St, my suggestion would be to place a NO RIGHT TURN sign at Bair St. This will allow the vehicles to pass through Bair St without impediment and will be much safer for pedestrian walking along the new path. Left turning from Bair St to Lyon St could be maintained. Vehicles intending to go to IGA and other shops can pass through McCartin St and Bruce St to the carparks.	See response to No. 17 Lyon Street.
38	The median strip should be connected at Lyon Street so that U-turns cannot be made because people do this and it's dangerous - people could just turn around at the roundabout	See response to No. 17 Lyon Street.
39	And I would wipe out the turn just past the pedestrian crossing...opposite Bairs Hotel approx. If a car driving towards pedestrian crossing, decides to turn right here and is unable to complete the turn, then traffic is held up. No need for it. Roundabout is just ahead and would keep traffic flowing better.	See response to No. 17 Lyon Street.
40	I also feel "Zebra Crossings" at the McCartin Street end, and on the corner of Lyon Street and Bair Street should be adequate crossing for this strip if the lights were moved.	The flush pavement will make Lyon Street into a shared space, giving pedestrians greater priority without the need for a zebra crossing.
41	I would like to point out the road safety issue at the Bair St and Lyon St intersection. There have been concerns regarding right turning from Bair St to Lyon St and near misses at this intersection. Since there is no dedicated right turning lane from Bair St to Lyon St, my suggestion would be to place a NO RIGHT TURN sign at Bair St. This will allow the vehicles to pass through Bair St without impediment and will be much safer for pedestrian walking along the new path. Left turning from Bair St to Lyon St could be maintained. Vehicles intending to go to IGA and other shops can pass through McCartin St and Bruce St to the carparks.	This will be reviewed when preparing a Road Safety Audit. It should be noted that the reduced speed limit on Bair Street and proximity of a raised crossing further south along Bair Street will make a right-hand-turn into Lyon Street safer. The removal of the central median proposed under Option B also assists in this regard.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

Q7 What do you think about the proposal for Lardner Place?

No.	Public Comments in Order of Frequency	Council Response
1	Good / very good	Noted.
2	Concern about delivery access	The proposed trees have been removed from along the footpath to provide for delivery access without any impediment.
3	This is a good idea	Noted.
4	It's an improvement	Noted.
5	This is a nice sunny spot for sitting in for lunch (e.g. workers in town)	Noted. A shelter is now proposed in this area so that it will be a nice spot to sit regardless of the weather.
6	Much more interesting / appealing	Noted.
7	I am satisfied with the proposal for Lardner Place.	Noted.

No.	Individual Response	Council Response
8	Good as long as the trees are evergreen	This submitter appears to prefer evergreen planting over deciduous because they are concerned about leaf litter from deciduous trees. Evergreen trees also drop their leaves but this is throughout the year. A mix of deciduous and evergreen trees is proposed to provide sun (through leaf-less deciduous trees) and greenery (evergreen).
9	Love the idea of break out park spaces.	Noted.
10	About time	Noted.
11	I think where the table are the 4-5 carparks could be removed and turned into a pleasant eating area	This is proposed.
12	A Plaza would make a big difference to the beauty and hopefully this will be a functional area too	Noted. This area will maintain its functionality with seating and bicycle parking.
13	Could be a beautiful place a park in the centre of town.	Noted.
14	As much greenscaping as is possible is needed in town.	Noted.
15	Some of this is good	Noted.
16	Anything to provide more wind breaks welcome	Noted. The Final Master Plan proposes additional planting as well as a shelter.
17	I don't mind the plaza part. I know it's taking out 4 car parks but I	Noted.

Key:

Positive response
 Neutral response
 Concerned response
 Negative response
 Suggestion
To be dealt with through detailed design phase

No.	Individual Response	Council Response
	think this is a lovely idea.	
18	I think this would provide a potential for bringing people from the street into this back part of town which could open up retail opportunities this could be an area for a band to play for an evening event	Noted. This would be possible following construction of the streetscape upgrades.
19	There is a definite need for a larger plaza at Lardner Place. At the moment if you sit at the picnic table there it feels like you are sitting at a bus stop with the bike stand and a little bit of concrete - more space definitely.	Noted. This is proposed.
20	Good idea to clean up back carpark	Noted.
21	The adjoining car park is in pretty bad state though and would be good to improve even though it's probably outside the scope of this project	Noted. This area is outside the scope of this project.
22	A bit small for community gatherings	Noted. It is expected that adjoining road spaces or the adjoining car park would be needed to have enough space for community gatherings.
23	We only loose a few car parks that we should pick up extra in Bair Street	While it is true that only a few car parking spaces will be lost in Lardner Place as part of this proposal, extra spaces won't be picked up in Bair Street. They will be picked up as part of the Leongatha Railway Site Transformation project.
24	This will connect the rest of the commercial precinct.	Noted.
25	I use the bike parking at Lardner Place a lot and would like it the bike parking to remain there (in whichever specific location is most appropriate).	Noted. Bike parking will be retained in this location.
26	Again, shop owners would need to be diligent in keeping their bins in their property outside of bin collection days - there is often a large amount of them at the corner of the sewing shop and Smiths and some of them hang around for a while during the week.	Noted. This is the responsibility of businesses to improve. Bins cannot be stored on public land such as footpath areas. After collection, bins should be stored on property as soon as practicable.
27	Can it be better linked to Lyons Street/Gollers Lane and/or Hyland Place with a clear pedestrian crossing point?	The Final Master Plan proposes a design that integrates these areas through the choice of materials and the use of flush pavement in Lyon St and Gollers Lane.
28	I would like to see a sheltered seating area as there are very few covered places in Leongatha that people can sit to eat lunch (eg workers who bring their lunch and want to get out of the office to	Noted. This is a good idea given the type of weather we receive. The Final Master Plan includes a large sheltered area in this location.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
	eat). If someone wants to be sheltered, they need to be in the private space of a business or inside another space, like the Anglican Church. This sheltered space would have to protect from the rain - not just some tokenistic skillion roof that is more decorative than functional.	
29	Would be good to limit vehicle access in Lardner Place outside the shops to delivery vehicles only between certain times of day.	This is a possibility and could be considered as part of detailed design. It is noted that few vehicles use this area apart from delivery vehicles and vehicles accessing car parking spaces located behind two of the shops.
30	My workplace and I are extremely against trees down Lardner Place. Our business backs onto this and we constantly have trucks parked to deliver to our shop and many others. Sometimes there are trucks doubled park to deliver so they don't block the entrance to the car park. There must be enough room for trucks to park to deliver and enough room for other trucks to pass. The trucks already hit the trees as they go out of Lardner Place onto Lyon St. Some trucks are quite large as some of them have hit our veranda of our store so the trees are really not practical. Some trucks can be there for over an hour as they deliver to a few stores as its one of the only loading zones in the area. i.e. Riseleys trucks deliver to the pubs and park behind the bank and use a fork lift to deliver to the pubs and this can take a long time. The health food shop of a morning have trucks drive up and reverse into the back of their block and then drive out when finished. Sometimes this can take a while as there's not a lot of room for them to turn.	Noted and taken on board these concerns. Thanks also for providing photos of delivery trucks in Lardner Place. The plans have been changed to remove trees along Lardner Place.
31	No real advantage doing this.	There are limited spaces with good amenity in the middle of town to stop and sit. This has been confirmed by some submitters.
32	The drawing here is quite unclear as to how current carparks are accessed - the new kerb (black line) seems to be against the current car parks. The proposal is hardly a plaza and there is far too much pedestrian/vehicle interaction for safety. This should be given a serious rethink particularly given its close proximity to Lyon Street and my suggestions for it (roof / partial roof, minimal / no through traffic and refigure bottle shop). It would be better to keep the whole IGA carpark as it is and see it for what it is - a very good central carpark.	Noted. The plans enlarge the existing open space area, removing the existing four car parking spaces. With the changes to Lyon Street, traffic will be slowed and pedestrian / vehicle interaction improved. The Road Safety Audit will confirm safety of the proposed design. Given the difficulties providing a roof over Lyon Street and closing it to traffic, a large section of this space could be roofed. The plans have been changed to include a roofed area in Lardner Place.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
33	Save the money and put it into Gollers Lane development (close Gollers Ln to traffic, make it a 'walk' with more trees, park benches, some bins and maybe a community BBQ) and create more parking.	See response to No. 10 Gollers Lane. It is unclear if / when this may be possible.

Q8 What do you think about the proposal for Hyland Place?

No.	Public Comments in Order of Frequency	Council Response
1	Good / very good	Noted.
2	Planting is positive	Noted.
3	Ok	Noted.
4	It's an improvement.	Noted.
5	I am satisfied with the proposal	Noted.
6	Am unclear on what the proposal for this area	Little change is proposed in this area. Trees are proposed in kerb outstands at regular intervals.
7	Loses more car parks	The proposed planting in kerb outstands will result in the loss of a few carparking spaces. There are numerous car parking spaces in the adjacent area and additional car parking spaces are proposed on the railway land which will be addressed as part of the Leongatha Railway Site Transformation project.
8	Ambivalent	Noted.

