

# LEONGATHA Railway Site Transformation

Draft Master Plan Engagement  
September-October 2017

**ENGAGEMENT REPORT Dec 2017**

Ordinary Meeting of Council No. 419 - 20 December 2017



*South Gippsland  
Shire Council*

# Engagement Summary



This report outlines the findings of the second round of consultation for the Leongatha Railway Site Transformation project. Council has the opportunity to take over the lease for the site and sought the community's feedback in response to the proposed Draft Master Plan (shown opposite) in September and October 2017.

The Draft Master Plan was generally well supported. Approximately fifteen parties provided comments to Council during and after the consultation period. Most suggested minor changes to the Draft Master Plan and / or included questions about the plan.

The comments touched on a range of topics including:

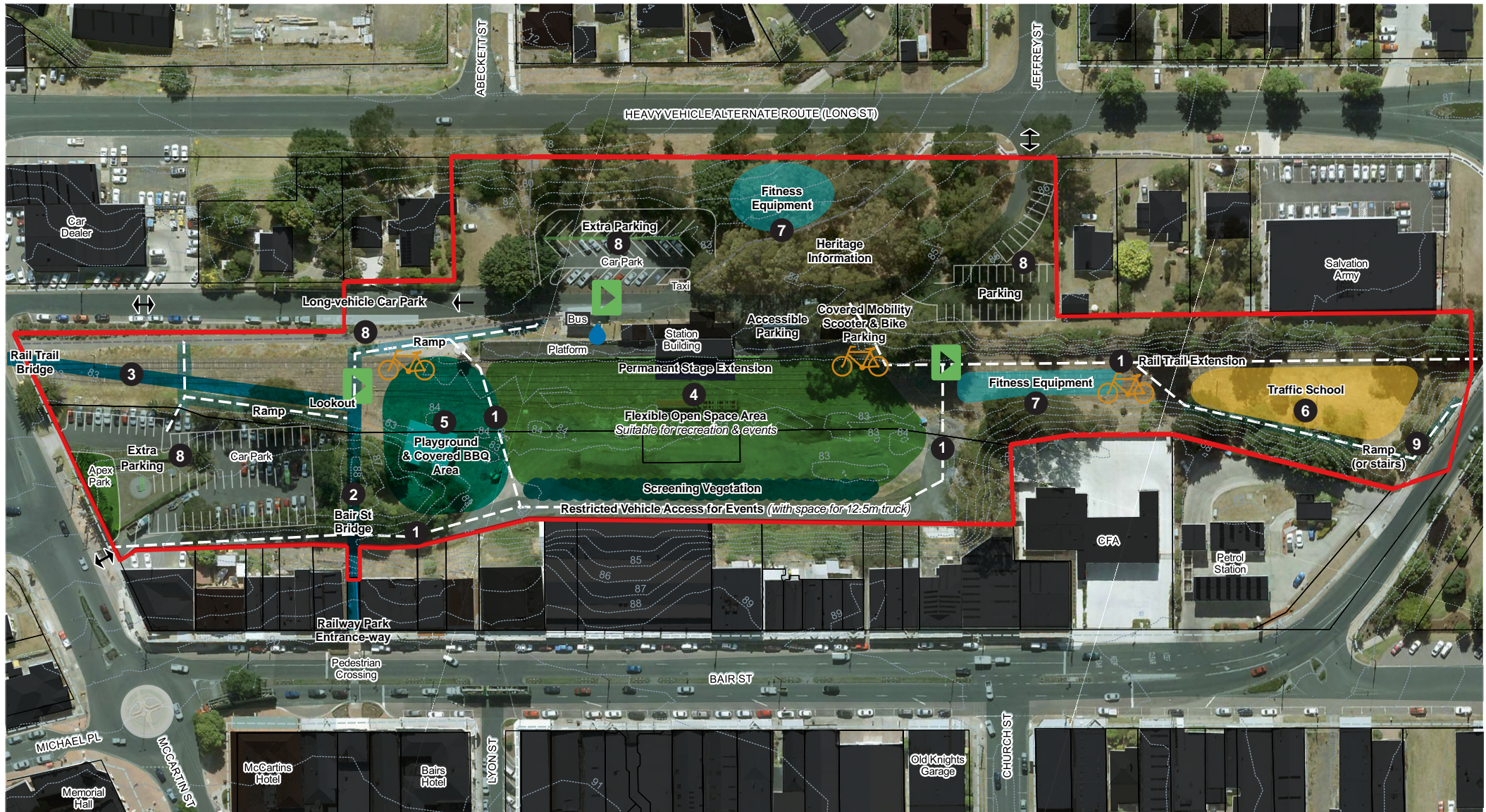
- Access to the site
- Use of the station building
- Attracting tourists
- Traffic school (bike education area)
- Performance space
- Return of rail
- Playground & big cow
- Parking
- Fitness equipment
- Vegetation
- Other infrastructure (e.g. bike lockers, benches)

## Draft Master Plan - Proposed Uses

- 1 **Rail trail extension** - Great Southern Rail Trail extended from current start at Horticultural Park into the site connecting to the station building and existing path from Roughead St.
  - 2 **Bridge connecting site to Bair Street** - Continuous accessible path from laneway off the main street (next to Toy Shop as per previous foot bridge) via a bridge covered for weather protection which includes a look out and information about the town's history.
  - 3 **Rail trail extension bridge** - Continuous accessible path for equines, bicycles and pedestrians to provide for an extension of the rail trail towards Korumburra over Roughead St (Strzelecki Hwy) connected to the Bair St bridge. Bridge will be designed so that the Bair St portion can be built as funds are available.
  - 4 **Performance & open space area** - Use of station platform as a stage for performances with a grassed area for seating which could also be used for recreation (e.g. kicking a football, picnicking) or events (e.g. markets) when performances are not on. Restricted vehicle access (for trucks up to 12.5m) provided from Strzelecki Hwy to the area will provide for event set-up and rear of shop access. Trees (e.g. *magnolia grandiflora*) will screen the back of Bair St properties.
  - 5 **Playground & covered BBQ area** - A fenced playground and covered BBQ area with easy access to town (via Bair St) and the adjacent car park to replace the existing play equipment and proposed shelter at nearby Horticultural Park. A distinctive playground is proposed to attract people that are passing through Leongatha to stop (e.g. big cow, train theme).
  - 6 **Traffic school** - A bicycle education facility which the Leongatha Rotary Club have proposed. The site could be gated and opened for bookings as well as possibly during the day subject to an appropriate manager for the facility being established.
  - 7 **Fitness equipment stations** - Fitness equipment to provide for adult exercise on the site, with path access.
  - 8 **Additional car parking** - Extension to the Apex Park and VLine coach parking areas and a new parking area off Long St. Provision of long vehicle parking (not overnight parking).
  - 9 **Ramp / steps** - Accessible ramp from Bair St / Koonwarra Rd bridge to the site or steps if this is not possible due to slope and traffic school layout.
-  **Use of the station building** - Use the following guiding principles when working with VicTrack to find a tenant for the buildings:
- Provides an activity that complements the other use and development proposed for the site (e.g. snacks, hot drinks, bike hire, tourist information).
  - Contributes to activity at the site, particularly at times retail is quiet in the town (i.e. opening hours on Saturday afternoon and Sundays).
-  **Facilities** - A new self-contained toilet will be provided at the VLine coach stop in the short term with the option of upgrading the existing toilet block and / a new toilet block at the site in the longer term. Signage, bicycle parking, a bicycle repair kit ('fixit' station) and a water fountain with water bottle refill and dog tap.

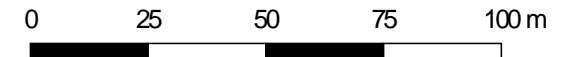


# Leongatha Railway Site - Draft Master Plan



## Legend

- Study Area
- Building Footprint
- Property Boundaries
- Proposed Path
- Proposed Bridge
- Proposed Ramp
- # Proposed Use
- ▶ Proposed Wayfinding Signage
- Proposed Water Fountain
- 🚲 Proposed Bicycle Parking



Please note that layout is indicative only and requires further design investigation e.g. for exact parking layout.



## Engaging the Community

The Leongatha Railway Site Master Plan will guide improvements to the area for the benefit of the community. Upgrades at this strategic site, central to Leongatha, will affect the Leongatha community, broader region and visitors to the area.

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

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

The first round of consultation was documented in the Ideas Engagement Report (September 2017) - Attachment 1.3.2 of the 20 September 2017 Council Briefing.

For the second round of consultation, Council sought to:

- Inform the public of the Draft Master Plan for the Leongatha railway site and how it responds to community ideas received.
- Ask the public for feedback on the Draft Master Plan.

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

## How We Told People

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Draft Master Plan on display at 37 Bair Street (A0 size) and available at the front counter of Council offices, Leongatha library and in the local paper

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Web page on Council's website with a copy of the Draft Master Plan, Ideas Engagement Report and other project information

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Media releases about Draft Master Plan

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Facebook updates on Council's facebook page

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Posters at Leongatha library, Leongatha VLine coach stop, Leongatha railway station building, Memorial Hall noticeboard and at 37 Bair St

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Council noticeboard in local papers and available on Council's website

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'In the Know' email list - a fortnightly update about what is happening at Council and how the public can be involved

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Contact with local community groups / organisations, particularly via the Project Reference Group

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Project email list

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Project information on the slides at the front counter of Council offices

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# Attachment 4.11. MASTER PLAN



## Leongatha Railway Site Transformation Draft Master Plan for community feedback



6 October at 22:45 · Edited

**South Gippsland Shire Council**  
4 October at 16:12 ·

Don't forget to have your say on the Leongatha Railway Site Masterplan!  
This is your opportunity to ensure that the Masterplan incorporates key themes of the hundreds of ideas we have been provided for the site.  
For more information please visit our website below.



Leongatha Railway Site Transformation | Leongatha  
Railway Site Transformation | South Gippsland Shire Council

**FACEBOOK  
POST**

Share

brok, Al Hall and 2 others like this.

Top comments ·

## Noticeboard

**FOSTER POOL**  
South Gippsland Shire Council  
Master Plan for Foster Outdoor Pool  
We would like your feedback on the draft Master Plan for Foster Outdoor Pool.  
You can view the report online at: [www.surveymonkey.com/r/FosterOutdoorPool](http://www.surveymonkey.com/r/FosterOutdoorPool)  
Copies of the survey are also available from:  
• Prom Country Visitor Information Centre  
• Foster Library or Council  
Survey closes Monday 2 October 2017

**LEONGATHA RAILWAY SITE TRANSFORMATION:  
Draft Master Plan for Consultation**  
The draft Master Plan is available for consultation until Tuesday 17 October, 2017. Your written feedback is encouraged.  
You can view the report online at:  
[www.southgippsland.vic.gov.au/leongatharailwaysite](http://www.southgippsland.vic.gov.au/leongatharailwaysite)  
Or in person at:  
• Council Office  
• 37 Bair Street  
• Leongatha

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## IN THE KNOW EMAIL LIST

In The Know!

## WELCOME TO IN THE KNOW

Want to stay in the know?

In The Know is your fortnightly reminder of what Council is up to at the moment.  
Have a look at what is going on and how you can get involved!

## FOR YOUR REVIEW

## Leongatha Railway Site Draft Masterplan

Make a submission by 17 October

5

A draft masterplan has been prepared to direct the future of the Leongatha Railway Site and is available for community feedback. This is your opportunity to check the plan and ensure it meets the needs of the community.

## POSTER AT 37 BAIR ST



Home > Planning and Building > Leongatha Railway Site Transformation

## Leongatha Railway Site Transformation

### Latest News

The **Draft Master Plan** was presented to Council on Wednesday 20 September 2017 and is available for consultation until **Tuesday 17 October 2017**. The Engagement Report, also presented to Council, explains how the Draft Master Plan responds to the ideas received by the community from April-May this year. After this, the Final Master Plan will be prepared in response to community feedback and the findings of the Engagement Report. It is requested that the Final Master Plan will be presented to Council for adoption in December 2017.

## Ordinary Meeting of Council No 419 - 20 December 2017

### About

The Leongatha Railway Site Transformation project aims to improve the Leongatha

## PROJECT WEB PAGE



## What We Told People

Council publicity for the project included the Draft Master Plan (map) and description, an overview of project, details of the process and ways to keep updated and be involved.

The Draft Master Plan was presented to Council on Wednesday 20 September at an open Council Briefing. From that time until Tuesday 17 October 2017 the public were encouraged to submit to Council their feedback on the Draft Master Plan.