No.	Individual Response	Council Response
9	Good as long as the trees are evergreen	The proposed trees are deciduous and allow for sun in winter along the shopfronts.
10	Excellent - more open space	Noted.
11	Great idea.	Noted.
12	Much more interesting and appealing	Noted.
13	It could do with some works.	Noted.
14	Trees should be deciduous to allow sun in winter.	Noted. This is proposed.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Individual Response	Council Response
15	Will make pedestrians feel safer as currently it is like crossing a hostile car territory and a bit confusing about where you have to look before crossing.	Noted.
16	The trees would make the area more inviting to walk along	Noted.
17	Hyland Place needs more trees to match with the rest of the car park. Outstands on this narrow footpath are very important.	Noted. This is proposed.
18	Still make sure that loading zones are there	Noted. Two loading zones are retained in approximately the same locations. The loading zones are shown on the Final Master Plan.
19	By the way the diagram does not show the parallel parking beside IGA. Is that to be eliminated ???	No changes to parallel parking beside the IGA are proposed.
20	It is a busy thoroughfare with problems already dodging delivery vehicles and cars turning into supermarket. Are you proposing one-way traffic here? If so need consultation and it would inconvenience many and complicate traffic in Bruce Street which already has limited sight-lines.	No change to the access is proposed. It will still remain two-way for traffic.
26	I think the trees look nice but I worry about 3-4 carparks being taken away. These parks are in constant use throughout the working week.	<i>See response to No. 7 Hyland Place.</i>
21	Little change	Noted.
22	No comment	Noted.
23	Should be turned into pedestrian mall as extension of Lardner Place	This would be difficult to achieve given the street provides access from Lyon Street, between rows in the adjacent car park and to / from Church Street. Other streets would be better candidates for a pedestrian mall (e.g. Lyon St).
24	I also think that behind the chemist needs to be a disabled parking space.	The parking behind the chemist is private. We suggest that this suggestion be directed to the chemist.
25	Loss of angle parking is detrimental - extra trees are not warranted	No angle parking currently exists in Hyland Place so we asked this submitter to clarify. This comment was intended for Lyon St. <i>See response to No. 4 Lyon St.</i>
27	There are trees in the car park adjacent to Hyland Place. Is it necessary to add trees to the shopping strip side of Hyland Place? This may cause problems with the plumbing for the businesses in that area.	To avoid issues with the impact of trees on plumbing and pavement surfaces, Council has carefully considered the choice of tree species. New drainage infrastructure to be installed as part of the project is much more resistant to tree infiltration (unlike terracotta pipes). If required measures such as root barriers will be considered as part of the detailed design.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
28	This continues the tree theme with further loss of carparking. Given the plantings of now mature trees in the carpark it seems superfluous to add another five. The most that should happen here would be a couple of annual planting beds or boxes.	From the consultation responses received, trees along this section of the Hyland Place are generally supported. The trees are proposed to improve the amenity of this walkway and complement the car park planting.
29	Again, minimise the reduction of car parks!	See response to No. 7 Hyland Place.
30	No room in two way Hyland Place for trees - smaller narrow greenery might be possible.	The proposed trees are located in the area currently occupied by car parking spaces. It will not affect two-way vehicle access.
31	Not in favour of trees down the middle	Trees are proposed in kerb outstands at the edge of the roadway.

Q9 What do you think about the proposal for Horticultural Park?

No.	Public Comments in Order of Frequency	Council Response
1	Good / very good	Noted.
2	Like / love connection to rail trail	Noted. A better connection between Bair Street and the rail trail is proposed.
3	Need public toilets (for rail trail, visitors stopping with children, park users, up this end of the shopping centre)	For a town of approximately 5,000 people, Council already provides public toilets at Anderson St, behind Memorial Hall, McIndoe Park and the state park. Council expects it will soon be responsible for toilets at the railway station as well. The Railway Site Transformation project will consider upgrades to the toilets along with improved connections to Bair Street and the rail trail. It is also worth noting that there are toilets available at the library, Daker centre and Memorial Hall when these public buildings are open and along the rail trail halfway between Leongatha and Koonwarra. Moving the Anderson Street toilets to Horticultural Park has been considered but is not deemed worth the expense (likely to be over \$100,000).
4	The park / rail trail needs to be more prominent	This is proposed.
5	Support safety improvements at Young St intersection	Noted.
6	I am satisfied with the proposal for Horticultural Park.	Noted.
7	Good idea	Noted.
8	This great park has been hidden & underutilised	Noted. The Final Master Plan seeks to address this.
9	Suggest caravan / long vehicle / trailer car parking in the area	There is already space for caravans and cars with trailers to park along Young Street and Holt Street. There is also a large car park available behind the shops between Church and Young Streets which provides car parking (with

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Public Comments in Order of Frequency	Council Response
		scope for conversion to cars with caravans or trailers parking if needed). If parking is signed specifically for long vehicles such as caravans, then it cannot be used by other vehicles. The Leongatha Railway Site Transformation project will consider extending the rail trail to the railway station and providing additional car parking, including parking for cars with caravans or trailers. This is expected to be a more suitable site for this type of parking.
10	A shelter would be good e.g. picnic shelter	A shelter is proposed.
11	Will encourage better use of the park	Noted.
12	Park needs better lighting	Thank you for this feedback. We'll look at improving this as part of the detailed design for the park upgrades.
13	Ok	Noted.
14	Concerned about the proposed trees on Young St obscuring the Shady Oaks Café	The Final Master Plan has been updated to clarify that no additional trees are proposed in front of the Shady Oaks Café.

No.	Individual Response	Council Response
15	Linking the end of the rail trail with a nice shady park, seating and car park is way overdue.	Noted.
16	I really like the connectivity. I ride through there sometimes.	Noted.
17	We need to ensure that the rail trail is visible for people travelling along Bair St	Noted. The Final Master Plan seeks to do this.
18	Great to incorporate the existing feature into the town.	Noted.
19	Needs opening up.	Noted. The Final Master Plan seeks to do this. Council has recently undertaken works to open up views of the park (removal of vegetation). The Final Master Plan seeks to maintain and improve visibility of the park through the placement of trees and signage.
20	We are in agreeance with the "T" intersection idea at Young Street as that has been a source of danger for many years and hopefully the loss of parking will be kept to a minimum in Bair Street to allow for ease of shopping for our town's people.	Noted.
21	I like the proposal to alter the intersection near the Horticultural Park so as to remove the large amount of road surface in favour of a simple T-intersection. When I'm riding past that intersection, I	Noted.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Individual Response	Council Response
	sometimes wonder if a car has seen me and will stop (although in reality, I have never had an accident or near miss there, so perhaps I should have more faith in the drivers).	
22	Essential to facilitate bicycle use and convenience	Noted.
23	I think the rail trail is a big plus for the town and being able to link it better to the rest of the town is a great idea.	Noted.
24	Like any initiatives to encourage rail trail use.	Noted.
25	This is a lovely park and entry to the rail trial that has been too modestly hiding and invisible to many people for far too long. Needs attractive, natural materials signs to alert people that it is located up ahead (from both directions) and where to turn and what facilities are there.	Noted.
26	Horticultural park is a hidden gem and to see more people use it would be lovely	Noted.
27	It will make an already wonderful trail even better. I know my family will enjoy.	Noted.
28	An undercover area for people to collect prior to going on the rail trail is important.	Noted.
29	The park needs to be more prominent to passing traffic.	Noted.
30	Good idea to link the Rail Trail to town and it needs to be tidied up at present on Koonwarra Road side it is an eyesore.	Noted.
31	Needs strong promotion to start of bike path	Noted.
32	Blair T is good as I use that intersection at least twice a day	Noted.
33	It will encourage better use of an under utilized park.	Noted.
34	I am in favour of the extension of the Horticultural Park, with improvements to the crossing by removing the small island in Bair Street.	Noted.
35	Makes the space more usable - will encourage more people to stop and use the space. Better connection to the start of the rail trail	Noted.
36	And for the many people who walk along Koonwarra Road into the shopping centre, and anyone either traversing the park or picnicking there, a safe pedestrian way across Young St is needed.	Noted.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
	Ditto even if people are using the footpaths over the railway bridge.	
37	Connection good, needs better playground equipment and fencing something along the McIndoe Park format	Noted.
38	Park development at the rail trail is a good idea.	Noted.
39	More needs to be made of the park	Noted. This proposal seeks to achieve this.
40	Like the leafy look of the gardens	Noted.
41	I like the idea of bringing the rail trail into town more - this will bring visitors and make a feature of this excellent resource.	Noted.
42	Must link up to rail trail.	Noted. This is proposed.
43	Also a town school bus regularly uses the roadside beside the park as a bus stop letting off students who want to go into the shopping centre (the ones observed were in Mc Killop uniforms). Is there a need for a formal bus stop bay?	At this stage there is not enough need for a formal bus stop bay in this location.
44	We need parking for Rail Trail visitors Tourists always are looking for a nice place to stop and use toilets.	<i>See response to No.3 Horticultural Park regarding toilets.</i> There is a large car park behind the shops between Young and Church Streets. There could be better signage to direct travellers to car parking. This signage will be considered in the detailed design.
45	More car parks maybe you could have 2 rows or parallel parking along bottom side.	<i>See response to No.44 Horticultural Park regarding parking.</i>
46	By not increasing the park onto Young Street you could have angle parking on the other side as you are losing car parks in front of Repco and other shops.	<i>See response to No.44 Horticultural Park regarding parking.</i>
47	Would it be possible to create another 5 or so angle spaces for cars in front of the shelter structure though?? That might help with peak parking in that area if tourists start parking there to use the rail trail more and more.	<i>See response to No.44 Horticultural Park regarding parking.</i> The Leongatha Railway Site Transformation project will consider extending the rail trail to the railway station and providing additional car parking.
48	The parking area could be enlarged to cater for cars with caravans or trailers.	<i>See response to No.9 Horticultural Park.</i>
49	The area is also a good place for caravan parking accessing both the park and Bair Street particularly with toilets in the park.	<i>See response to No.3 Horticultural Park regarding toilets.</i> <i>See response to No.9 Horticultural Park regarding caravan parking.</i>
50	Some caravan or long vehicle parking in this area could draw	<i>See response to No.9 Horticultural Park regarding caravan parking / long</i>

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
	people up into the town	<i>vehicle parking.</i>
51	For most shoppers and residents especially the mums of young children who regularly use the Horticultural Park, toilets are definitely a need. Reasons for not including them are unclear. Perhaps the toilets on Anderson St could be relocated as all the fast food outlets there would have toilets!!	<i>See response to No.3 Horticultural Park.</i>
52	I do believe a toilet block should be included into the Park though for people visiting the park, or walking on the rail trail either before they start or at the end. A toilet on the rail trail just isn't sufficient to cater for visitors to Leongatha. There are insufficient toilets in the town for visitors in suitable places. The toilet in Anderson Street was built by Rotary in about 2000, a single toilet. The toilets connected to Memorial Hall are not visible for visitors either.	<i>See response to No.3 Horticultural Park.</i> Improved signage will assist with identifying existing facilities and how to get to them. This will be developed as part of the detailed design phase.
53	Needs to be something special seeing as it does/ will continue to be used not only by locals, but also attract interstate and overseas visitors. It is the entrance to a wonderful trail and as such needs to be impressive. Also a place for rest for those finishing the trail or picnicking.	The park provides a place of rest for those finishing the trail or picnicking. We agree that the rail trail entry needs an impressive entry. Better signage needs to be provided and will be considered as part of the detailed design / rail trail signage implementation.
54	Rail trail the park there to be more inviting for family's to use maybe more picnic tables but must have toilet. Leongatha needs an area where not only couples but family with children know all facilities are in one place.	<i>See response to No.3 Horticultural Park regarding toilets.</i> Additional picnic tables are proposed at the park.
55	Point about toilets being needed there was a good one at the meeting. Cyclists from out of the town would benefit from these facilities being there as it is where they may park before commencing their ride, rather than at the railway.	<i>See response to No.3 Horticultural Park.</i>
56	Need public toilets near Lardner park, Church St and Horticultural Park	<i>See response to No.3 Horticultural Park.</i>
57	As mentioned at the meeting, in order to attract visitors with children passing through to stop, a good playground and toilets are needed.	<i>See response to No.3 Horticultural Park regarding toilets.</i> The park currently provides playground equipment. Changes to the playground equipment will be considered as part of the streetscape upgrades.
58	It would be great if the rail trail could be linked to the station and its facilities.	While this is outside the scope of this project, it will be an important consideration of the Railway Site Transformation project.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
59	If required reconfigure Young Street intersection in the case that an outcome of the bypass is that through traffic on the Strzelecki Highway uses the bypass then into Young Street. This would be a great outcome for McCartin Street as there is no realistic other bypass this.	Young Street currently acts as a bypass to McCartin Street. The streetscape upgrades continue to provide for this and may encourage this even more as the upgrades will improve access from Young Street onto Bair Street for vehicles travelling in the Foster direction.
60	A water fountain is really needed!	While a water fountain has not been proposed it could be included as an art installation.
61	You probably don't need as many trees as it's a very shady park as it is and not much sunlight gets in there now.	<i>See response to No. 19 Horticultural Park.</i>
62	Consider provision for 'pop-up' stall for bike rider amenity e.g. cold drinks, cap/hat sales, bicycle parts etc.	There is potential for commercial activities that complement the rail trail to be established. We would welcome discussing such an idea with any parties interested in setting something like this up.
63	Provision should be considered relating to entry and exit speeds.	Cyclists will need to slow down as they enter Horticultural Park from the end of the rail trail. Signage will need to be provided
64	The connection to Bair St could be made better by providing a raised pedestrian crossing across the end of Young Street to slow the cars that use Young Street as a detour around the centre of town.	While it would be good to slow down the traffic that detours along Young St to avoid McCartin Street this could be problematic for heavy vehicles (which will be discouraged in Bair Street) and could present safety issues. This is a potential safety issue since cyclists could pick up speed travelling down from the rail trail and cross the road without realising. A crossing that is not raised gives the signal to pedestrians and cyclists that they are entering a roadway and need to be cautious before crossing.
65	The proposed pedestrian crossing is poorly situated. Users will have to be aware of traffic coming from three directions here which is not desirable. A safer solution would be to move the crossing down Young Street say about 30 - 40 metres. There also seems to be a path leading out of the park on the Young Street corner with no corresponding entry on the other side. Moving the crossing slightly would assist as there would be only one crossing for vehicles to be aware of and it would be away from turning points with the need for concentration on other traffic rather than pedestrians.	It is noted that a crossing point with traffic coming from only two directions would be safer but in this case is not the practical solution. If the pedestrian crossing was moved 30-40 metres down Young Street, it is unlikely that pedestrians would cross there. People generally seek out the most direct route. With most traffic expected along Bair Street, the Bair Street and Young Street intersection is where pedestrians and rail trail users will cross. A T-intersection like this is not an unusual nor particularly unsafe crossing point.
66	If the footpath could be connected to Koonwarra Rd this would stop people walking over the bridge and away from intersection as the railway line is not in use.	The plans propose connecting / better connecting Bair Street to the rail trail and to Koonwarra Road. There is the possibility that better links can be created to the railway station as part of the Leongatha Railway Site Transformation project.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
67	When I walk through the park, I often walk on the brick edging rather than the footpath because the little stones in the footpath kick up and get in my shoes. It also is a nice feeling to have something visually interesting like the edging to walk along - perhaps akin to children walking on the top of low brick fences or retaining walls. When I was going to Kindergarten in Michael Place (back in the day) or walked with my family to the shops, I used to walk along the low brick fences on Peart Street, Leongatha, and this is a little throwback to that.	These sorts of details will have an impact on the success of the streetscape upgrades and will need to be kept in mind as part of the detailed design. The Final Master Plan provides some visual / tactile interest through the proposed materials and their layout.
68	The Horticultural Park area would also be a suitable area for caravan parking which, if well signed could bring travellers into the new street particularly if combined with toilets in the park.	<i>See response to No.3 Horticultural Park regarding toilets.</i> There is already space for caravans to park along Young Street and Holt Street. There is also a large car park available behind the shops between Church and Young Streets which provides space for smaller caravans. If parking is signed specifically for long vehicles such as caravans, then it cannot be used by other vehicles.
69	Still a problem competing with traffic on the sweeping corner. Bike trail should go under bridge and on to new parking area on current rail land.	Noted. The Leongatha Railway Site Transformation will consider connecting the rail trail under the bridge to the railway station.
70	Park is currently an area to avoid.	Noted. The proposal seeks to improve the park, making it more of an attraction.
71	As commented elsewhere the sign here is pretty bad.	Noted.
72	Fine as long as the works do not change the feel of the Park	Noted.
73	No preference	Noted.
74	I am not sure how far we need to go.	Noted.
75	I don't like the right hand turn out of Bair St at this intersection	Noted. The proposal seeks to improve this.
76	Trees reduce parking and loading bay spaces for no real improvements	The proposed changes seek to improve pedestrian and cyclist access between Horticultural park and Bair Street. It also aims to improve the amenity of the area and pedestrian accessibility across Bair Street.
77	The trees on bottom side of Young Street would obscure the new Cafe already hard to see from the road	<i>See response to No.14 Horticultural Park.</i>
78	On the plan there is a big clump of trees at the front of Shady Oaks Café at 5 Young Street, the shire representative did say that they would be trees that are high and it would be clear under them to be able to see the café but as all our signage is up high	<i>See response to No.14 Horticultural Park.</i>

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Individual Response	Council Response
	this clump of trees would obscure our signage therefor we cannot have trees at the front of our business or this would be detrimental to our business.	
79	Bright yellow Leongatha sign is awful Need something less "in your face" - possibly stainless steel (if a sign is really needed at all). No unpainted wood - looks shabby in no time.	Noted. The detailed design will consider the proposed signage in further detail. Steel was considered and is used in the design. Wood was proposed because it provides a softer feel that is more in line with the country aesthetic. To make wood last, we would consider using hard wood and protecting the end grain (e.g. by capping). An alternative is to use another material that gives the appearance of wood. Yellow was chosen to draw on the daffodil theme.
80	The Horticultural Park sign as shown in the plans is very in your face - I would prefer something much more subdued and in keeping with the park environment.	<i>As above.</i>

Q10 Do you have any other comments?

OVERALL RESPONSE

No.	Public Comment	Council Response
1	Well done Planning Dept. Great to see this plan. Love the overall concept.	Thanks very much for this feedback. We agree that it is an exciting project and the sort that does not come around very often.
2	The 'dying' feeling of the town desperately needs addressing - your plans have arrived in the nick of time. Might even convince me to stay!	
3	Well done for doing the project. Bair Street can only get better!	
4	Please give us a great streetscape and I feel very positive about the future changes.	
5	I personally am excited by what has been put forward. There are certainly folk of the town and business owners know their needs so I am sure the best outcome will be finalised soon. Good luck.	
6	Plans look very good. Well done.	
7	Fantastic proposal.	
8	Looking forward to the work being done.	
9	The redevelopment of Bair Street provides our community with a once in a lifetime opportunity to improve the amenity and attractiveness of our town and as such it is imperative to get it right. Whilst cost is an obvious consideration it must be recognized that the first cost is generally the least cost as any later changes inevitably result in large extra costs. The Bypass project was first	

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Public Comment	Council Response
	proposed in about 1986/7, shortly after I first joined Woorayl Council. At that time the Chamber of Commerce was adamantly opposed and the project was unfortunately not proceeded with. The result has been a wait of thirty years until now. We cannot afford to let this opportunity to get it right lapse.	
10	It's great to finally have some planning works underway.	
11	The Bair St Master Plan seems done very well.	
12	We understand that the redesign of Bair St to take on a more vibrant retail experience needs to be addressed.	
13	Yeah I have looked I think it is all really positive - and think it will bring a nice fresh feel.	
14	Well done Planning Department. Great to see this plan. Love the overall concept.	
15	Interesting mix of parking and public spaces	
16	Being brave enough to do such a radical change is great to see, well done.	
17	It is attractive, but I think it will not fit with McCartin St which has a treed median	The Final Master Plan will make Bair St more leafy, like McCartin St. Bair Street will have its own unique identity and include numerous new trees planted along the edges of the road. A central median was investigated for Option A but overall support was given to Option B without a central median.
18	I think the majority of this is good. We may need to change some things to not lose as many parks. But a compromise with the enhancements that we gain are all good. We need this to happen so let's be positive and get things happening.	Changes have been made to the Final Master Plan so that not as many car parking spaces are lost in Bair St and Lyon St.
19	Do not think either option addresses all the issues. It does not address future parking issues when all shops are full. Look at McCartin St to see what works. Looks like a lot of effort to plant a few trees. Should have though outside the box to create something to draw shoppers in and use this to create vibrancy rather than hoping a few trees and seats alone will draw people in.	The streetscape rejuvenation project will dramatically transform the appearance of Bair Street and create a pleasant and vibrant streetscape that will attract visitors.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