It was explained that the Draft Master Plan responds to the ideas received from the community in April-May 2017 during the Ideas Consultation. The Ideas Engagement Report (September 2017) was made available to explain how community ideas shaped the plan. The consultation also made clear that the Final Master Plan would be prepared in response to community feedback and the findings of the Environmental Assessment (contamination study) of the site.

## The Response We Got

Approximately fifteen submissions were received from the community. Many of these were from Project Reference Group members and a few represented organisations / community groups (including the Leongatha and District Historical Society, South Gippsland Concert Band and a few local schools).

Project Reference Group	Approximately 20 members including the 3 ward Councillors who have met five times throughout the project
Web page	661 page views by 385 different visitors in consultation period
Facebook	Across three posts, 1,588 (post 1), 635 (post 2) and 4,764 (post 3) people were reached
Newspaper Articles	Articles in The Star and Sentinel Times local papers
Other media	TV interview with Channel 9 News on 26 September 2017
Email list	Approximately 70 people



# Rail trail to extend into station area

Attachment 4.1.2

By Sarah Vella

UNDER the draft master plan now realised for the Leongatha Railway Site, the Great Southern Rail Trail would extend to the station area.

Produced by council's senior strategic planner Chantal Lenthall, the master plan includes plenty of the ideas the community put forward during the consultation period.

However, some South Gippsland Shire Council councillors were disappointed the Leongatha railway site transformation draft masterplan did not include a giant cow shaped entrance.

The cow was the brainchild of a group of Leongatha Secondary College students, one of more than 140 ideas put forward by the community at meetings, events and online.

The plan includes the reinstatement of the bridge linking Bair Street to the railway yard, which would also connect to an extended car park.

Under the plan, the Great Southern Rail Trail will be extended from Horticultural Park.

A large grassed performance/market space, a traffic school, fitness equipment, a permanent stage and more car parking also featured in the proposal.

Ms Lenthall said while the return of trains to the Leongatha is beyond council's power, in the meantime people want to see the site improved.

Council's manager planning Paul Stampton said the plan had been conscious to preserve the rail corridor.

Cr Andrew McEwen said he expects to see trains back in Leongatha in the next seven to 10 years, which needed to be allowed for.

Cr Alyson Skinner questioned why the plan didn't include any figures or estimations of cost and said the park needs to feature something, like the giant cow, to make it an amazing place to be.

Mr Stampton said work has been done to determine what funding would be needed for the first stage of the project, including the overhead bridge from Bair Street, which was expected to cost around \$300,000.

He said the cow could be funded at a later date, as an addition to the core project.

Cr McEwen said arts should be included in the masterplan and not "added on" at a later date.

"Art can be a really big drawcard, if we are going to do something to make it attractive, we need to

## Inverloch joy flights rejected

OBJECTORS of a joy flight business in Inverloch were relieved when Bass Coast Shire Council knocked back the proposal at the recent meeting.

However, not all residents are convinced council made the right decision, believing a tourism opportunity had been lost.

Former Inverloch councillor and Shire of Woomyl president Terry Hall said he was surprised at council's decision.

"I heard about the proposal and got all the information. I talked to the proponents and got the facts, and I made the decision based on what I heard, not hysteria."

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build art into it," he said.

Ms Lenthall said the draft masterplan is now

available on the council's website and will be dis-

played on Bair Street for the public to view.

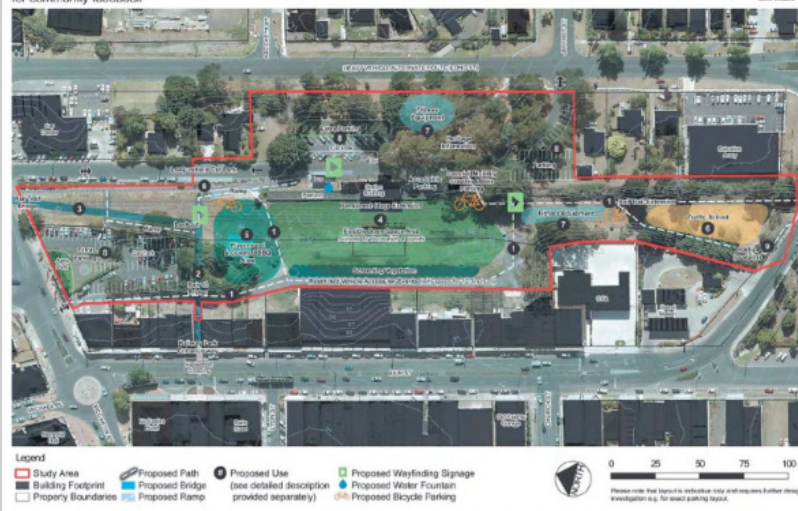
It will be open for public feedback until October 17.

The level of contamination at the site and the feedback received from the community will form

the basis of the final master plan.

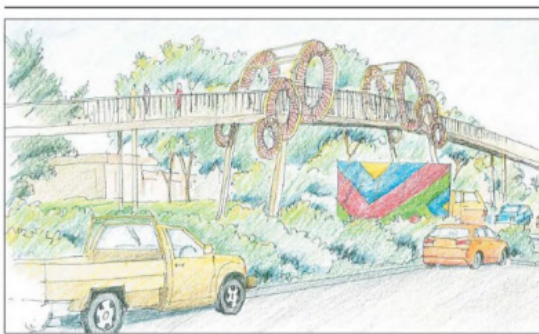
"The final plan will be presented to the council hopefully at the December council meeting," Ms Lenthall said.

## Leongatha Railway Site Transformation DRAFT MASTER PLAN for community feedback



**Proposed:** a map showing the proposed improvements to the impending site transformation of the underutilised Leongatha rail yards.

- Rail trail extension** - Great Southern Rail Trail extended from current start at Horticultural Park into the site connecting to the station building and existing path from Roughhead St.
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**Most requested:** a concept plan for a bridge linking Leongatha's railway site to Bair Street includes a covered bridge, a lookout and information about the town's history. The bridge was the community's most popular suggestion for the redevelopment of the railyards.

## Rail reno steams ahead

By Jessica Anstice

EXCITEMENT in Leongatha is building as the railway site project advances.

The official final master plan for the future of the Leongatha railway site is in the process of being completed, after public consultation finished last Tuesday, October 17.

South Gippsland Shire Council's manager of planning Paul Stampton and senior strategic planning officer Chantal Lenthall met with the Leongatha Rotary Club proposal for the traffic of the former

The site could t ings, as well as po to an appropriate r found.

"It looks like w We were just tryin at the moment and back to council," M

There will be a bridge from the rail ramp, a lookout am history.

The proposal m tension of the Greu current start at Ho into the site, comec path from Roug

"We're looking the Strzelecki Hig safely get over the l mburra on the rail l Ms Lenthall said.

A new fenced p cue area will replac

"The Horticultural Park will be taken away and the main playground will be here. We're trying to make it easier for people to stop in town, go to the supermarket and play on the playground," Ms Lenthall said.

A large grassed performance/market space, fitness equipment, a permanent stage and more car parking also feature in the proposal.

The proposal will be presented at a council meeting on December 20.

The official proposed master plan will be available for public viewing two weeks before the

## Bridges over troubled rail land

A STANDOUT feature of the draft master plan for the Leongatha Railway Site Transformation project is a \$300,000 covered pedestrian bridge connecting a revitalised Bair Street to the park, playground, car parking and other features behind.

There could also be a rail trail bridge over Roughhead Street and the idea of big, playful cow is not out of the question either.

It could all cost in the order of \$2 million, according to Cr Andrew McEwen, built in stages of course, largely with government money.

The extent of this adventurous draft, put together over months of consultation, including a particularly insightful submission by students from the Leongatha Secondary College, was revealed at a briefing session last Wednesday.

It is available for community feedback until Tuesday, October 17.

Council has been given the opportunity to take over the lease of the railway land and to help rejuvenate the site into a visually appealing space that can be used by the local community and can help to attract visitors.

The railway corridor to Leongatha will remain open so that future rail services may one day return but, in the meantime, the draft master plan recommends a number of key initiatives, including:

- Rail trail extension from the current start at Horticultural Park into the site connecting to the station building and existing path from Roughhead Street
- Restoring access from Bair Street past the Toy Shop as with the previous footbridge
- Use of station platform as a stage for performances with a grassed area for seating/recreation
- Playground and covered BBQ area
- Fitness equipment stations
- Additional car parking (opposite Anderson Street and also opposite Jeffrey Street)

South Gippsland Shire Council's Senior Strategic Planning Officer Chantal Lenthall is keen for the community to review the draft Master Plan and to provide feedback.

"Council received hundreds of ideas as to how the Leongatha Railway Site should be improved. We have used the community's key suggestions in the development of the Draft Master Plan and are now interested in hearing people's feedback. We

Agenda - 20 December 2017

**Sew what:** Sophie Cuttriss, Vicky Bristow and Brian Ahern are the masterminds behind the Wonthaggi Theatrical Group's costume department. The group officially opened its new premises at the State Coal Mine in Wonthaggi on Sunday. Read more on [page 16](#).



**Moving forward:** South Gippsland Shire Council's manager of planning Paul Stampton and senior strategic planning officer Chantal Lenthall are putting together the official Leongatha railway site master plan before taking it to council on December 20.

**MONTHLY ONLINE AUCTIONS**

**HAZELWOOD POWER STATION**

**WORKSHOP AND ENGINEERING, LIFTING, TOOL STORE AND EQUIPMENT CONSUMABLES, LABORATORY AND TEST, IT & OFFICE FURNITURE, LARGE QUANTITY OF VARIOUS MOTORS, PUMPS AND TRANSFORMERS**



**Delighted that some of their ideas have been included in the draft master plan for the Leongatha Railway Site Transformation project and showing a continuing interest in the rail plan at last week's council meeting were Leongatha Secondary College Students Malik Phillips, Angus Clark and Maddi Cruickshank with Senior Strategic Planning Officer Chantal Lenthall.** m123917

hope to receive constructive feedback on the Draft Master Plan so that the Final Master Plan is something that the community is proud to support."

Once the Leongatha Railway Site Master Plan is finalised it will be used as a supporting document to assist with obtaining grant funding.

Grant funding is required for the project to advance to the next stage.

### Supportive

Councillors were generally supportive of the ideas contained in the plan.

"I'd still like to see something wild like a big cow feature," said Cr Alyson Skinner.

Director Development Services Bryan Sword said it might be possible to attract an arts grant for something like that.

Cr Meg Edwards said she'd like to see more agricultural themes reflected.

Cr Lorraine Brunt said the rail yards had been "the bane of Leongatha's existence since the trains stopped in 1993.

Cr Jeremy Rich said he would have liked to see more connection between the commercial area of town and the new park. He said there was a danger with it being hidden from view.

Mr Sword said the shire had toyed with the idea of buying a Bair Street block and opening the rail land up in a big way but suspected a prohibitive cost.

Cr Andrew McEwen was on another tangent. "I'm bullish about getting the rail back in five to 10 years' time."

The plan can be viewed at: [www.southgippsland.vic.gov.au/LeongathaRailwaySite](http://www.southgippsland.vic.gov.au/LeongathaRailwaySite) Or in person at: Council, 9 Smith Street, Leongatha • 37 Bair Street, Leongatha • Leongatha Library, 2 Smith Street, Leongatha



## What We Heard

This section explains how public feedback in response to the Draft Master Plan influenced the Final Master Plan. The comments have been grouped according to the following themes.

A summary of comments received by submitter and responses to these comments are available at **Appendix A** of this report.

## Key Themes

### *GENERAL SUPPORT*

#### **Community Comments**

There was general support for most of the activities and proposals in the Draft Master Plan.

#### **Discussion**

For this reason, the Final Master Plan seeks to retain the key elements shown and publicised in the Draft Master Plan.

#### **Final Master Plan**

The Final Master Plan generally reflects the Draft Master Plan given the general support received.



## ***ACCESS TO THE SITE***

### **Community Comments**

Some submissions suggested or had implications for access to the railway site. Three access changes were proposed:

1. Provide a right hand turning lane on Long Street to facilitate access into the railway site
2. Reopen access at Strzelecki Highway / Roughead Street so that the playground can be located at the Apex Park car park and the car park moved east
3. Connect the roads between Long Street and Strzelecki Highway / Roughead Street

Proposal number 3 was suggested in one case to relocate the traffic school (bike education playground). As part of this, it was recommended that the gates be provided to limit access across the rail trail for specific purposes (e.g. setting up events at the open space area, providing deliveries to the back of shops).

### **Discussion**

1. Given the expected increase in traffic, a right hand turn could improve safety as traffic to the site increases. VicRoads have no objections to Council constructing a right turn lane in this location in principle however they have some concerns due to the cross road configuration with Jeffrey Street. This may require additional land for construction. We understand that some of the issues that

Council will need to address if this proposal is adopted are: limited space available, terrain, electricity and other infrastructure, sensitive trees east of the intersection and the presences of cyclists in the area.

2. The access off Strzelecki Highway was recently closed in response to a road safety audit as part of the Heavy Vehicle Alternate Route upgrades. This access point is in the middle of a busy intersection and as such, it is not recommended that its opening be reconsidered.
3. VicRoads does not support the creation of a through road for general traffic between Long Street and Strzelecki Highway. Even if this was provided for restricted access only (i.e. deliveries and events), the road would need to cross the rail trail and have gates on either side of the road to address safety concerns with such a conflict. This, however, poses additional issues as the gates would need keys which are typically difficult to manage. This access is also likely to have implications for the number of car parking spaces that could be provided off Long Street.

### **Final Master Plan**

The Final Master Plan report should recommend investigating a right hand turn lane for vehicles heading south from Long Street into the site.

# Key Themes (cont.)

## *USE OF THE STATION BUILDING*

### **Community Comments**

One submission asked whether there would be an opportunity for a coffee shop and information kiosk at the site.

A submission was received seeking to establish activity at the site as soon as possible to discourage vandalism.

Another submission proposed that a tourist information centre be integrated into the footbridge design.

The Leongatha Art and Craft Society provided a late submission expressing their interest in using any available space at the station complex for future exhibitions.

### **Discussion**

The station building at present is in need of a tenant. One of the principles set out in the Draft Master Plan for determining an appropriate tenant is that the activity complements other use and development proposed at the site. Ideally this would include a coffee shop and tourist information but it will depend who is willing to provide that service.

To date, Council has not received a serious detailed proposal for lease of the site. It is also difficult to attract such a proposal before improvements to the site are made.

In the interim, the station buildings would be an excellent venue for a range of arts and music activities that fit within the Council's Arts and Creative Industry strategy and the Youth

Policy and ideas that are being suggested as we develop the new Youth Strategy. To get best advantage from the space it would be best if Council leased and managed the space temporarily (e.g. first couple of years) - with the potential for this to transfer to a co-op of some sort that may develop over this time.

Two Council staff can have a direct role in developing and coordinating use of this space as part of their ongoing duties - the Arts Development Officer (just appointed) and Community Strengthening Support Officer. This use would also ensure that groups using the proposed performance space/stage would have a green room/change rooms/backstage space.

There is potential that there will be space for the Art and Craft Society to put on temporary exhibition/s in any available space.

Subject to undertaking some initial repairs which VicTrack has indicated that they will do before we lease the building, the buildings could be set up for these purposes early in the new year.

### **Final Master Plan**

In the interim (e.g. first couple of years), Council should establish the station buildings as an arts and music hub to provide activity at the site.

Use the following guiding principles when evaluating long-term tenants for the station buildings:



- Provides an activity that complements the other use and development proposed for the site (e.g. snacks, hot drinks, bike hire, tourist information).
- Contributes to activity at the site, particularly at times retail is quiet in the town (i.e. opening hours on Saturday afternoon and Sundays).

## ***ATTRACTING TOURISTS***

### **Community Comments**

A couple of submissions raised concerns about attracting tourists to the site. One noted that the Long Street entry is not very visible for travellers. Another was concerned that the Draft Master Plan does not encourage tourists to stop and make use of town facilities because there's no big attraction like the Big Banana, the beach or other landmark. This submitter suggested a big cow or a big lookout tower in the shape of a vase with the huge daffodil on top with a tourist information centre at the base of the tower.

Several of the Leongatha Secondary students that provided feedback wanted to see the big cow realised in the Final Master Plan.

### **Discussion**

It is noted that the Final Master Plan could provide infrastructure that is a tourist attraction itself. How this is achieved could be explored further as part of the detailed design. It is recommended that the big cow be incorporated into the bridge's design as this will be more visible from the highway than integrating the big cow into the playground design. It would also be difficult for the big cow to be integrated into the playground design as Council's investigations have found that playground companies would not produce such a large custom piece of equipment. Instead this would need to be the work of a sculptor and designed to the relevant Australian standards - likely to be a very

# Key Themes (cont.)

## *ATTRACTING TOURISTS (CONT.)*

expensive exercise. By contrast, the big cow design could be incorporated as cladding on the footbridge.

### **Final Master Plan**

The Final Master Plan should specify that the footbridge be creatively designed as a big cow visible from Strzelecki Highway.

## *TRAFFIC SCHOOL (BIKE EDUCATION AREA)*

### **Community Comments**

One submission stated that the railway site is not an appropriate location for the traffic / bicycle education facility. The submitter argued that the area should be developed as parkland - maintaining a "greenbelt" from Horticultural Park through to Centenary Park.

The Leongatha Rotary Club had several discussions with Council officers regarding the proposed facility. The club does not support the location of the traffic school proposed in the Draft Master Plan because:

- The space is too small
- The space is not wide enough to create a useable facility
- It is a long way from toilets and car parking
- It is tucked right down the back of the site with minimum visibility

The club proposes the following alternative location at the open space area which involves earth moving as shown opposite.

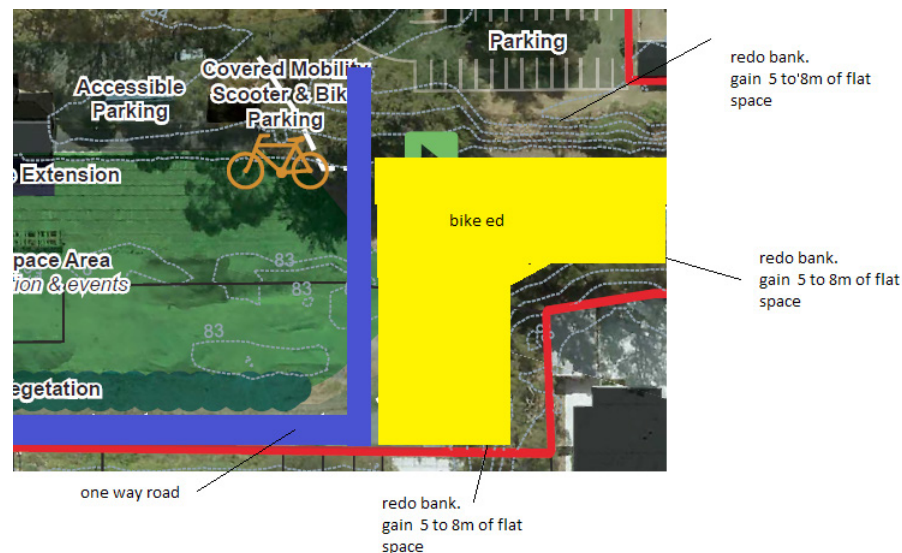
This proposal:

- Includes a restricted one way access road connecting to Long Street which will need to be gated where it crosses the rail trail.



- Means schools would be able to drive to the bike education area, unload their students and then drive to park. This is important for Yoralla, and the specialist schools in particular.
- Would provide high visibility and good access for the public.

Aboriginal artists could be involved in the facility's design to create one of Australia's largest Aboriginal installations using black for tracks and colours of the wetpour palette for the design.



### Alternative Facility Location proposed by Leongatha Rotary Club

Ordinary Meeting of Council No. 419 - 20 December 2017

This feedback was also supported by a letter received from the local primary schools. The specialist school requested that the design of facility consider school bus access, pedestrians (not just cyclists) and wheelchair access and include a low fence and gates and an undercover area.

### Discussion

As discussed with the Rotary Club, the facility is proposed to teach important road safety skills through inclusion of the following components: stop sign, give way sign, T intersection, cross intersection, roundabout and pedestrian and school crossings.

In response to Rotary's proposal, Council committed to preparing two designs for the facility. The two areas (as shown on the following pages) considered were:

1. Area shown in the Draft Master Plan extended into the Fitness Equipment space (approx. 1,800m<sup>2</sup>)
2. Area encroaching into the proposed Open Space area (which provides for 12.5m truck turn around area along the back of the shops) (approx. 1,600m<sup>2</sup>)

These areas are comparable in size to the road surface area of other traffic schools:

- Morwell - 2,500m<sup>2</sup>
- Essendon - 1,900m<sup>2</sup>
- East Bentleigh - 1,600m<sup>2</sup>
- Kew - 1,500m<sup>2</sup>

# Traffic Education - Options Overview



## Legend

- |  |  |   |  |
|--|--|---|--|
| <span style="border: 2px solid red; padding: 2px;"> </span> Study Area   | <span style="background-color: #d2b48c; border: 1px solid black; padding: 2px;"> </span> Option 1 - Extending into Fitness Station Area (1,800sqm) | <span style="color: purple;">—</span> Minor Contours (Feature Survey) | <span style="color: grey;">----</span> 1m Contours |
| <span style="background-color: #6495ed; border: 1px solid black; padding: 2px;"> </span> Option 2 - Using Open Space Area (1,600sqm) | <span style="background-color: #32cd32; border: 1px solid black; padding: 2px;"> </span> Option 3 - Rotary Club Proposal (1,600sqm)                |   |  |



# Traffic Education - Option 1



## Legend

- |   |  |   |  |
|---|--|---|--|
| <span style="border: 2px solid red; padding: 2px;"> </span> Study Area                                    | <span style="background-color: purple; width: 20px; height: 10px; display: inline-block;"></span> Shelter            | <span style="background-color: darkblue; width: 20px; height: 10px; display: inline-block;"></span> Roadway | <span style="background-color: black; width: 10px; height: 10px; display: inline-block;"></span> Give Way Sign |
| <span style="background-color: orange; width: 20px; height: 10px; display: inline-block;"></span> Seating | <span style="background-color: lightblue; width: 20px; height: 10px; display: inline-block;"></span> Pedestrian Path | <span style="border-bottom: 2px dashed yellow; width: 20px; display: inline-block;"></span> Low Fencing     | <span style="background-color: red; width: 10px; height: 10px; display: inline-block;"></span> Stop Sign       |
|   | <span style="background-color: teal; width: 20px; height: 10px; display: inline-block;"></span> Advanced Skill Area  |   |  |





## Traffic Education - Option 2



### Legend

- |   |  |   |   |
|---|--|---|---|
| <span style="border: 1px solid red; display: inline-block; width: 20px; height: 10px;"></span> Study Area | <span style="background-color: purple; display: inline-block; width: 20px; height: 10px;"></span> Shelter                | <span style="background-color: darkblue; display: inline-block; width: 20px; height: 10px;"></span> Roadway | <span style="background-color: black; display: inline-block; width: 10px; height: 10px; border-radius: 50%;"></span> Give Way |
| <span style="background-color: orange; display: inline-block; width: 20px; height: 10px;"></span> Seating | <span style="background-color: lightblue; display: inline-block; width: 20px; height: 10px;"></span> Pedestrian Path     | <span style="border-bottom: 2px dashed yellow; display: inline-block; width: 20px;"></span> Low Fencing     | <span style="background-color: red; display: inline-block; width: 10px; height: 10px; border-radius: 50%;"></span> Stop       |
|   | <span style="background-color: lightblue; display: inline-block; width: 20px; height: 10px;"></span> Advanced Skill Area |   |   |



## Key Themes (cont.)

### *BIKE EDUCATION FACILITY (CONT.)*

Option 2 is a modified version of the location suggested by the Rotary Club. It was not considered in its original configuration because Rotary's suggested location involves so much cut, includes an accessway (one way road) through the site and does not provide for the rail trail to continue through the site. The cut involves extensive earthworks that risk undermining the foundations of the CFA and possibly affecting adjacent shops, with potential soil contamination issues. It would also involve the construction of a large and expensive retaining wall (estimated cost of \$400-500K). The slopes in this area are already steep and the plan seeks to avoid moving large amounts of soil (which may be expensive if contaminated and the level of contamination). As discussed on page 9, the proposed one way road through the site is not supported.