ACCESS

No.	Subject	Public Comment	Council Response
1	Accessible parking	Need more accessible (disabled) car parks for people with limited mobility and the aging population	Additional accessible car parking spaces are proposed as part of the streetscape design. At present there are two accessible car parking spaces in the Bair St area. The Draft Master Plan proposed an additional accessible car parking space. The Final Master Plan proposes two additional accessible car parking spaces - double the existing number.
2	Accessible parking	It is good to have a mixture of accessible car parking space types (parallel and angle). It is important that a shared space is provided next to each accessible car parking space. This is important for accessing vehicles as well as for compliance. Any spaces should comply with the relevant Australian standard.	The traffic consultants are concerned about the safety of providing a parallel accessible car parking space where the driver must alight adjacent to a trafficked area. This will be further investigated as part of the design detail. The Final Master Plan provides four accessible parking spaces. Compliance with Australian standards and the provision of a shared space for each accessible car parking space will be addressed as part of the detailed design.
3	Accessible parking	The modified taxi rank is good and could include an accessible car park.	This is a good suggestion. An accessible car parking space (parallel) has been proposed as part of the Final Master Plan.
4	Accessible parking	With an older community there are more and more people using mobility aides so if we want them to come to Leongatha rather than a large shopping mall then we need to provide easy access and lots of accessible parking.	<i>See response to No1 Other Comments - Access regarding accessible car parking spaces.</i> Accessibility has been an important consideration in the master plan's design. This is reflected in the wide footpaths, consideration of street furniture in the shared space, regularity of crossings and seats and provision of covered areas. This will continue to be an important consideration as the detailed design is undertaken.
5	Accessibility	Shops need good parking or access.	Access on foot, bicycle and vehicle has been considered in the plans to ensure shops are accessible. There is ample parking in and behind Bair St. More parking is proposed on the railway land.
6	Angle parking	Angle parking both sides	Some angle parking is provided on both sides of the street as part of Option B. Angle parking for the full length of the street on both sides was previously considered but not progressed in response to community input as part of the

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
			Ideas Plan consultation in November-December 2015 (see Re-Imagining Bair St Community Engagement May 2016 report for more details).
7	Angle parking	Why not allow a few more angle parking spots?	A crossing has been removed to provide a few more angle parking and parallel parking spots.
8	Angle parking	Angle parking better.	Noted. Angle parking is provided.
9	Angle parking	I like angle parking for easy pull in.	Noted. Angle parking is provided.
10	Angle parking	Angle parking I believe could be dangerous	This was raised as an issue during the first round of consultation, often with McCartin St cited as problematic for this reason. This is because it is difficult for people to see vehicles, pedestrians and cyclists passing behind their vehicle when they reverse. On the other hand, it has been clear from consultation that angle parking is preferred by many because it is easy to enter. A mix of car parking spaces is proposed to provide for choice. A number of pedestrian crossings have been provided at regular intervals to make it easier for pedestrians to cross safely, rather than between vehicles. These crossings are raised to slow traffic, making the street safer for pedestrian, cyclists and vehicles. It is noted that a Road Safety Audit will be undertaken to ensure the safety of the design.
11	Bicycle	It will remain rare to observe bikes ridden along Bair street. (Serious town riders go elsewhere and the rail trail's there for riding exercise.)	The plans propose a safer environment for cyclists travelling along the main street (including cyclist infrastructure) and a better cyclist connection between Bair St and the rail trail. This is likely to encourage cyclists to travel through the centre to reach the rail trail and cycling as a form of transport. Cycling is a form of transport as well as a recreational pursuit.
12	Bicycle	Make sure there is plenty of room for cyclists	The plans seek to provide additional or better spaces for cyclists through a better connection to the rail trail, slower traffic speeds and cycling infrastructure like bike racks.
13	Bicycle parking	Provide bicycle racks and storage	Space is provided for bicycle racks / storage at Horticultural Park (rail trail park) and at the pedestrian crossing points along Bair Street. The exact design will be

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
			confirmed as part of the detailed design phase.
14	Bicycle parking	Bike racks in prominent locations would be welcomed, especially to bring people into town after riding the rail trail. Locate bicycle parking at the rail trail park; near the pedestrian crossing points.	As above.
15	Bus stop	The streetscape plan should include a public bus stop in Bair Street. Alternatively this should be located at the car park at the intersection of Roughead St, Anderson St and McCartin St. This would make the bus stop more accessible.	The location of long-term parking has previously been a reason for keeping the VLine bus stop in railway station area. The Heavy Vehicle Alternate Route is specifically intended for heavy vehicles such as trucks and buses. While delivery trucks will still need to access some parts of Bair Street, it would be preferable for buses not to access this street in the future. There are no plans for substantial all day parking in Bair Street. There is no safe access point for a VLine bus travelling in both directions to stop at the intersection of Roughead St, Anderson St and McCartin St. The accessibility of the VLine bus stop will be an important consideration of the Leongatha Railway Site Transformation project which Council will commence shortly.
16	Footpath width	I like the idea of a widened footpath and outdoor seating areas.	Noted. This is proposed.
17	Footpath width	The improvement on pavement area for cafes and retail is good	Noted.
18	Footpath width	We like some of the new designs e.g. gaining extra pavement area for Cafes and retail	Noted. This is retained in the Final Master Plan.
19	Footpath width	It is important to have areas for street trading and I hope the wide footpaths of option B are a catalyst for this (and that is another reason why I don't want to lose space to a centre median strip)	Noted.
20	Footpath width	The wider footpaths allow for plenty of interesting seating in the outstands where people can rest and speak with each other. Wider footpaths are important to allow people on mobility scooters to pass easily and for shops to have displays at the same time. With an older community there are more and more people using mobility aides so if we	Noted.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		want them to come to Leongatha rather than a large shopping mall then we need to provide easy access and lots of accessible parking.	
21	Footpath width	Footpaths seem excessively wide but single lane traffic plus defined pedestrian crossings will significantly calm traffic one assumes.	The single traffic lane and raised crossings will slow traffic down. The existing footpaths provide limited space for seating, both public and for businesses outdoor eating. Wider footpaths will also provide space for tree planting beyond shop awnings.
22	Footpath width	Widened footpaths all along Bair St are not needed - only need to widen at several nodes to incorporate cafe culture.	At present there is limited space for seating along the footpath and the wider footpaths provide space for tree planting beyond the shop awnings.
23	Footpath width	The planned footpaths are very wide - we are not mid-city. I realize that this is largely a result of the road design which is thoughtful and should lead to much slower traffic speeds as well as discouraging through traffic. However, the current widths do seem adequate for pedestrians. Perhaps some extra low plantings/ garden beds interspersed with wider sitting/ coffee areas might work very well.	As above. Wider footpaths are proposed to enable a range of new elements to be added into the streetscape such as street trees, furniture, seating areas and the potential for adjacent shops to activate the streetscape further by outdoor seating, displaying wares, etc. It also provides more space for pedestrians and mobility devices including prams and wheelchairs.
24	Kerb outstands	Yes I like kerb outstands for enclosing the visual space, creating 'rooms' rather than a linear raceway, for slowing traffic down, and for reducing road pavement to be crossed.	Noted. This is proposed.
25	Loading zones	Loading Zones? Bair St & Goller Lane, & Hyland Place need to have their loading spaces indicated. These are not shown on either Options?	The plans have been updated to show loading zones in Bair Street, Gollers Lane and Hyland Place.
26	Long vehicle parking	If we wish people to stop in town, consideration should be given for long vehicle parking, perhaps near the rail trail start - or, included in the railway land project?	Long vehicle parking will be considered as part of the railway project.
27	Parking	Parallel parking not favoured by a lot of drivers	Noted. The Final Master Plan provides a mix of parallel and angle parking which gives drivers more choice in parking types than currently exists in Bair St.
28	Parking	Parking concerns are irrelevant. Shoppers in Leongatha have become accustomed to parking directly outside the front of the shop they're attending; hopefully a more inviting footpath/street will encourage more people to park and walk or ride. Enforcement is a key issue - to stop shop-	Noted.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		owners parking in front, and particularly for people parking in a space for people with a disability.	
29	Parking	Wonderful to see angle parking with pedestrian spaces	Noted.
30	Parking	Reduced car parking, It appears the new concepts have reduced the available car park spaces in Bair /Lyon Sts. From frequent user point of view even taking into account the amount of vacant shops the current car parking around the CBD on many occasions is near or at max capacity. Formulas used to justify car spaces I would imagine take into account the remote car parks also (is example between Church & Young Sts). These areas appear to be generally used by conscientious shop keepers, not the general public.	The Leongatha CBD Parking Strategy (2013) found that there is no short fall of car parking spaces, even in peak periods. In the central area at peak times (which includes the car park directly behind Bair Street between Church and Young Streets) 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. The Draft Master Plan proposed reducing the number of parking spaces in the CBD by less than 1% of the car parking spaces in Leongatha's CBD. The Final Master Plan includes additional car parking spaces in Lyon St and Bair St. Additional car parking spaces will be considered at the railyards as part of the Leongatha Railway Site Transformation project.
31	Parking	Our main concern is car parking, and the loss of existing car parks. There is no point having a lovely street scape with lots of shops if you can't park anywhere near them to go shopping. The railway yards carparks are a must, with easy excess to Bair St, but as we know development of the rail yards is years away (we have been talking about it for 20 plus years now). We believe option B2 with angle parking on both sides and one less pedestrian crossing is the only answer. You can see this has worked well in McCartin Street.	<i>As above.</i>
32	Parking	We feel that a loss of some 26 or more car spaces to option "A" as being of some issue. Option "B" would not be as bad, with a loss 18 car spaces.	<i>As above.</i>
33	Parking	I don't see parking as an issue- want to encourage people to walk and enjoy the atmosphere e.g. like Rundle St, Adelaide	Noted.
34	Parking	More car parking is the answer. Cannot afford to lose parking spots (population growing).	<i>See response to No.30 Other Comments - Access.</i>