The designs show that a facility can be accommodated in both locations in close walking distance from toilets and parking areas. In both cases, the main entry is best accessed by a path between the station platform and the proposed parking area off Long Street. The path will provide a short, continuous accessible path from the bus stop area and the two nearby parking areas to the facility. The toilets proposed as part of the VLine bus stop upgrades are expected to be within 100 metres of the main entry. Both design options will be visible from the surrounding areas - the proposed footbridge, the playground, the station platform and the Bair Street bridge. New access is proposed from the Bair Street bridge via stairs and improved access will be provided under the bridge by the rail trail extension. Visibility for option 1 will

be improved by the clearance of vegetation at the southern end of the site and along the banks, opening up the area.

The designs as shown provide for a 3m roadway width and 1.2m pedestrian path width. The designs seek to provide a compromise regarding the idea of fencing by sectioning off the entries / areas of main conflict with low fencing. Both designs include an advanced skill area which provide an alternative path for those who want to develop higher skills (e.g. balance skills) suggested by the Bike Education Coordinator for Gippsland.

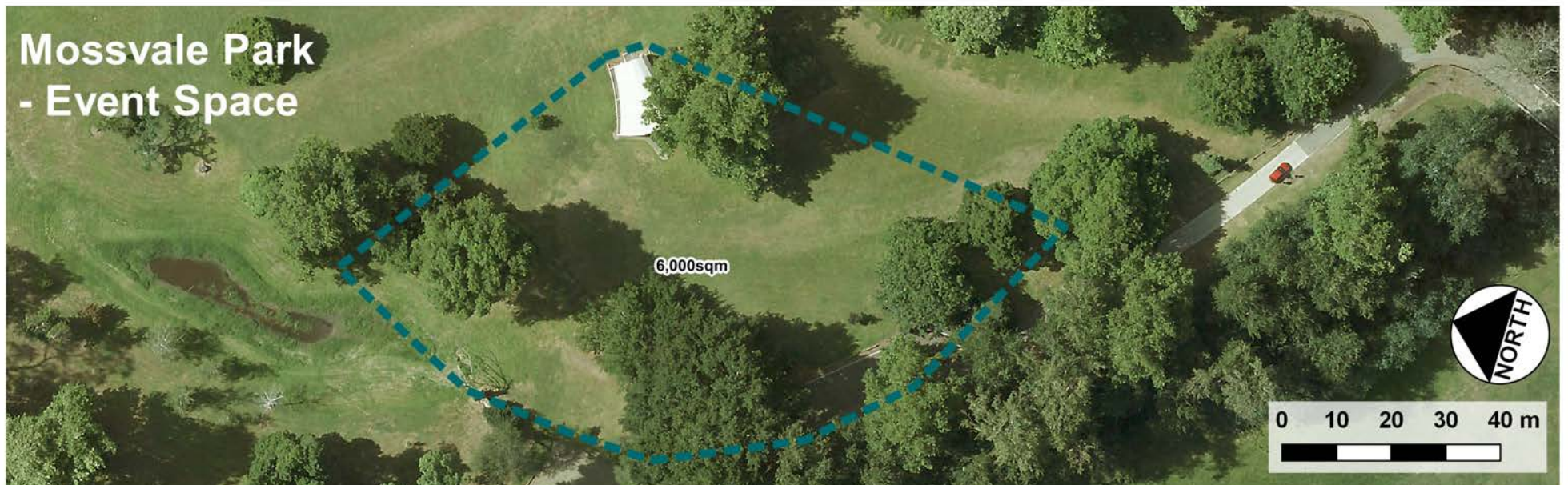
Option 1 is preferred because it does not encroach into the flexible, multi-use open space area. Option 2 would take up approximately a quarter of the open space area (approximately 1,200m<sup>2</sup>). This is not as flexible as a grassed area. It will have a different surface, populated by various infrastructure and its presence will affect the space's appearance.

The proposed open space area in the Draft Master Plan is just under 5,000m<sup>2</sup>. After reviewing similar open spaces in the region (shown on the following pages) and how they are used, it was found that most areas used for events have at least 5,000m<sup>2</sup> of grassed open space available. During the Ideas Engagement, there was discussion about establishing an open space at the site similar to Baromi Park in Mirboo North which has 50,000m<sup>2</sup> of grassed open space available.

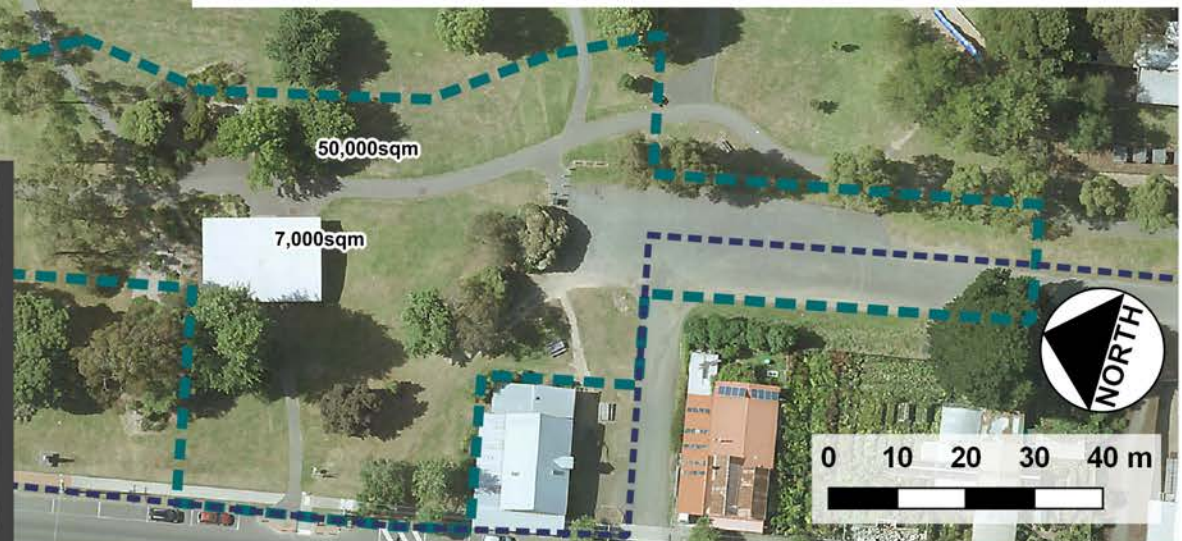
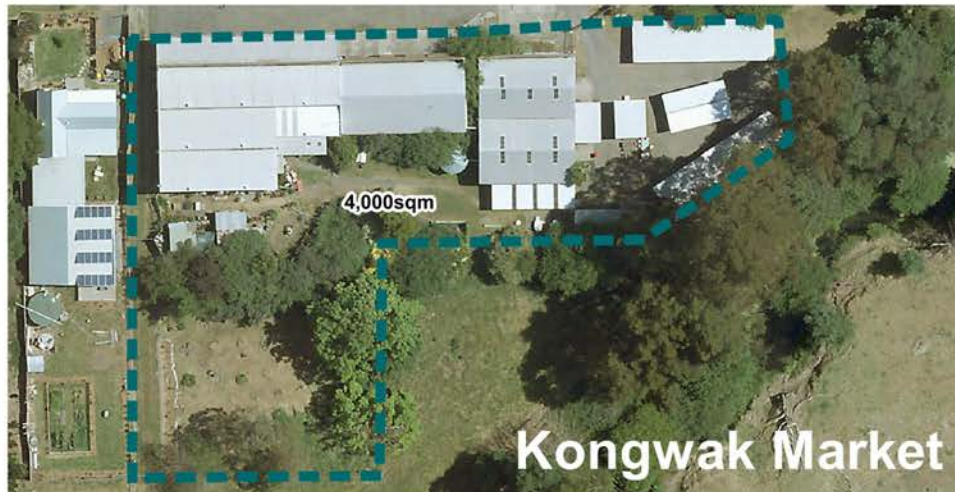
The benefit of a large, flexible open space in the centre of the



## Open Space Comparison









# Key Themes (cont.)

## *BIKE EDUCATION FACILITY (CONT.)*

site is that, unlike events at the Leongatha Recreation Reserve and at Mossvale Park, the railway site is located in the town centre which can support business in central Leongatha.

Option 1 will take up space where an exercise station had been proposed in the Draft Master Plan. It is proposed that this be located elsewhere on the site.

Other concerns about Option 2 are:

- The location of the facility will restrict vehicle access for events on the open space.
- The area is not contained which could make it difficult to manage a class of children without a fence all the way around (children could easily spill over into the grassed open space area).
- Use of the facility could conflict with general recreation (e.g. ball games) and events in the open space area.
- The location is adjacent to a roadway (though it is noted that this road will take limited traffic).

Option 2 is likely to pose more difficulties to attract funding. Less funding is generally available for specific, single-use facilities like a traffic school and more likely to be attained, and in greater amounts, for a flexible open space area.

Following the preparation of the two options, Rotary abandoned Options 2 and 3, rejected Option 1 and proposed

another option. Option 1 was rejected as being too long. Option 2 was considered to take up too much of the open space area. Their alternative option, Option 4, is a modification of Option 2. Like Option 3, Option 4 still involves a one-way road and a fair amount of cut into the surrounding slopes. It also removes some of the trees proposed for screening the back of shops, proposes a through-road without gates and a swimming pool fence around the full extent of the site. Option 1 is still preferred over Option 4 for the same reasons already discussed.

The other option that has been discussed with the Rotary Club is for the facility to be located at another site. Council are willing to work with Rotary to identify an appropriate alternate site. The advantages of including the facility in this plan are:

- It is more likely to attract funding.
- It would be located closer to the centre of town and services including toilets.
- It is located along a public rail trail.

In relation to the idea of Aboriginal art, our community strengthening team would be happy to assist with contacting local Aboriginal group and artists to facilitate this idea.

## **Final Master Plan**

The Final Master Plan should identify the location of the proposed traffic education facility in the area shown as Option 1 (this extends the facility proposed in the Draft Master Plan towards the station platform).



## ***PERFORMANCE SPACE***

### **Community Comments**

The South Gippsland Concert Band supports the proposed open space which they would be keen to use for performances. They requested outside powerpoints for amps, seats and music stands available at the site, lighting for night performances and undercover seating.

### **Discussion**

Outdoor powerpoints are provided at other outdoor venues. Consideration would need to be given to ensuring power points are weather-proof, lockable and whether they can be metered separately or estimates of use can be made easily.

Seats and music stands stored at the station buildings would complement the proposed interim arts and music hub.

Lighting will be important to improve the railway site's safety and useability. Lighting proposals were not clear on the Draft Master Plan and should be specified on the Final Master Plan.

The Draft Master Plan proposed a grassed open space area with a covered BBQ area in view of the platform (stage) area next to the proposed playground. This is expected to include some permanent seating which could be made clearer on the Final Master Plan.

### **Final Master Plan**

The Final Master Plan should specify, as part of the stage set up, that outside power points for amps are proposed.

The Final Master Plan should specify that storage space for seating and music stands be provided as part of the proposed interim arts and music hub at the station buildings.

The Final Master Plan should refer to providing lighting at the site (with lights to be operational during the day and night).

The Final Master Plan should show seating in the proposed covered BBQ area which is designed with consideration of how this area could be used in the case of wet weather events for protecting temporary seating.

# Key Themes (cont.)

## *RETURN OF RAIL*

### **Community Comments**

One submitter noted that any infrastructure built should be done with provision for the return of the rail service to Leongatha. This would save taxpayers money in the long term.

### **Discussion**

Council will work with State Government to ensure that none of the improvements proposed in the Final Master Plan will prevent the return of rail to Leongatha. The removal of tracks for the rail trail, the proposed stage extension and the proposed bridge over the highway may affect the railway corridor needed in the future. The bridge, however, may depend on the alignment which will be determined as part of the detailed design. Given the scale of investment needed to return the rail to Leongatha, the proposed infrastructure is not expected to disadvantage taxpayers.

### **Final Master Plan**

The Final Master Plan recognises that the railway corridor to Leongatha is being preserved for the return of rail. This is a requirement of State Government which Council will continue to discuss with State Government as the project is implemented.

## *PLAYGROUND & BIG COW*

### **Community Comments**

A few Leongatha Secondary students requested that the playground be moved into the Apex Park car park area closer to the highway with a big cow (even better a climbing one with a slide) visible when arriving in town from Melbourne.

One submission noted that it is important to have vehicle parking closer for young mums with prams etc. to access the playground area.