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
35	Parking	We understand parking statistics have shown that the town can cope with some reduction in parking, which is to be debated! We still believe that it is of utmost importance that the Chamber of Commerce is to make parking available for all - customers, retailers, and landlords.	See response to No.30 Other Comments - Access.
36	Parking	Cannot afford to lose parking spots (population growing)	See response to No.30 Other Comments - Access.
37	Parking	Think parking means more shoppers. More shoppers means potentially more money spent and more importantly, more businesses stay open. We are all time poor, if people can't get a park close by, they are less likely to stop.	See response to No.30 Other Comments - Access.
38	Parking	Suggest multi-storey car park over half of IGA to address car parking concerns to approx 80 extra parks with top storey as all day parking which may encourage businesses to park up there instead of in the 2hr customer parking.	Existing car parking concerns are noted See response to No.30 Other Comments - Access.
39	Parking	This is not just about parking it is about creating spaces for the community to come together and have some fun Leongatha is lucky that we have such flat streets so people can easily get around could the traders think about doing some events in the town when this is complete like farmers or craft markets in Gollers Lane and Lyons Street or a music festival how wonderful would that be!!! Leongatha is beautiful and I love living here I hope this happens soon	Noted.
40	Parking	Understand there is a need to lose some existing parking spaces	Noted.
41	Parking	Parking is a big issue for people using the shops in the main streets, different if you are a worker and want all day parking or are attending the supermarkets. Please retain as many carparks as possible.	See response to No.30 Other Comments - Access.
42	Parking	I think those who are stuck on the idea that reduced parking is a problem are underestimating people's willingness to find parking in a town if the streetscape is attractive, there are eye-catching features and shops can be seen (by increased footpath displays) as having plenty to offer.	Noted.
43	Parking	Should not lose any parking if this is done smartly.	Within the Bair Street area there will be an overall loss in

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
			parking spaces. The Leongatha Railway Site Transformation project is likely to result in a net increase in parking spaces.
44	Parking	I was a bit concerned about reduced car parking but moving shop keepers out of street will help	Noted.
45	Parking	Concerned about the loss of car parking spaces	<i>See response to No.30 Other Comments - Access.</i>
46	Parking	However, I would prefer for the parking options to not alternate; instead, to be all angle on one side and all parallel on the other side. I'm concerned about the traffic having to "weave" - as a cyclist, this makes me a little nervous. I prefer that a raised pedestrian crossing would be used as the traffic calming measure, rather than a non-linear centre line. I think that the plantings and pedestrian crossings will achieve the desired effect.	The traffic consultants have checked this proposal and the Road Safety Audit will confirm whether the design poses any safety issues. The change in road alignment, in combination with the raised crossings and kerb outstands, is expected to reduce vehicle traffic speeds to a comfortable speed for cyclists.
47	Parking	Better parking	Noted
48	Parking	Not enough parking	<i>See response to No.30 Other Comments - Access.</i>
49	Parking	Put in extra parking	<i>See response to No.30 Other Comments - Access.</i> Extra parking has been provided in the Final Master Plan.
50	Pedestrian	Overall the increase in the pedestrian priority in Bair Street is great.	Noted.
51	Pedestrian crossings	I think the pedestrian crossing near s1 (and the BP) should be formalised with painted markings or speed hump to slow vehicles entering town from the south. This would help make it safer for cars backing out of proposed angle parking but also help with pedestrian safety.	This is a good suggestion which will slow traffic right from the beginning of the retail strip and before passing the proposed angle parking spaces. This would provide for ease of crossing up the end of the street where the strip of shops begins and at Horticultural Park / rail trail entrance. The traffic consultants considered the location of this crossing (at a bend) and the need for sightlines. This result in minor modifications to the crossing location and the proposed vegetation (trees outside the CFA and petrol station needed removing). The Final Master Plan proposes that this crossing across Bair Street near Young Street.
52	Pedestrian crossings	Would like to see plenty of pedestrian crossings	Noted. We've sought to retain regular pedestrian crossings.

Key:

Positive response
 Neutral response
 Concerned response
 Negative response
 Suggestion
To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
53	Pedestrian crossings	Don't think we need as many crossings which reduce car parking spaces too much.	This is acknowledged. Option B included one more crossing across Bair Street than Option A. Removing the crossing between the ANZ arcade and Church Street provides an additional 8 car parking spaces. One of the crossings from Option B has been removed while still retaining crossings at regular intervals.
54	Pedestrian crossings	Consider removing pedestrian crossings (e.g. like the corners of Lyon St)	<i>See above.</i>
55	Pedestrian crossings	Difficult from plans to determine the ease of crossing Bair St	The plans seek to improve crossing from one side of Bair St to the other. In the preferred option (Option B) the crossings are raised to make it easier for pedestrians to cross and access the shops on the railway side of the street.
56	Pedestrian crossing	Both options have multiple pedestrian crossings with one at each end directly at the roundabout and Church St intersection, is this over the top having so many?	<i>See response to No.53 Other Comments - Access.</i>
57	Pedestrian crossing	Less crossings to increase carparks	<i>See response to No.53 Other Comments - Access.</i>
58	Pedestrian crossing	I don't think widening the median strip in the middle as Option A will enhance the street more but it will knock out too many car parks. I think only 3 crossings are required in Option B though - we would gain more car parks.	Option B was the preferred option which the Final Master Plan is based on. <i>See response to No.53 Other Comments - Access.</i>
59	Pedestrian crossing	Suggest a pedestrian crossing town side roundabout & near newsagency (not built up - maybe pavers)	The Final Master Plan (like Option B) includes a pedestrian crossing outside the ANZ arcade next to the newsagency.
60	Pedestrian crossings	We like some of the new designs, e.g. extra pedestrian crossings. After reviewing both options, we feel Option B may be the best approach, with some of the following adjustments. This option could lose one of the Crossings which is lost in option A, which will create extra parking.	<i>See response to No.53 Other Comments - Access.</i>
61	Pedestrian crossings	I was at the business consultation meeting and heard the proposal to reduce the number of pedestrian crossings. I heartily agree with this. If people have to walk around a little further, it is a small price to pay for a more streamlined main street.	<i>See response to No.53 Other Comments - Access.</i>
62	Pedestrian crossings	The raised crossings proposed in Option B are strongly	The Final Master Plan includes raised crossings (like in

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		supported and should be included in Option A if this option is chosen.	Option B with an additional raised crossing proposed near Young St).
63	Pedestrian crossings	I would like to see the one set of traffic lights at the corner of Bair and Church Streets, and the removal of the other two sets of lights. I also feel "Zebra Crossings" at the McCartin Street end, and on the corner of Lyon Street and Bair Street should be adequate crossing for this strip if the lights were moved.	It is unusual to have traffic lights in a regional area with current traffic counts through the street. There was a strong push for traffic lights to be provided as part of the Heavy Vehicle Alternate Route. This was supported because of the nearby schools (children traffic) not because of the number of vehicles expected. The raised crossings will improve pedestrian access and priority across Bair Street at the McCartin Street end. No zebra crossing is needed to cross Lyon St at the Bair St end because this area is proposed as a Shared Zone. Like raised crossings, this gives a sense that pedestrians have greater priority because of the flush pavement.
64	Road alignment	Straight carriage way alignments still make the streets a canyon for cars and not for people access	The Final Master Plan, based on Option B, provides a changing road alignment designed to slow down traffic.
65	Road alignment	Not so sure on making traffic serve through the street for option B. It might make the car traffic to use the truck by pass instead.	Following the construction of the Heavy Vehicle Alternate Route, car traffic will have the option of using this route instead of travelling through Bair St.
66	Tactile indicators	Tactile indicators are important - both directional and hazards indicators - for safety at intersections.	Tactile indicators must be installed as part of the streetscape construction and their design will be confirmed in the detailed design.
67	Traffic	As long as traffic flow is maintained and parking is maximised it should be ok.	The Final Master Plan does not restrict access in the area, though it does propose traffic calming measures to slow down traffic. Compared with the Draft Master Plan, additional car parking spaces have been included. Additional parking will also be considered on the railway land as part of the Leongatha Railway Site Transformation project.
68	Traffic lanes	Think the reduced lanes are great to free up space for design ideas	Noted.
69	U-turns	No provision for a U turn at the south end	The street layout makes it difficult for U-turns at the south end of Bair St.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