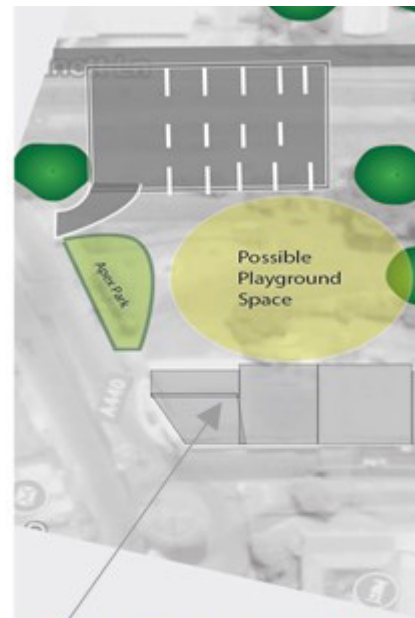
### **Discussion**

Apex Park car parking area was considered as a location for the playground when the Draft Master Plan was prepared as discussed at page 36 of the Ideas Engagement Report. While this location would be more prominent, it would be exposed to traffic noise and hazards at one of the most dangerous intersections in the Shire. It would also impact on the proposed car parking numbers or require moving the Apex Park car park to the east. This is one of the few locations where existing car parking spaces are provided and additional spaces proposed. If moved east, it would not be safe for the car park to be accessed from Roughead Street as proposed in the Leongatha Secondary College plans (shown opposite). The access was closed in response to a road safety audit as part of the Heavy Vehicle Alternate Route upgrades. Access could, however, be provided from Bennett Lane.

Other disadvantages of moving the playground would be that it would not be adjacent to the covered BBQ and open space

area in close proximity to the toilets. The Project Reference Group confirmed their support for retaining the playground at the site proposed in the Draft Master Plan rather than this site.

Given the support for a big cow and the desire for this to be a visible attraction on the approach from Melbourne, it should be integrated into the footbridge design. This is likely to be more achievable than a large cow integrated into the playground. Council's investigations have found that playground companies would not produce such a large custom piece of equipment. Instead this would need to be the work of a sculptor and designed to the relevant Australian standards – likely to be a very



**PLAYGROUND BRIDGE BARR/ STREET**  
 Extract from Leongatha Secondary Students' Presentation showing proposed playground area

expensive exercise. By contrast, the big cow design could be incorporated as cladding on the footbridge.

The proposed playground is located very close to and between the VLine bus parking and Apex Park car parks. Accessible paths are proposed between the playground and car parking areas for young mums with prams etc.

### Final Master Plan

The Final Master Plan should specify that the footbridge be creatively designed as a big cow visible from the highway.



# Key Themes (cont.)

## *PARKING*

### **Community Comments**

One submitter noted that there are a lot of parking spaces proposed in the Draft Master Plan that may not be needed since it is not clear how popular the redesign of railway site is going to be. These areas could instead be used to provide more space for other uses.

### **Discussion**

Council has committed to providing additional parking at the site which was strongly supported by many in the community. It is true that it is not clear how popular the site will become but by providing for additional activities, it is expected to generate additional need for car parking at the site. The design seeks to maximise the potential for activity for the site while balancing the need for car parking.

### **Final Master Plan**

No changes are proposed to the Final Master Plan in response to this submission.

## *FITNESS EQUIPMENT*

### **Community Comments**

A few of the Leongatha Secondary students suggested that an additional fitness station might be good and that these stations should be located close to the rail trail.

One submitter who works in the sports and recreation field noted that there is quite a bit of research available related to 'outdoor community fitness stations' which show that largely they are expensive and under utilised. Generally, the primary user for such equipment is a confident active person (who would be active anyway if the equipment wasn't available) so in terms of increasing the health & well-being of the community largely the equipment provides no benefit. Where the trend is going with public active recreation infrastructure is towards 'Inter-generational play spaces' and other active recreation installations. These are investments into equipment and play spaces that encourage physical activity by a wide range of age demographics. Incidental physical activity for older adults & parents as they chase around their kids/grand kids, as well as challenging active recreation installations, like climbing walls.

Another submitter asked for fitness "stations" distributed along paths throughout Horticultural Park, the railway site and Centenary Park. This would increase utilisation of all parks and increase the length of any fitness "circuit".

**Discussion**

The inclusion of fitness equipment has been reasonably popular. In response to these comments, it is suggested that exercise equipment be provided along paths in a series of stations between Centenary Park and Horticultural Park. It would be good to further discuss with the submitter who recommended the trend towards 'inter-generational play spaces' the type of equipment that would be suitable for the site during the detailed design phase.

**Final Master Plan**

The Final Master Plan should include additional equipment for exercise distributed between Centenary Park and Horticultural Park.

***VEGETATION*****Community Comments**

One submission noted that the plan does not show any added plants or trees this is odd because the plan doesn't show there is going to be any added plants or trees on the railway redesign.

**Discussion**

Apart from the screening vegetation along the back of the shops, the Draft Master Plan did not specify that additional vegetation would be proposed. This should be made clearer in the Final Master Plan.

**Final Master Plan**

The Final Master Plan should refer to additional planting and trees on the site.



## Key Themes (cont.)

### *BIKE LOCKERS*

#### **Community Comments**

One submitted noted that in order to best provide for cyclists, bus users and particularly tourists using the rail trail, reliable and secure bike lockers should be provided near the railway station. From a business point of view, this would allow shoppers to leave bikes securely stored whilst they access the Leongatha retail area. A self-serve, combination lock, weatherproof type of bike locker or similar would be appropriate.

#### **Discussion**

As part of the detailed design, Council will consider the products available in order to provide bike lockers at the site. This will consider the provision of reliable secure bike lockers (e.g. self-serve, combination lock, weatherproof) for cyclists, bus users and particularly tourists using the rail trail (big enough to leave bikes securely stored whilst they access the Leongatha retail area).

#### **Final Master Plan**

The Final Master Plan should include the provision of bike lockers.

### *PARK BENCHES*

#### **Community Comments**

A couple of the Leongatha Secondary students said that the addition of park benches would be beneficial to the area.

#### **Discussion**

The Draft Master Plan did not specify that additional park benches would be proposed. This should be made clearer in the Final Master Plan, particularly at covered BBQ area and around the traffic education facility.

#### **Final Master Plan**

The Final Master Plan should refer to the addition of park benches as part of site improvements.

# Where to Next?

## FINAL MASTER PLAN

The Final Master Plan, along with this report, is being presented to Council for adoption in December 2017.

## DETAILED DESIGN & FUNDING

Following adoption of the Final Master Plan, a more detailed design of the proposals in the plan will be prepared. At the same time, Council will investigate funding options to implement the plan. This work may be done in stages, as resourcing and opportunities for funding are available.



# LEONGATHA





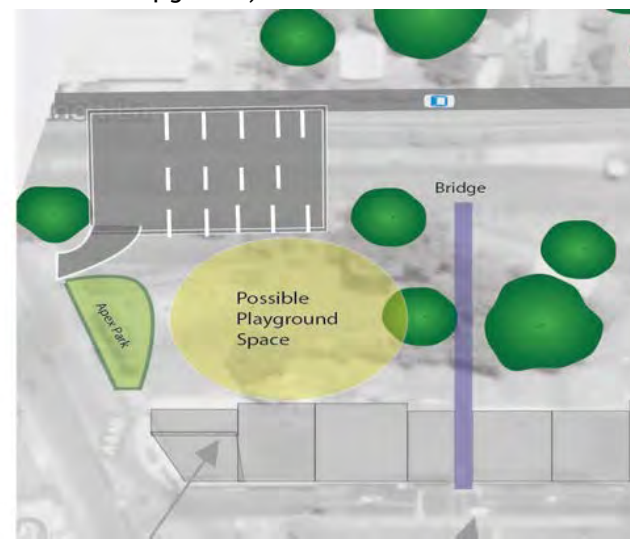
## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
1	Email	<p><i>Access</i></p> <p>Entry from Long St for long vehicle parking is not visible for travellers from Melbourne (ok for people familiar with the site) so it needs rethinking.</p> <p>Could an access road connect from behind the saddlery to the entry at Jeffrey St?</p> <p>Will Long St need a turning lane to facilitate movements?</p> <p><i>Building</i></p> <p>Is there an opportunity for a coffee shop and info kiosk at the old station?</p>	<p><i>Access</i></p> <p><b>The Final Master Plan should show that we will use signage to make it obvious that there are attractions at the site for travellers from Melbourne.</b></p> <p>The entrance to the railway site and information about its attractions could be advertised using signage at the entry of town and by signage along Long Street. It could also be made more obvious by the design of development so that it is visible to passers by.</p> <p>Hypothetically the road behind the saddlery could connect to the entry at Jeffrey St but it is not clear why this would be helpful given that we want to encourage people stopping at the site, rather than driving through it. VicRoads does not support the creation of a through road for general traffic.</p> <p><b>The Final Master Plan should recommend investigating a right hand turn lane (for vehicles heading south) being established from Long Street into the site at full development of the Final Master Plan.</b></p> <p>A right hand turn lane could improve safety as traffic to the site increases. It is likely that this will not be needed until the site is fully developed and / or activated. VicRoads have no objections to Council constructing a right turn lane in this location in principle however they have some concerns due to the cross road configuration with Jeffrey Street. This may require additional land for construction. Issues that Council will need to address if this proposal is adopted are: limited space available, terrain, electricity and other infrastructure, sensitive trees east of the intersection and the presences of cyclists in the area.</p> <p><i>Building</i></p> <p>There is an opportunity for a coffee shop and info kiosk at the old station. Using the principles suggested in the Draft Master Plan, this</p>	Yes

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
			is exactly the sort of tenant that would be encouraged by Council in the building. At present, however, Council is considering setting up an arts and music hub on an interim basis until an alternative tenant is established.	
2	Email	<p><i>Parking</i></p> <p>It's important to have vehicle parking closer for young mums with prams etc. to access the playground area.</p> <p><i>Building</i></p> <p>A tourism information centre in a prominent location (e.g. at the base of the proposed lookout) with an art and craft / museum or historical society. While some tourist info can be obtained from computers, you cannot put a value on meeting a local person with local knowledge and the ability to make a sale (e.g. Albany, WA).</p> <p><i>Tourism</i></p> <p>The Draft does not encourage tourists to stop and make use of town facilities because there's no big attraction like the Big Banana, the beach or other landmark. Suggest a big cow or a big lookout tower in the shape of a vase with the huge daffodil on top with a tourist information centre at the base of the tower. Once you build something of a substantial nature, you will</p>	<p><i>Parking</i></p> <p>The proposed playground is located very close to and between the VLine bus parking and Apex Park car park. Accessible paths are proposed between the playground and car parking areas for young mums with prams etc.</p> <p><i>Building</i></p> <p>Council recently undertook a review of visitor information services. At present there are accredited visitor information centres in Korumburra and Foster and a non-accredited centre at Leongatha. Visitation trends have shown locally and State-wide that walk-in visitors to visitor information centres are declining. Council is looking at making decisions on visitor information services later this year.</p> <p>The station building at present is in need of a tenant. One of the principles set out in the Draft Master Plan for determining an appropriate tenant is that the activity complements other use and development proposed at the site. Ideally this would include tourist information but it will depend who is willing to provide that service.</p> <p><i>Tourism</i></p> <p><b>The Final Master Plan should specify that the footbridge be creatively designed as a big cow visible from the highway.</b></p> <p>It is noted that the Final Master Plan could provide infrastructure that is a tourist attraction itself. How this is achieved could be explored further as part of the detailed design. It is recommended that the big cow be incorporated into the bridge's design as this will be more visible from the highway.</p>	Yes