VEGETATION

No.	Subject	Public Comment	Council Response
1	Deciduous trees	Trees must be deciduous as that gives a naturally seasonal changing street scape! Just mention Bright to people & their faces just light up!	Noted. Deciduous as well as evergreen trees are proposed.
2	Deciduous trees	Be careful in selection of trees deciduous trees create a big mess	Noted. Deciduous trees drop their leaves all at the same time, but we also note that evergreen trees drop leaf litter all year around. The maintenance of trees has been considered as part of the design.
3	Median strip	Median strip no more than 2.5m	As Option B was preferred, the Final Master Plan has no median strip.
4	Median strip	Bair Street should have flower beds on the footpaths in big wooden pots instead of the median strip to allow for more parking	As above. Colourful seasonal plantings are proposed at each end of the street. More parking is proposed in the Final Master Plan than the Draft Master Plan.
5	Vegetation	I was pleased to see so many trees included in the plans.	Noted.
6	Tree species	It is absolutely essential to choose the right trees. Apparently "greening" and a more graceful look are the aims (as well as obscuring chatty facades or canopies on shops), rather than providing shade over seating (Don't need an excess of shade in our climate, a bit of sun is welcome in winter and spring) The deciduous pear varieties are elegant but not very spreading and would need prior pruning of lower branches. Listen to the warnings of locals who know how fast and how much higher trees grow in South Gippsland. The design seems to include too many mature trees as well as lower greenery (bushes? grass varieties?) It is not necessary to create a mini urban forest to provide greening enhancement of the streetscape.	Deciduous trees are proposed along the street to address the need for sunlight in winter. Evergreens are also proposed to provide some greenery in winter to avoid the street looking bleak during this time. Low-level garden beds are proposed in some sections of the streetscape. Council's Parks and Gardens department have reviewed the choice of vegetation and considered the required maintenance.
7	Vegetation	Wonderful to see planting featuring so strongly	Noted.
8	Vegetation	I travel quite a bit and without exception towns that stand out for both visitors & local residents have significant street planting, historic buildings which lend character, well designed shop facades & strong community support!	Noted.
9	Vegetation	Like / love the greenery	Noted.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
10	Vegetation	I personally think just nice trees in the nature strip is all it needs.	The existing streetscape provides little scope for tree planting (either in the median strip or along the footpaths).
11	Vegetation	Not all that keen on so many trees in Bair St	Noted. There was generally more support for the proposed trees.
12	Vegetation	Extra trees will block sun and make street feel cold and bleak	Tree canopies shown on the plans represent trees at maturity and it can be misleading seeing this much green on any plan. The species of evergreen tree (Lophotstemon) originally proposed has been reconsidered to propose a smaller tree (Magnolia). The majority of trees proposed are deciduous which will allow light into the streets during winter and filtered sunlight and shade in summer. Low-level garden beds are proposed in some sections of the streetscape.
13	Vegetation	The greenery detail in the options given seems a little excessive, and this will need to be addressed regarding the initial costs and on-going costs of maintenance.	See above.
14	Vegetation	My only consternation is too many trees along the curbs will make the shops darker than what they are now. People will not be able to see what shops are along there.	See above. Insertion of new street trees will have some impact on the visibility of shop facades, however the intention (as shown in the cross sections) is that when the trees grow to a certain height, the actual shop frontages eventually remain visible when looking along the street.
15	Vegetation	I feel that both options are inadequately thought through in terms of light and shade and in some aspects of layout. Both are considerably overplanted with trees with even option two having an almost continuous canopy once the trees are mature - you must realise that in Leongatha most trees grow to at least 1.5 times the suggested height of the species. We don't want to end up with an urban forest. Even with global warming it will remain rainy and cloudy a significant proportion of the year. The outcome will be a rather dark, drab environment particularly on the footpaths with the shop canopies and then a wall of vegetation above and beyond them. Tree species selection will be paramount	See above.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		if the outcome above is to be avoided and the number of trees could be considerably reduced.	
16	Vegetation	A redesign on some of the extended garden beds to improve some more angle parking.	The garden beds and street configuration from the Draft Master Plan were modified to provide for some additional car parking spaces in the Final Master Plan.
17	Vegetation	Every 20 cars or so take up a car space with a tree	The plans propose more regular tree planting than this to improve the streetscape environment.
18	Vegetation implementation	Advanced trees should be planted to give immediate lift and personality to the street.	Trees are likely to be installed at a height of 2.5 - 3.0m height, which will provide initial impact.
19	Vegetation maintenance	Particular attention should be given to the maintenance schedule of looking after the trees - not just watering, bough management, but also for schedule for street sweeping - to ensure fallen leaves don't become slimy and slippery when wet, or look unsightly (see outside Memorial Hall on a windy day). Attention should also be given as to when street sweeping/footpath sweeping can occur to avoid disruption along the road.	Maintenance has been an important consideration as the plans have been prepared.
20	Vegetation maintenance	Concerned about the potential for roots getting into drainage, leaves on roofs and paths covered in leaves making paths slippery. The paths are not cleaned properly now leaves are just blown everywhere not physically picked up and removed.	Maintenance has been an important consideration as the plans have been prepared. To avoid issues with the impact of trees on plumbing and pavement surfaces, Council has carefully considered the choice of tree species. New drainage infrastructure to be installed as part of the project is much more resistant to tree infiltration (unlike terracotta pipes). If required measures such as root barriers will be considered as part of the detailed design.
21	Vegetation maintenance	Concerned about trees, specifically deciduous trees and their maintenance involved given that Council can't even look after the tree that had fallen down on our property - we had to deal with it	Maintenance has been an important consideration as the plans have been prepared. It is noted that maintenance of vegetation in rural areas and highly trafficked areas such as town centres like Leongatha are distinct.
22	Vegetation maintenance	The trees used in the design will make a big mess with the seed pods etc that they drop. I believe there are better options.	The Draft Master Plan proposed Queensland Brush Box in Bair Street at kerb outstands and crossing points. This drops nuts which could pose a trip hazard. The Final Master Plan instead proposes Magnolia Exmouth which will complement the other proposed species. It is also relatively hardy and provides plenty of shade.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
23	Vegetation maintenance	Over summer trees in Bair St will provide shade and could give the street a nice airy feel and pleasant ambience, this is good. However, what will it be like when the trees grow? In winter, they will limit the sunlight, keep the street dark and damp allowing the crossings and parts of the footpath to be messy with wet leaves and extremely slippery. The current garden bed in front of my business is nice when its tidy and clean, but at times, when pet owners use this as a pit stop for their dogs is not far off disgusting. Please DO NOT PLANT ANY TREES, SHRUBS OR ANYTHING IN GOLLERS LANE OR RESTRICT VEHICLES ACCESS and CONSIDER LIMITED TREES AND GARDEN BEDS IN BAIR STREET.	The proposed trees have been removed from the plans for Goller Lane and it is proposed that planter boxes be trialled. <i>See response to No.12 Other Comments - Vegetation regarding sunlight.</i>
24	Vegetation maintenance	In regards to my comments about tree trunks interfering with plumbing in Hyland Place is because the shire has had to remove two trees in the Safeway car park because the roots got into the pipes for the Compass Arcade building and caused constant blockages until they were removed.	<i>See response to No.20 Other Comments - Vegetation.</i>
25	Vegetation maintenance	Too many trees in Bair St - trees will drop leaf matter onto verandah roofs causing maintenance issues for shops	<i>See response to No.12 Other Comments - Vegetation.</i> Maintenance has been an important consideration as the plans have been prepared.

IMPLEMENTATION

No.	Subject	Public Comment	Council Response
1	Funding	It's an expensive project and will lead to calls of 'Leongatha favouritism' if the majority of funding comes from SGSC - it needs to be state funded. It is already perceived as a waste, particularly with use of consultants so early on.	This is a significant project for the region and we hope that people recognise its benefits for the region, not just Leongatha. South Gippsland Shire Council will partially fund the construction, though it is unlikely it will provide the majority of the funding. Council often needs to use consultants because of the expertise they provide and existing staff are already overloaded.
2	Funding	Overall, money would be well worth it in terms of giving residents of all ages a sense of belonging & being proud of their local town! As well as encouraging visitors to the region to want to stop & explore Leongatha. Meeniyan has	Noted.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		managed to clinch it!	
3	Funding	Hope that the funding is available.	Noted. We are also hopeful that we will be able to secure funding and are taking the necessary measures to achieve this.
4	Timeframe	Overall, I recognise the timeframe to fruition is unknown. It's a double edged sword, but if the project is not funded and started soon, people will question why they bothered, and if the project is left too long, another round of consultation would be required as needs may change.	<p>We understand and can empathise with your concerns about the timeframe / funding. This is something that our strategic planning department regularly experiences. We need to prepare a plan before we can ask for funding from the State and Federal government and it is during a plan's preparation that we need to make sure community input is included. We are hopeful that we'll be able to secure funding and considerable Council funds have been set aside to achieve this (generally need 1 to 1 funding). The expected timing is as follows:</p> <ul style="list-style-type: none"> • The Heavy Vehicle Alternate Route - completed by the end of 2016. • Detailed design for construction of Bair Street and surrounds during the 2016/2017 financial year • Construction of Bair Street and surrounds in 2017/2018 financial year

ACTIVITY

No.	Subject	Public Comment	Council Response
1	Local business	I like to shop locally & am happy to support local businesses but some certainly need to get motivated & encourage change!	Noted. This is encouraging.
2	Local business	I was most impressed with the detail of the amount of work the Shire is going to do, but at the same time I was horrified at the amount of wastage of funds to be spent. What is the good of making the footpath wider, & planting trees in the middle of the road, making more parking spaces to attract customers to the town, when we all know that half the shops in Leongatha are empty? Why are the shops empty? Is it because customers buy on the Internet? Is it because	<p>Thank you for taking an interest in the Bair Street revitalisation project in Leongatha. The Bair Street redevelopment works are part of Council's broader Leongatha Revitalisation project, which aims to stimulate business, social and rejuvenation activity in the town centre.</p> <p>Council recognises that the physical enhancements made through the Bair Street redevelopment project are not</p>