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		have no problems attracting volunteers to run things.		
3	Email	<p><i>Performance Space</i></p> <p>Overall South Gippsland Concert Band think performance space is a great idea and we would be keen to use this space for performances. We have approximately 35-40 players at most gigs at the moment so we believe it would fit us well.</p> <p>We would just need outside power points for amps and we would probably use the full depth of the station to accommodate us all. We always bring all our gear with us but if there were seats and music stands available that would of great benefit as well to save us bring them as well as them being available for other performers that don't have access to be able to transport large amounts of gear. Lighting would be important for night performances as well.</p> <p>Having a paved or grassed area for the public to sit on is a definite need but also having an undercover area for the public to sit would be great – as some summer gigs can be very warm for them as well as wet at any time throughout the year.</p>	<p><i>Performance Space</i></p> <p>Support for performance space noted.</p> <p><b>The Final Master Plan should specify, as part of the stage set up, that outside power points for amps are proposed.</b></p> <p>This is something that has been provided at other venues. Consideration would need to be given to ensuring power points are weather-proof, lockable and whether they can be metered separately or estimates of use can be made easily.</p> <p><b>The Final Master Plan should specify that storage space for seating and music stands be provided as part of the proposed interim arts and music hub at the station buildings.</b></p> <p><b>The Final Master Plan should refer to providing lighting at the site (with lights to be operational during the day and night).</b></p> <p>Lighting is an important element that was not clear on the Draft Master Plan. It will improve safety and useability of the site.</p> <p><b>The Final Master Plan should show seating in the proposed covered BBQ area which is designed with consideration of how this area could be used in the case of wet weather events for protecting temporary seating.</b></p> <p>The Final Master Plan, like the Draft, proposes a grassed open space area. A covered BBQ area is proposed in view of the platform (stage) area next to the proposed playground. This is expected to include some permanent seating which could be made clearer on the Final Master Plan.</p>	Yes
4	Email	<p><i>General Support</i></p> <p>We were really pleased to see the railway plan incorporating some of the ideas that</p>	<p><i>General Support</i></p> <p>General support and support for rail trail extension and bike racks noted.</p>	Yes



#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		<p>we, the Leongatha Secondary students, came up with. However, there are a few flaws (see below) we believe are evident. Apart from these things, we love the bike racks and rail trail feature, and the design is looking terrific.</p> <p><i>Playground &amp; Big Cow</i></p> <p>We would like the playground to be moved to the front (so it's visible from the South Gippsland Highway), we would like a big cow (even better a climbing one with a slide) to be incorporated as well.</p> <p><i>Infrastructure &amp; Fitness Equipment</i></p> <p>We believe the addition of park benches would be beneficial to the area also, as well as some bubble taps surrounding the fitness station. Perhaps add an extra fitness station, too.</p>	<p><i>Playground</i></p> <p>This location was considered when the Draft Master Plan was prepared as discussed at page 36 of the Ideas Engagement Report. While this location would be more prominent, it would be exposed to traffic noise and hazards at one of the most dangerous intersections in the Shire. It would also impact on the proposed car parking numbers or require moving the Apex Park car park to the east. This is one of the few locations where existing car parking spaces are provided and additional spaces proposed. If moved east, it would not be safe for the car park to be accessed from Roughead Street as proposed in the Leongatha Secondary College plans (the access was closed in response to a road safety audit as part of the Heavy Vehicle Alternate Route upgrades):</p>  <p>Access could, however, be provided from Bennett Lane.</p>	

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
			<p>Other disadvantages of moving the playground would be that it would not be adjacent to the covered BBQ and open space area in close proximity to the toilets. The Project Reference Group confirmed their support for retaining the playground at the site proposed in the Draft Master Plan rather than this site.</p> <p><i>Big Cow</i></p> <p><b>The Final Master Plan should specify that the footbridge be creatively designed as a big cow visible from the highway.</b></p> <p>Given the support for a big cow and the desire for this to be a visible attraction on the approach from Melbourne, it should be integrated into the footbridge design. This is likely to be more achievable than a large cow integrated into the playground. Council's investigations have found that playground companies would not produce such a large custom piece of equipment. Instead this would need to be the work of a sculptor and designed to the relevant Australian standards – likely to be a very expensive exercise. By contrast, the big cow design could be incorporated as cladding on the footbridge.</p> <p><i>Infrastructure &amp; Fitness Equipment</i></p> <p><b>The Final Master Plan should refer to the addition of park benches as part of site improvements.</b></p> <p>The Draft Master Plan did not specify that additional park benches would be proposed. This should be made clearer in the Final Master Plan, particularly at covered BBQ area and around the bike education facility.</p> <p><b>The Final Master Plan should include additional equipment for exercise.</b></p> <p>A bubble tap (with water bottle refill and dog tap) is proposed centrally at the site outside the station building. This will be easily</p>	



## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
			accessible for rail trail, fitness equipment, playground and bus stop users.	
5	Email	<p><i>General Support</i></p> <p>It's great to see that the railway transformation is going ahead. I think that majority of the Draft Master Plan is well laid out. I like how the railway extension goes straight through the town.</p> <p><i>Fitness Equipment</i></p> <p>In conversation to the fitness equipment scattered along the site, I believe that all fitness stations should be produced close or next to the rail trail.</p>	<p><i>General Support</i></p> <p>General support, including support for rail trail extension, noted.</p> <p><i>Fitness Equipment</i></p> <p><b>The Final Master Plan should include additional equipment for exercise.</b></p>	Yes
6	Email	<p><i>General Support</i></p> <p>I like that the new draft master plan but after some consideration, I think there are missing a few things.</p> <p><i>Playground &amp; Big Cow</i></p> <p>I think we need a giant cow to be an icon for our town.</p> <p>I also think that we need the playground to be closer to the road so children and adults see it.</p>	<p><i>General Support</i></p> <p>General support noted.</p> <p><i>Playground &amp; Big Cow</i></p> <p>See response to Submission 4.</p>	Yes
7	Email	<p><i>General Support</i></p> <p>The Master plan for the Leongatha rail site plan was overall very well done but two odd choices that can be noted:</p> <p><i>Parking</i></p>	<p><i>General Support</i></p> <p>General support noted.</p> <p><i>Parking</i></p> <p>Council has committed to providing additional parking at the site which was strongly supported by many in the community. It is true</p>	Yes

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>There a lot of parking spots proposed in the plan. But if we don't know how popular the redesign of railway site is going to be it seems odd to have a lot of parking spots that may or may not be used it could be used for more space for other uses.</p> <p><i>Planting</i></p> <p>The plan doesn't show any added plants or trees this is odd because the plan doesn't show there is going to be any added plants or trees on the railway redesign.</p>	<p>that it is not clear how popular the site will become but by providing for additional activities, it is expected to generate additional need for car parking at the site. The design seeks to maximise the potential for activity for the site while balancing the need for car parking.</p> <p><i>Vegetation</i></p> <p><b>The Final Master Plan should refer to additional planting and trees on the site.</b></p> <p>Apart from the screening vegetation along the back of the shops, the Draft Master Plan did not specify that additional vegetation would be proposed. This should be made clearer in the Final Master Plan.</p>	
8	Email	<p><i>General Support</i></p> <p>I would like to express my support for the draft master plan for the Leongatha Railway Site transformation. The community engagement undertaken in developing this plan has been outstanding. While I appreciate that progress will be dependent on funding availability and priorities, I would like to see the work progress as quickly as possible, as this is a large site within the town, and is already starting to suffer from vandalism at the railway station. Bringing people and activity into the site should be an effective way to discourage such behaviour.</p> <p>The council's parks team is doing an excellent job in preparing both our parks and street garden beds for spring, and in Leongatha, it would be good to capitalise</p>	<p><i>General Support</i></p> <p>General support noted.</p> <p><b>The Final Master Plan proposes to find a tenant at the station building as soon as possible by recommending that Council establish an interim arts and music hub.</b></p> <p>Providing activity at the site will help deter vandalism and will help activate the area.</p> <p>The Final Master Plan seeks to propose use and development that is achievable at the site and can take advantage of available funding opportunities as they arise. Council is already seeking funding for the first stage of the master plan's implementation as part of the Bair Street upgrades.</p>	Yes

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		on this work, linking this site back into the life of the town.		
9	Email	<p><i>General Support</i></p> <p>Congratulations on a comprehensive, and well thought out plan for the Railway precinct.</p> <p><i>Return of Rail</i></p> <p>I agree with Cr McEwen, that any infrastructure built should be done with provision for the return of the rail service to Leongatha. This would save taxpayers money in the long term.</p> <p><i>Performance Space</i></p> <p>I feel that the permanent stage extension is not needed as the available area on the platform is equivalent to the other stages currently in use within the Shire, as per the measurements I sent you. The newly refurbished portable Shire stage should suffice for the few times the extra room would be needed during the year. Also I am not clear on the height of the proposed ramp over the railway lines, it needs to be as high as the pre existing one to avoid having to be demolished should the train return.</p> <p><i>Old Railway Trucks</i></p> <p>Think about where the old railway trucks should be and move them before ripping up</p>	<p>Ensure that any infrastructure is done with the provision for the return of the rail service to Leongatha – this means footbridge needs to be as high as the old one etc.</p> <p>Remove reference to a permanent stage extension (given the Shire’s portable stage extension could be used and would be adequate)</p> <p><i>Return of Rail</i></p> <p>Council will work with State Government to ensure that none of the improvements proposed in the Final Master Plan will prevent the return of rail to Leongatha. The removal of tracks for the rail trail, the proposed stage extension and the proposed bridge over the highway may affect the railway corridor needed in the future. The bridge, however, may depend on the alignment which will be determined as part of the detailed design. Given the scale of investment needed to return the rail to Leongatha, the proposed infrastructure is not expected to disadvantage taxpayers.</p> <p><i>Performance Space</i></p> <p>Further stage depth would be desirable to make the site more useful particularly for larger events. This would be best achieved by establishing a permanent stage extension. While the Shire has a temporary stage that could be used, given a stage extension is structural, a permanent stage would be better as it could be installed once rather than requiring proper installation for each use. The temporary stage requires a semi-trailer to access the site which would not be feasible in the space available.</p> <p><i>Old Railway Wagons</i></p> <p>Council will continue discussions with State Government to determine the future for the old railway wagons at the site and how it</p>	Yes



#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		<p>the tracks. Suggest up towards the railway crossing near the carpark.</p> <p><i>Park Name</i></p> <p>Greg's suggestion of railway gates at the crossing. Naming the precinct "Railway Park".</p>	<p>may be transported. Consideration will be given to moving it before the tracks are removed, though we note that VicTrack has previously informed us that no vehicles are authorised to be transported via the remaining railway tracks and as such, it is likely it will need to be moved by crane.</p> <p><i>Park Name</i></p> <p>The site will need a name, particularly for identification in the case of events. 'Railway park' is considered an appropriate and fitting name for the site. After further discussion with the Project Reference Group, however, they were keen to have a competition regarding the park's name.</p> <p><b>The Final Master Plan report should recommend running a competition to determine the site's name (specifically the open space area).</b></p>	
10	Email with Letter	<p><i>General Support</i></p> <p>Transport for Victoria reviewed the Engagement Report and Draft Master Plan and provides in-principle support to the initiatives presented.</p> <p><i>Land Tenure</i></p> <p>We acknowledge that although South Gippsland Shire Council is currently leasing some of the land within the area identified in the Draft Master Plan it is not in control of the majority of land identified in the Master Plan. On this basis we can only provide -our in-principle support for the Master Plan and encourage Council to formalise the land tenure arrangements</p>	<p><i>Land Tenure</i></p> <p>Council is currently organise lease of the land with VicTrack to formalise land tenure arrangements.</p> <p><i>Building</i></p> <p>Council will contact VicTrack once the Final Master Plan is adopted to pursue any lease of the station building.</p> <p><i>Bridge</i></p> <p>It is noted that Council will need to apply to VicRoads for approval to construct a bridge across the Strzelecki Highway (Roughead St) by application to <a href="mailto:NRIW.Eastern@roads.vic.gov.au">NRIW.Eastern@roads.vic.gov.au</a>. This will be undertaken following adoption of the Final Master Plan.</p> <p><i>Accessible Pathways</i></p> <p>As specified in the Draft Master Plan, the plan is to minimise number of stairways and ensure pathways and pedestrian bridges are constructed to cater for patrons of all abilities. The only possible</p>	No

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>with VicTrack if they want to progress these ideas. This will trigger a detailed clearance investigation and consultation within Transport for Victoria regarding the future use of the land.</p> <p><i>Building</i></p> <p>We note the comments on page 34 of the Engagement Report regarding other individuals expressing interest in utilising the station buildings and encourage South Gippsland Shire Council to make application if they wish to utilise this site.</p> <p><i>Bridge</i></p> <p>Council will also need to apply to VicRoads for approval to construct a bridge across the Strzelecki Highway (Roughead Street). This can be done by application to: <a href="mailto:NRIW.Eastern@roads.vic.gov.au">NRIW.Eastern@roads.vic.gov.au</a>.</p> <p><i>Accessible Pathways</i></p> <p>It is not evident from the initial sketches of the concepts but we assume that the number of stairways will be minimised with pathways and pedestrian bridges constructed to cater for patrons of all abilities.</p> <p><i>Playgrounds</i></p> <p>We support the comments regarding locating a playground as per option 3. If one of the other sites are adopted then</p>	<p>location for a stairway is off the Bair Street bridge where a ramp may not be feasible.</p> <p><i>Playgrounds</i></p> <p>Support for proposed playground location noted.</p> <p><i>Rezoning</i></p> <p>Council does not expect to undertake any statutory implementation of the Final Master Plan. That said, at some stage it would be worth removing the Parking Overlay from the site (considered an anomaly). In such a case, Transport for Victoria, particularly VicTrack, will be consulted in regards to such a proposal.</p>	

## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>please consider including measures such as bollards to mitigate any risk of traffic entering the playground area.</p> <p><i>Rezoning</i></p> <p>Please include Transport for Victoria, particularly VicTrack, in consultation for any proposals regarding the statutory implementation of the Master Plan. This includes application to rezone the land.</p>		
11	Email with Attachment	<p><i>Historic Information</i></p> <p>The Historical Society sees the development of the rail yards as a chance to have permanent panels constructed that provide information about the area's history for local residents and visitors. We would like to have 10 panels constructed with historic information on them. Ideal panels would be 85 cm wide and 140 cm high.</p> <p>The ideas for the panels are as follows :</p> <ol style="list-style-type: none"> <li>1. Near the railway level crossing with information and photos of the crossing with trains and the area of Roughead Street near the railway crossing</li> <li>2. At the base of the overhead bridge on the rail yards end, a panel with a map showing the main historic features of the town centre.</li> </ol>	<p><i>Historic Information</i></p> <p>Council will work with the Historical Society to better understand some of the locations for the proposed panels. It is noted that some information could be integrated into the footbridge's design.</p> <p><i>Planting</i></p> <p>The Final Master Plan seeks to retain as many trees as possible. It is noted that many of the trees on the site have established in recent decades though they do provide valuable habitat and shade.</p>	Yes



**Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions & Responses**

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		<p>3. Looking toward Jeffrey Street with photos of Mrs Maher's Coffee Palace, O'Neill's Coffee Palace and Jeffrey Street.</p> <p>4. On the station itself with photos of the railway station and yards</p> <p>5. Near where the tennis court and bowling green used to be with photos of the clubs and members</p> <p>6. On the rail trail looking towards Foster with photos of that section of the rail yards and railway beyond this point</p> <p>7. On bridge with photos of views depicting early scenes taken from a similar location to the bridge</p> <p>8. Near the proposed grassed area with photos of agriculture and the yards</p> <p>9. At the railway park entrance way illustrating early Bair Street</p> <p>10. In another location showing photos of the historical attractions in the former Woorayl Shire.</p> <p>Our Society will hopefully be successful in applying for grants from organisations other than the Shire of South Gippsland to help cover the cost of the panels. We will consult extensively with the coordinators of the Gippsland Heritage Walk in Morwell as this is a landmark presentation in the region. The panels in this presentation,</p>		

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		<p>while larger than we envisage, are excellent examples of historical panels.</p> <p><i>Planting</i></p> <p>We consider the trees very important and hope as many as possible will be preserved. Many of them date from early plantings and today provide valuable habitat and shade.</p>		
12	Email	<p><i>General Support</i></p> <p>Well done on the draft Master Plan for the Leongatha railway site. Overall I am very pleased with the Plan and look forward to it progressing into the implementation phase of the project.</p> <p><i>Traffic School (Bike Education Facility)</i></p> <p>Whilst I appreciate the community desire for a traffic school, I do not agree that the proposal is an appropriate location. I believe that this area should be developed as parkland, which helps maintain a "greenbelt" from Horticultural Park through to Centenary Park. If developed, the traffic school should be constructed at a location other than the railway site.</p> <p><i>Horticultural Park</i></p> <p>I believe it is important to maintain parkland facilities in Horticultural Park. If all facilities are removed or relocated from the park, as indicated a possibility in the</p>	<p><i>General Support</i></p> <p>General support noted.</p> <p><i>Traffic School (Bike Education Facility)</i></p> <p>There is strong support from the Leongatha Rotary Club for the traffic school to be established at the site, supported by the local primary schools. This is considered to be complementary use along the rail trail though encroachment into the flexible open space area as suggested by the Rotary Club was not supported.</p> <p><i>Horticultural Park &amp; Fitness Equipment</i></p> <p><b>The Final Master Plan should include additional equipment for exercise distributed between Centenary Park and Horticultural Park.</b></p> <p>It is proposed to focus playground equipment at the railway site rather than Horticultural Park since it is a more central location. This will involve removal of existing playground equipment from Horticultural Park and their replacement with an exercise equipment station. Council need to ensure that they are able to maintain assets in the long-run and it is noted that McIndoe Park is very close to the site, though it provides a different role (i.e. it will not help tourists stop in short walking distance to the main street and spend money in town).</p> <p><i>Bike Lockers</i></p>	Yes

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>plan, there is a risk that the park will become disused, overgrown or derelict. I believe that maximising connectivity between Horticultural Park, the railway site and Centenary Park is the best way to utilise the land, maintain a greenbelt and create an overall premium "go-to" facility.</p> <p><i>Fitness Equipment</i></p> <p>I would like to see fitness "stations" distributed along paths throughout Horticultural Park, the railway site and Centenary Park. This would increase utilisation of all parks and increase the length of any fitness "circuit".</p> <p><i>Bike Lockers</i></p> <p>In order to best provide for cyclists, bus users and particularly tourists using the rail trail, reliable and secure bike lockers should be provided near the railway station. From a business point of view, this would allow shoppers to leave bikes securely stored whilst they access the Leongatha retail area. A self-serve, combination lock, weatherproof type of bike locker or similar would be appropriate.</p>	<p><b>The Final Master Plan should include the provision of bike lockers.</b></p> <p>As part of the detailed design, Council will consider the products available in order to provide bike lockers at the site. This will consider the provision of reliable secure bike lockers (e.g. self-serve, combination lock, weatherproof) for cyclists, bus users and particularly tourists using the rail trail (big enough to leave bikes securely stored whilst they access the Leongatha retail area).</p>	
13	Email (Late Submission)	<p><i>General Support</i></p> <p>Thanks so much for displaying the draft master plan of the Leongatha Railway site transformation in our CBD. It's been great</p>	<p><i>General Support</i></p> <p>General support for the plan noted, specifically the Draft Master Plan display at 37 Bair St, the proposed rail trail extension, playground, fitness equipment, bike education facility and open space /</p>	No



## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>to see lots of the public stop to view the information in Bair St.</p> <p>It's great to see innovative ideas to utilise such a large, at the moment redundant pocket of land and bring it alive for our community to use, and it's even in the very centre of town!! It's great to join it up with the very popular rail trail, which I'm sure will encourage our community to be more active and make use of our outdoor spaces even more! I think it will give a much needed face lift to our town!</p> <p>I want to congratulate the shire for the vision and creativity expressed in the draft plan. I love how many age groups and activities have been catered for in the plan. A playground, fitness activities, traffic school, are all great ideas. I love the large open grassed area for events, maybe we can even use the railway platform as a stage! Great for community events. It's important that this is adjacent to the playground so families can be closeby and attending to their playing children.</p> <p>I can't recall seeing any toilet facilities but I'm sure that will be attended to as a necessity!</p> <p>Well done to all involved for producing such an exciting community orientated plan.</p>	<p>performance area. It is noted that the Final Master Plan, like the Draft, proposes toilet facilities at the site.</p>	

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
14	Email with Letter (Late Submission)	<p><i>Traffic School (Bike Education Facility)</i></p> <p>We (Principal South Gippsland Specialist School, Acting Principal Leongatha Primary School &amp; Principal St Laurence Primary School) would like to inform you that the current proposed plan for the Bike Education Track located at the end of old railway line site is not appropriate for the following reasons:</p> <ol style="list-style-type: none"> <li>1. There is no vehicle access close to the track for wheelchair access.</li> <li>2. The toilets are too far away from the track which would require staff supervision to and from creating less supervision at the track.</li> <li>3. There is poor visibility in the corner site especially where the tunnel is. The tunnel would be extremely attractive to children as a space to "hide".</li> <li>4. Some bike users require a trike and therefore the size of the current track does not allow enough "space" for the trikes to adequately manoeuvre around the track.</li> </ol> <p>After looking at the current proposed plan and the suggested plan by Rotary we feel that the suggested plan is a much better option for the users of the bike track.</p>	<p><i>Traffic School (Bike Education Facility)</i></p> <p>As discussed with the Rotary Club, the facility is proposed to teach important road safety skills through inclusion of the following components: stop sign, give way sign, T intersection, cross intersection, roundabout and pedestrian and school crossings.</p> <p>In response to Rotary's proposal, Council committed to preparing two designs for the facility. The two areas (as shown on the following pages) considered were:</p> <ol style="list-style-type: none"> <li>1. Area shown in the Draft Master Plan extended into the Fitness Equipment space (approx. 1,800m<sup>2</sup>)</li> <li>2. Area encroaching into the proposed Open Space area (which provides for 12.5m truck turn around area along the back of the shops) (approx. 1,600m<sup>2</sup>)</li> </ol> <p>These areas are comparable in size to the road surface area of other traffic schools:</p> <ul style="list-style-type: none"> <li>• Morwell - 2,500m<sup>2</sup></li> <li>• Essendon - 1,900m<sup>2</sup></li> <li>• East Bentleigh - 1,600m<sup>2</sup></li> <li>• Kew - 1,500m<sup>2</sup></li> </ul> <p>Option 2 is a modified version of the location suggested by the Rotary Club. It was not considered in its original configuration because Rotary's suggested location involves so much cut, includes an accessway (one way road) through the site and does not provide for the rail trail to continue through the site. The cut involves extensive earthworks that risk undermining the foundations of the CFA and possibly affecting adjacent shops, with potential soil contamination issues. It would also involve the construction of a large and expensive retaining wall. The slopes in this area are already steep and the plan seeks to avoid moving large amounts of soil</p>	Yes

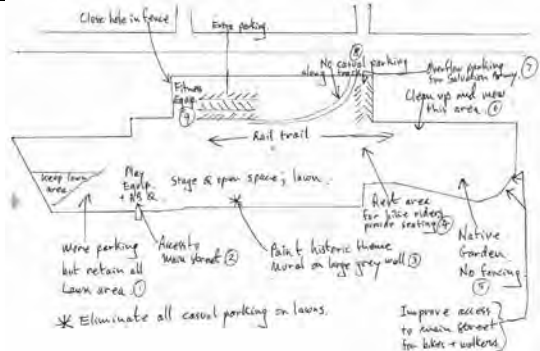
#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
			<p>(which may be expensive if contaminated and the level of contamination).</p> <p>The proposed one way road through the site is not supported. VicRoads does not support the creation of a through road for general traffic between Long Street and Strzelecki Highway. Even if this was provided for restricted access only (i.e. deliveries and events), the road would need to cross the rail trail and have gates on either side of the road to address safety concerns with such a conflict. This, however, poses additional issues as the gates would need keys which are typically difficult to manage. This access is also likely to have implications for the number of car parking spaces that could be provided off Long Street.</p> <p>The designs show that a facility can be accommodated in both locations in close walking distance from toilets and parking areas. In both cases, the main entry is best accessed by a path between the station platform and the proposed parking area off Long Street. The path will provide a short, continuous accessible path from the bus stop area and the two nearby parking areas to the facility. The toilets proposed as part of the VLine bus stop upgrades are expected to be within 100 metres of the main entry. Both design options will be visible from the surrounding areas - the proposed footbridge, the playground, the station platform and the Bair Street bridge. New access is proposed from the Bair Street bridge via stairs and improved access will be provided under the bridge by the rail trail extension. Visibility for option 1 will be improved by the clearance of vegetation at the southern end of the site and along the banks, opening up the area.</p> <p>The designs as shown provide for a 3m roadway width and 1.2m pedestrian path width. The designs seek to provide a compromise regarding the idea of fencing by sectioning off the entries / areas of</p>	