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		rents are exorbitantly high? Or is there something else we are not aware of? Why isn't the Shire doing something to attract new businesses to the area, instead of spending our rates supposedly to attract shoppers. Meeniyan & Mirboo North are vibrant 'tourist' towns, buzzing on the weekends. Leongatha is a dead town which closes down at noon on Saturday. Why is this so? Does this mean that only 'little' towns can be vibrant, exciting, community minded? Is it because their volunteer activities support their local businesses, while Leongatha's volunteers support the much wider field, & don't need to 'work' weekends? Is it because Meeniyan's businesses are family run businesses & can be open on weekends? Can the Shire learn anything from Meeniyan & Mirboo North?	likely to stimulate new economic activity and rejuvenation alone. To this end, officers have also commenced work on a supplementary business support program. This will involve officers from Council's economic development team working collaboratively with local businesses, external facilitators and other stakeholder groups to collectively plan and implement strategies for ensuring that the streetscape works are translated to improved business outcomes during the coming months and years. Part of this process will be to research and analyse examples of towns who have successfully implemented similar reinvigoration programs.
3	Local business	Things are hard in business in Leongatha, perhaps this will help us enjoy shopping more and shop locally.	Noted.
4	Street activity	I feel this street should become a pleasant locality for customers & visit to 'tarry', sit for a while in conversation over a meal or to read.	Noted.
5	Shops	Need more shops to improve the street along with more car parking	<i>See response to No.2 Other Comments - Activities and response to No.30 Other Comments - Access.</i>
6	Shops	Ok but lots of empty shops	<i>See response to No.2 Other Comments - Activities.</i>
7	Shops	Coffee shops and seating isn't what's going to keep people buying in the town. I'll continue to head out of town if the shops (clothing etc) keep diminishing.	<i>See response to No.2 Other Comments - Activities.</i>
8	Shops	Despite plans people won't come unless Leongatha has the shops.	<i>See response to No.2 Other Comments - Activities.</i>
9	Shops	Leongatha traders also need to do their bit and not be stuck in the 1950s and whinging that the world has changed. Shop fronts need to be beautified. Shopkeepers need to work together to get a unified approach to Saturday afternoons and Sundays. Leongatha should be THE town to stop between Melbourne and the Prom, but it's not because the shopkeepers refuse to change.	Noted. It would be great to see Leongatha as the town to stop between Melbourne and Wilsons Promontory.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
10	Shops	There are already a large number of vacant shops in Bair St and there is no indication of reasons why these are vacant and whether these designs address the issues - we are like to spend a lot of money which will not address the problems	See response to No.2 Other Comments - Activities.
11	Shops	Better accessibility to shops and businesses	See response to No.5 Other Comments - Access.
12	Shops	Making Leongatha more attractive has to be in consideration of existing businesses and to attract additional businesses in Bair Street too. There are buildings in Bair Street now that cause an eye sore for the community, and detracts from the overall aesthetics of the street today. Can something be done about these businesses to make them clean up their act.	See response to No.2 Other Comments - Activities.
13	Shops	More shops is the answer. Too many closed.	See response to No.2 Other Comments - Activities.
14	Shop rents	Reduce commercial, industrial and vacant block rates. It is also up to the owners of buildings to reduce rent and attract tenants.	We concur that rents and the attraction of tenants are the responsibility of owners. Regarding the request to reduce rates. This is outside the scope of this project. Council's 2014-2018 Rating Strategy was developed with input from the community and forms the basis upon which the rating differentials have been set. The current strategy will be reviewed in 2017/18. Part of Council's annual budget process also provides the opportunity for community input into the budget and rating differentials. This is advertised as part of the budget process.
15	Shop visibility	Shops need visibility from passing traffic.	Insertion of new street trees will have some impact on the visibility of shop facades, however the intention (as shown in the cross sections) is that when the trees grow to a certain height, the actual shop frontages eventually remain visible when looking along the street.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

IDENTITY, SIGNAGE & ARTWORK

No.	Subject	Public Comment	Council Response
1	Entrance signs	Like the idea of sculpture at Bair St roundabout reflecting 'dairy region' also at town entrance instead of current horrendous welcome featuring KFC, Subway & McDonalds.	Noted. Nothing is proposed in the McCartin St / Bair St roundabout due to potential issues about driver sightlines and safety. There is potential in the streetscape for proposed artwork to reflect the 'dairy region'. The entrance treatments are proposed in the Final Master Plan to be applied to the Anderson Street town entrance as well as other town entrances.
2	Entrance signs	Entry signs, particularly at the intersection of Bair and McCartin Streets, are poorly situated. The impression left is that the entry into the town is into Bair Street. The town entry is at least at the new intersection with the bypass or even a bit further along Anderson Street. A possible site would be in Apex Park as this would be a "sense of arrival" spot, it could also be part of the renewal of Anderson Street. The design, which appears to be timber, will deteriorate unless it is constantly maintained.	The Draft Master Plan showed entrance signs at either end of Bair Street. Other areas were not discussed because they were outside the scope of the project. Entrance signage in the Final Master Plan is proposed at either end of McCartin St and Bair St identifying entry to each street and at the entrances to town from Korumburra, Mirboo North, Dumbalk, Foster and Inverloch. <i>See response to No. 79 Horticultural Park regarding the proposed timber signage.</i>
3	Entrance signage	There is some concern as to what the town entry signage is and whether it will obstruct the price board at our site (BP).	The proposed signage is on the opposite side of the road to the petrol station. It will not block views of the price board from passing vehicles travelling along Bair St or to/from Young St.
4	Entrance signage	Yes there needs to be a noticeable and memorable town centre gateway element.	Noted.
5	Entrance signage	Signs are a good idea, but need to be at all town entrances, not just a street entrance.	<i>See response to No.2 Identity, Signage & Artwork.</i>
6	Entrance signage	I cannot see why there needs to be a large sign with "Leongatha" at each end of Bair Street	<i>See response to No.2 Identity, Signage & Artwork.</i>
7	Entrances	Good to have attractive, inviting entrances to town.	Noted. This work is being undertaken as part of the Leongatha Revitalisation Project which also includes improvements to Anderson Street at the entrance to Leongatha.
8	Lennie Gwyther statue	Are there any places for the Lennie Gwyther statue to go? Perhaps space needs to be allocated for it in the plan.	We have identified sites for public art - they are the orange circles shown on the plans.
9	Lennie Gwyther statue	The part in front of the Salvos and Repco might be a good	While this location is not identified as a site for public art,

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		spot to put the Lenny Gwyther statue as it will be a nice green space with the alteration of the road and the start of the rail trail.	this may still be a possibility depending on the size and design of the statue.
10	Information	Short tourist / history trail	This could be incorporated into the town signage and / or artwork. There are opportunities to consider this as part of the design detail.
11	Information	The street can become a resource to inform and educate. For instance in poster displays at some points to: 1. Show history such as bullock drays in street. Claude Bear standing on steps of Bear Hotel. Clearing 'bush'. cattle in trains. 2. Show current industry & commerce and service, like education 3. Cycling enjoyment and people's success 4. Gwythers and other returnees 5. I have red bricks which I think are same as the "heritage bricks" at Gollers Lane, and could set aside some to make into seats and tree planters and to give point to inform of Leongatha brick works	<i>See above response.</i>
12	Wayfinding signage	The signage is good but would be good to have one of those little maps like they have in Melbourne city to show where other things are in the town. Many visitors will stop in Leongatha with a nicer Bair Street so knowing where the public toilets and supermarket or cinema or hospital are is important. Possibly even where the long vehicle parking is might be useful if someone jumps out to check if there is any available as they pass through.	Signage is really important to better show locals and visitors what facilities are available and where they are.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

INFRASTRUCTURE & STREET FURNITURE

No.	Subject	Public Comment	Council Response
1	Bins	At least one 5 type bins for recycling waste	Council has recently installed recycling bins along Bair and McCartin Streets which will remain in place and can be easily moved to cater for the proposed streetscape changes. These recycling bins can accept glass, plastic, paper, cardboard, aluminium and steel.
2	Car charging	Consider car charging stations	There is already a car charging station in Leongatha at the Leongatha Motel. Given the current level of demand for charging stations appears to be relatively low, this is something that could be installed in the future in line with any demand increases.
3	Drainage	Oversize storm water provision for high intensity storms	Stormwater drainage needs improvement in the area and will be undertaken as part of the construction. The size of infrastructure will take into consideration the capacity needed to address high intensity storms.
4	Drainage	Include tanks for plant watering	Tanks for plant watering and stormwater harvesting as well as other sustainable measures were considered. The installation of water tanks could have difficulties such as water pressure and the amount of tanks needed to cover the area. We already has access to stormwater from our storage tanks if needed. As an alternative, the use of tree pits to capture storm water has real potential. This will make trees grow at a greater rate and be healthier.
5	Materials	The suggested materials look like they could work. We support getting the slippery bricks replaced. The key thing is that the chosen materials should have no deep grooves because the vibrations for wheelchairs and prams are awful. It is important to have a continuous surface that is non-slip. It is fine to use a couple of materials as long as the placement is not confusing (visually or in a tactile sense).	This will be an important consideration as the detailed design confirms the exact materials and their implementation.
6	Materials	I have red bricks which I think are same as the "heritage bricks" at Gollers Lane, and could set aside some to make into seats and tree planters and to give point to inform of Leongatha brick works.	Thank you very much for this offer. We will keep this in mind if there is a possibility this could be incorporated into the streetscape at all (e.g. as part of an art installation).
7	Other infrastructure	Water bubblers, with dog bowl connections, could also be	It is helpful to have this information so that this

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		installed near the bike racks. Dog friendly tie up, secure off-leash area, watering and doggy-do bag points would be handy. Lots of pedestrians and visitors are accompanied by dogs.	infrastructure can be considered as part of the detailed design.
8	Powerlines	To make a really worthwhile job of this, the power should be undergrounded. This is a unique opportunity. I would guess the reasons for opposing this could be as much political (other towns would say "us too") rather than economic. If Wellington can do it for Yarram, why not here?	We acknowledge that this would make a great improvement to the streetscape. This is being investigated but we expect it will add too much of a cost burden (likely to add millions of dollars to the cost just for undergrounding the power).
10	Powerlines	An issue not addressed in the plan is the powerlines in Bair Street. A comment at the briefing was that it is too costly. I believe that the benefits both aesthetically and long term cost wise are such that the decision should be revisited. One only needs to look at the main street of Dandenong to realize the benefits to be gained by undergrounding power.	<i>As above.</i>
11	Seating	Plenty of seating outside - but must be in attractive "micro" environment with plants &/or fountain (solar powered) which birds could use (bring birds e.g. lyrebirds back)	Noted. <i>See response to No.60 Horticultural Park.</i>
12	Seating	The seating should provide areas where people can sit and chat so the seating pictured that has off set seats where people can face each other would be good.	Seats are proposed that provide for people to sit facing different directions, including seats that allow people to sit facing each other.
13	Seating	Street seating should face OUT onto the world not on to a shop wall as most of them do now.	Seats are proposed that provide for people to sit facing different directions, including seats that allow people to sit facing away from the shops.
14	Seating	Good to have more seating	Noted.
15	Seating	Seating opportunities is good, hopefully they are inviting and will allow people to sit and have their lunch. Currently there are no nice areas within the CBD to sit and have a lunch.	Noted. It is hoped that the proposed seats will be inviting for people to sit at and eat lunch.
16	Seating / shelter	Seating with weather proof shelter is important for the mobile older community members to allow a resting spot even after rain. This will reduce the need for people to get in their car for short trips around town. Seating needs to have options with arm rests and spaces where people can	Additional shelter is provided over seating at Lardner Place.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		transfer from a walking frame to a public seat and back or sit a talk with friends of all abilities.	
17	Weather protection	People don't want to get wet (drive to shop)	Noted. Council will continue to look at measures that encourage continuous weather protection along shop fronts. Weather protection has been incorporated into the plans where practical, including a shelter at Lardner Place that has been included in the Final Master Plan.
18	Weather protection	Protection from the weather on the seats is important for older people who will need somewhere to sit to get around town at all times of the year.	As above.
19	Weather protection	Leongatha's weather prohibits a lot of outdoor dining etc. so covering areas from the elements (rain & sun) wouldn't be a bad idea.	As above.
20	WiFi	Free WiFi should be installed. It would attract people to stay longer in town, and could possibly ease congestion at the local library. Perhaps members of the LCCCI could have the password to encourage local shoppers? See Meeniyen.	WiFi is being considered for central Leongatha as part of a separate project. This was trialled for an area around Memorial Hall.

ENGAGEMENT

No.	Subject	Public Comment	Council Response
1	Consultation feedback	Thank you for the opportunity to have input on this project / for extensive consultation on the issue	You're welcome. Thank you again for the time you put aside to provide your feedback and input.
2	Consultation feedback	Thank you for your time in reading this submission	You're welcome. Thank you again for the time you put aside to provide your feedback and input.
3	Consultation feedback	Thank you for all the work that has been put into this plan.	It's a privilege to be working on such an exciting project for the town and the region.
4	Consultation feedback	Get plenty of comments from teenagers.	It can be tricky to get comments from teenagers. Schools and the community college were approached at the start of the project and couple were keen to be involved. One of the teachers from Leongatha Secondary College in particular helped facilitate input during the Ideas Plan consultation from teenagers. Submissions were received from the teacher's class and any that provided their

Key:

Positive response
 Neutral response
 Concerned response
 Negative response
 Suggestion
To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
			details were kept updated via the email list and were encouraged to provide feedback on the draft master plan. It was not clear from the submissions received if any teenagers provided feedback during the draft master plan consultation.
5	Consultation feedback	Have the designers any input from the shopkeepers in their design team or do they just have to suffer the consequences of some design prepared by someone with no idea of the problems the shopkeepers face?	There have been two rounds of broad community consultation which in total spanned 3 months. Shop keepers were personally invited to provide input and many have. The commercial land owner and business consultation meeting was the best attended with approximately 60 people in attendance. The Chamber of Commerce was also invited and staff attended several Chamber of Commerce meetings to engage with shop keepers. Shop keepers feedback has been important in shaping changes to the draft master plan in order to produce the final master plan.
6	Consultation feedback	Plan should of had a view with no trees to see the layout better.	Thank you for this feedback. We will endeavour to improve as part of future consultation.
7	Consultation feedback	The town is not just about who lives here, it's about the surrounding population as well	This has been at the forefront of our minds as the plans have been prepared. This was reflected in the products produced as part of the project.
8	Consultation feedback	Talk to people - if you can't park where you shop, you shop elsewhere	Consultation has been a lot about talking to people and it's fair to say that while some might agree with this view, a lot of people have a very different view to this. One question often asked of community members during consultation was 'has there ever been an instance where you haven't found a car parking space in Leongatha?'. The answer to this question was always no.
9	Consultation feedback	Was using mid stage leaflet to assess plan. Where was the aerial-view map showing various lanes/ places/streets' relationship to one another?	Yes there was. There was a link to the webpage with these plans at the start of the survey and the survey included small clips of this image. There were also plans available to view at Council offices and in Bair Street.
10	Consultation feedback	Interpretation of the plans presented would be improved if a wider plan was included showing the whole bypass route enabling consideration of the entries to the business district	Thank you for this feedback. We can see how a context plan could have been helpful.

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		to be seen in context with both Bair and McCartin Streets.	
11	Consultation feedback	It's really hard to tell the parking difference with all the trees on the diagrams	Noted. A description of the changes to the parking configuration was also described.
12	Consultation feedback	Haven't seen enough detail but extra seating zones welcome	Noted. Extra seating zones have been provided.
13	Offer to meet	Can we also offer to meet on site to discuss further other ideas for improving our contribution to the street scape at any time.	Thank you for offering your time.
14	Offer to meet	We would be happy to sit with the required people involved to discuss these options further, and will endeavour to work with the shire Council in regards to this matter.	Thank you for this offer.
15	Survey design	Survey should have included another Option C - neither of the designs	This stage of the project sought to narrow down ideas to a single option after have a broad <i>Ideas Consultation</i> in late 2015.

OTHER PROJECTS

No.	Subject	Public Comment	Council Response
1	Heavy vehicle alternate route	Remove rail tracks will benefit truck bypass	Noted. The rail tracks are proposed for removal at the highway and railway crossing as part of the Leongatha Heavy Vehicle Alternate Route works.
2	Library	Council should look at what is in the buildings fronting the street - perhaps look at the library relocating to Bair St. Perhaps Council could look at creating theatre access from Bair St into a facility into the rail grounds	Council has recently been through a process to consider the preferred location for a new library. This was part of the Municipal Precinct Study. This study identified the preferred location for a new library, community spaces and council offices was the location of the current Council building site 9-15 Smith St. Council has noted these findings (25 November 2015 Council meeting) and the new Council will consider them further in 2017.
3	Library	Whilst not part of the Bair Street plans situating the library in the main street could play an important part in revitalizing the street drawing more people in at the same time as greatly improving a very important Council service. Other towns including Wonthaggi, have very successfully brought their libraries into the CBD - we should too. Cost	As above.

Key:

Positive response Neutral response Concerned response Negative response Suggestion To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		should not be a major consideration in doing so.	
4	Railway precinct	Rail Land, this are needs to have adequate access up to Bair St. One area the Leongatha CBD is missing is available parking for larger vehicles (cars & caravans, trucks etc). It would be helpful to have signage posted say 5km each side of town advertise	This project looks at Council land at Bair St and its surrounds. VicTrack's railway land around Leongatha railway station will be considered as part of a separate project, the Leongatha Railway Site Transformation project, which Council is about to commence. We have already heard that there is strong support for re-instatement of the pedestrian connection to Bair Street, extending the rail trail to the station and more parking. There is a need to improve signage about parking areas and it is a good idea to make provision for larger vehicle parking and long-term parking on this land. We have noted these comments and will endeavour to include them in the plans for the railway land.
5	Railway precinct	The railway yards carparks are a must, with easy access to Bair St, but as we know development of the rail yards is years away (we have been talking about it for 20 plus years now).	<i>As above.</i> We acknowledge that this work will take some time to complete but we are hoping to prepare the master plan in 2016/2017 then undertake detailed design before construction in the coming years.
6	Railway precinct	While the railway precinct is not part of the current proposal other than the access down from the traffic lights the short and long term use of this area needs concurrent consideration if only to preclude options which may jeopardize its long term development. Currently a disgrace in the centre of town, weedy, messy and unattractive, short term developments following Council's leasing of the whole are could include bringing the rail trail in under the bridge, carparking areas, a covered ramp into a redeveloped bus terminal and planting of the steep banks with groundcovers to control weeds.	<i>As above.</i> The suggestions of a covered ramp and groundcover planting to control weeds on the railway land have also been noted for the Leongatha Railway Site Transformation project.
7	Railway precinct	Longer term we should be aiming to get a high quality transport terminal to replace the current abysmal one we have.	The State Government's recently released Regional Network Development Plan (2016) to upgrade the coach interchange at Leongatha.
8	Railway precinct	There is also not a lot of detail into the connecting of the old Railway Land? This needs to be addressed the Chamber feels strongly about improving its current status. i.e. long	<i>See response to No.4 Other Comments - Other Projects.</i>

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase

No.	Subject	Public Comment	Council Response
		term Parking & Access to both Bair St & Rail Trail.	
9	Railway precinct	Would be good to have additional car parking on railway land	<i>See response to No.4 Other Comments - Other Projects.</i>
10	Railway precinct	It would be great to have the railway land developed into car parks.	<i>See response to No.4 Other Comments - Other Projects.</i>
11	Railway precinct	Pursue using rail land for car park and playground	<i>See response to No.4 Other Comments - Other Projects.</i> The suggestion of a playground is noted.
12	Railway precinct	The old railway station & land could also be revamped into a community space with the platform being used as a ready made stage. Also landscape area to also act as another entry point to Rail Trail with dedicated wall space for 'wall art' which could be changed on a regular basis by starting a 'graffiti' club through Art Dept in local schools to positively channel talent - no 'tagging' which is so boring & meaningless! This area could also include the revamping the old Railway Bridge to access Bair St.	<i>See response to No.4 Other Comments - Other Projects.</i> The suggestions of landscaping, art and a community space with the platform as a ready made stage are noted.
13	Railway precinct	Upgrade bus terminal terrible welcome to town.	<i>See response to No.7 Other Comments - Other Projects.</i>
14	Railway precinct - pedestrian walkway	The walkway beside the Chinese restaurant leading to the VicTrack area needs to be both disabled friendly and roofed if you want to encourage people to park on that land. Lighting will be needed.	<i>See response to No.4 Other Comments - Other Projects.</i> The suggestion of a disabled friendly covered walkway between Bair St and the railway land is noted.
15	Railway precinct - pedestrian walkway	The ramp down from Bair St to the railway precinct and the alleyway should be roofed.	<i>As above.</i>
16	Railway precinct - pedestrian walkway	Small bridge from station up to the shops should be rebuilt. We all miss it!	<i>As above.</i>

Key:

Positive response

Neutral response

Concerned response

Negative response

Suggestion

To be dealt with through detailed design phase