#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
			<p>main conflict with low fencing. Both designs include an advanced skill area which provide an alternative path for those who want to develop higher skills (e.g. balance skills) suggested by the Bike Education Coordinator for Gippsland.</p> <p>Option 1 is preferred because it does not encroach into the flexible, multi-use open space area. Option 2 would take up approximately a quarter of the open space area (approximately 1,200m<sup>2</sup>). This is not as flexible as a grassed area. It will have a different surface, populated by various infrastructure and affect the space's appearance.</p> <p>The proposed open space area in the Draft Master Plan is just under 5,000m<sup>2</sup>. After reviewing similar open spaces in the region (shown on the following pages) and how they are used, it was found that most areas used for events have at least 5,000m<sup>2</sup> of grassed open space available. During the Ideas Engagement, there was discussion about establishing an open space at the site similar to Baromi Park in Mirboo North which has 50,000m<sup>2</sup> of grassed open space available.</p> <p>Option 1 will take up space where an exercise station had been proposed in the Draft Master Plan. It is proposed that this be located elsewhere on the site.</p> <p>Option 2 is likely to pose more difficulties to attract funding. Less funding is generally available for specific, single-use facilities like a traffic school and more likely to be attained, and in greater amounts, for a flexible open space area.</p> <p>The other option that has been discussed with the Rotary Club is for the facility to be located at another site. Council are willing to work with Rotary to identify an appropriate alternate site. The advantages of including the facility in this plan are:</p> <ul style="list-style-type: none"> <li>• It is more likely to attract funding.</li> </ul>	

## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
			<ul style="list-style-type: none"> <li>It would be located closer to the centre of town and services including toilets.</li> <li>It is located along a public rail trail.</li> </ul>	
15	Email with Attachment (Late Submission)	<p><i>Outdoor Recreation Space (Pump Track)</i></p> <p>There are few low cost active recreation opportunities for children and young people in Leongatha. Organised sports are available in the town, but these do not have universal appeal and usually require membership fees. Cycling is one of the most popular recreational activities for young people with 70% of boys participating.</p> <p>The site would be a perfect place to build a pump track. The pump track would provide a facility for riders of all skill levels and ages. A pump track is a loop with dirt berms and mounds designed for the bike to maintain speed without the rider pedalling. As well as recreational and fitness uses, pump tracks can be used for practicing balance, learning skills and improving confidence on a bike. The proposal suggests a dirt pump track which the shire would build and maintain.</p> <p>While the cost of a dirt pump track is relatively low, at approximately \$20,000 it has very high maintenance costs estimated at over \$10,000 per year, with major rebuilds after the winter season and</p>	<p><i>Outdoor Recreation Space (Pump Track)</i></p> <p>While a pump track would be great for the area, all the space at the railway site has already been accounted for. The Council recently built a new skate park in Leongatha, the Leongatha Regional Skate Park at the Leongatha Recreation Reserve, at a cost of over \$400,000. This facility provides a low cost active recreation opportunity for youth. It was lobbied for by local youth and local youth were also involved in the designing of the facility.</p> <p>The Draft Master Plan proposed a 'traffic school' for children and young people in the region to learn about road safety on bikes and as a pedestrian. This facility would also provide a low cost active recreation opportunity for the region.</p>	No

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		<p>a full make over every 5 – 10 years. An asphalt track requires a much higher initial outlay (\$125,000) but has minimal maintenance needs and a life expectancy of 30 years. Using a whole of life cost, the maintenance costs of a dirt track outweigh the build cost of an asphalt track within the first 10 years. An asphalt track can also be used by skateboards, scooters, roller blades and bikes, whereas a dirt track is only suitable for bikes.</p> <p>The submission provides a business case for the proposal with details regarding project objective, background, impact on service levels, public interest assessment, complexity, risk analysis, cost-benefit analysis, timing, project options and a recommendation.</p>		
16	Delivered (Late Submission)		<p><b>Apex Park (1)</b></p> <p>It is not possible in the existing space to keep all the lawn area at Apex Park and also provide additional parking.</p> <p><b>Parking (7) (8)</b></p> <p>As suggested, additional parking is proposed at the VLine bus stop area and casual parking on the grass off Long Street is proposed to be formalised. The need for bollards will be considered as part of the detailed design.</p> <p><b>Bair St Access (2) &amp; Playground</b></p>	Yes

#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		<p><i>Items for consideration,</i></p> <ul style="list-style-type: none"> <li>① Retain all existing lawn + garden on North end CP</li> <li>② Create access to Bair St</li> <li>③ Paint historic theme mural on large grey building</li> <li>④ Rest area for bike riders</li> <li>⑤ Native garden</li> <li>⑥ Clean up rear of houses &amp; mow</li> <li>⑦ Overflow carpark for Salvation Army</li> <li>⑧ Eliminate casual parking on bus stop entry road; use bollards</li> <li>⑨ Fitness eqv. north of main carpark - close hole in fence.</li> </ul>	<p>As shown in the diagram received, the Final Master Plan creates access via a footbridge and proposes a playground with BBQ facilities at the site.</p> <p><b>Mural</b></p> <p><b>The Final Master Plan should consider any funding opportunities to provide an art installation to beautify the back of the shops.</b></p> <p><b>Traffic School (5)</b></p> <p>This area is currently proposed as a traffic school. This is likely to take time to attract funding and could be established with some native planting in the meantime.</p> <p><b>Clean Up (6)</b></p> <p>The area proposed for clean up behind houses</p> <p><b>Rail Trail</b></p> <p>As suggested, the Final Master Plan, like the Draft, continues the rail trail through the site.</p> <p><b>Access from Bair St Bridge</b></p> <p>As suggested, the Final Master Plan, like the Draft, proposes access from the Bair Street bridge which will ideally be a ramp to cater for bikes and walkers but, if this is not feasible, stairs are proposed.</p>	
17	Email (Late Submission)	<p>I understand that the consultation period has ended, however I thought I'd forward an email with some thoughts that could be considered.</p> <p><b>Fitness Equipment</b></p> <p>It's evident through browsing the consultation documentation that was provided, that there was some level of community support for this. I thought I'd just advise that there is quite a bit of</p>	<p><b>Fitness Equipment</b></p> <p><b>The Final Master Plan should provide exercise equipment that caters for a range of ages and the report should recommend contacting the submitter when the equipment is designed.</b></p> <p>In response to these comments, it is suggested that exercise equipment be provided along paths in a series of stations. It would be good to further discuss with the submitter the type of equipment that would be suitable for the site during the detailed design phase.</p> <p><b>Traffic School (Bike Education Facility)</b></p>	Yes



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		<p>research available related to 'outdoor community fitness stations' which show that largely they're expensive &amp; under utilised. Generally, the primary user for such equipment is a confident active person (who would be active anyway if the equipment wasn't available) so in terms of increasing the health &amp; well-being of the community largely the equipment provides no benefit.</p> <p>Where the trend is going with public active recreation infrastructure is towards 'Inter-generational play spaces' and other active recreation installations. These are investments into equipment &amp; play spaces that encourage physical activity by a wide range of age demographics. Incidental physical activity for older adults &amp; parents as they chase around their kids/grand kids, as well as challenging active rec installations, like climbing walls for teenagers etc.</p> <p><i>Traffic School (Bike Education Facility)</i></p> <p>I was wondering whether there could be consideration for it not to be fenced &amp; gated. It sounds like a great idea, why not make it available to the community at all times. It could become a space where families can teach their kids to ride on weekends. With the rail trail starting (and</p>	<p><b>The Final Master Plan should not refer to fencing that will keep the public from using the traffic school facility.</b></p> <p>As this submitter has raised, it would be preferable for the facility to be open to the public at all time and not only restricted to group bookings like schools. Some low fencing and gates may be incorporated into the design for safety reasons, as might be used at a playground.</p> <p><i>Bike Scheme</i></p> <p>Bike schemes are typically provided by the private sector. Council would be interested if a company were to be interested in establishing a bike scheme along the rail trail.</p>	

## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

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		<p>eventually) going through the site, it could become a family day with the older kids on the rail trail, and young kids using the tracks &amp; trails of the traffic school site.</p> <p><i>Bike Scheme</i></p> <p>Further to this, a consideration could be given to installing a bike share scheme along the rail trail. This could be a tourism feature and encourage more use of the trail and integrates with the traffic school and other features of the development. Perhaps the cost saved on fitness equipment could be invested into this.</p>		
18	Letter (Late Submission)	<p><i>Building</i></p> <p>The Leongatha Art and Craft Society Inc would like to express our interest in using the proposed Railway Hub. We currently have our Makers Gallery in the Memorial Hall complex and would be interested in using any available exhibition space. Our members are already involved in many local community groups and events and supply an extensive variety of locally produced creative and functional art and crafts.</p>	<p><i>Building</i></p> <p>Temporary exhibition space could be incorporated into the proposed interim arts and music hub.</p> <p><b>The Final Master Plan could specify that storage space for seating and music stands be provided as part of the proposed interim arts and music hub at the station buildings.</b></p>	Yes
19	Email (Late Submission)	<p>Would the council consider acquiring the old fire station to develop to provide extra multi-storey offices to meet their expansion needs and at the same time incorporate a pedestrian/bicycle overpass,</p>	<p>Thank you for your considered idea. Unfortunately this is outside the scope of this project.</p>	No

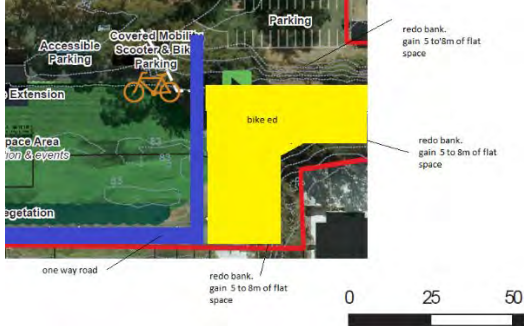
#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>perhaps originating at Michael Place? The overpass could cross Anderson St to Centenary Park, and possibly also Roughead street to link up the railway site/Apex Park.</p> <p>Depending on cost and feasibility, this could solve several issues in the area, namely:</p> <ul style="list-style-type: none"> <li>* council requiring more offices;</li> <li>* access barriers for non-vehicle access across Leongatha main roads;</li> <li>* suitable redevelopment of this high point on Anderson St.</li> </ul> <p>Problems with this idea may include:</p> <ul style="list-style-type: none"> <li>* not enough extra room for council offices;</li> <li>* unavailability of access via Michael Place;</li> <li>* cost.</li> </ul> <p>Anyway, over to you, just thought I would share these thoughts now that the RSL premises swap has fallen through.</p>		
<b>OTHER COMMENTS RECEIVED</b>				
PRG	Meeting 5 13/9/17	<p>Electric charging stations for electric cars</p> <p>Electric push bikes - charging station - keeps people in town</p>	<p><i>Electric Charging</i></p> <p><b>The Final Master Plan should propose electric charging facilities for electric cars, bikes and mobility scooters subject to funding opportunities available.</b></p>	Yes

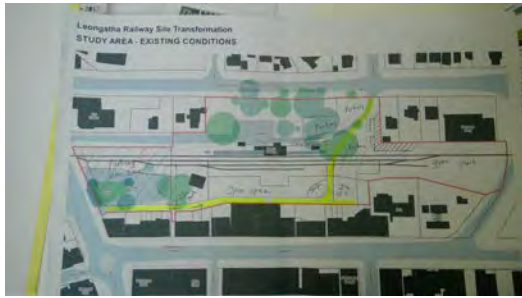
#	Submission Method	Submission Summary	Council Response (proposed changes in bold)	Changes required?
		<p>Anchor points in the grassed area with metal hooks for market stalls</p> <p>Additional signage needed</p> <p>An additional water refill station could be provided</p> <p>Another access point from Bair St could be provided</p>	<p>On further investigation, electric charging stations for electric cars, bikes and mobility scooters could be provided on the site.</p> <p><i>Market</i></p> <p><b>The Final Master Plan should refer to the consideration of anchor points for market stalls as part of the detailed design.</b></p> <p><i>Access Points</i></p> <p><b>The Final Master Plan report should recommend improving access to the railway site as part of property redevelopment on Bair Street (i.e. by creating additional public access points).</b></p> <p>The Final Master Plan proposes three new points and one improved point of access to the site. The proposed footbridge provides access from Bair Street. The proposed ramp / stairs will provide access from the Bair Street bridge. The proposed bridge over the highway will provide access to the site from the north (providing for an extension to the rail trail towards Korumburra). The point of access that will be improved is through the tunnel underneath the Bair Street bridge which will be cleaned up and improved as an extension to the rail trail. In the future, additional points of access along Bair Street may be considered, particularly as redevelopment occurs.</p>	
<b>Council</b>	Briefing 20/9/17	<p>Use solar for power at the site</p> <p>Agricultural theme</p> <p>Back of shops access - any mechanism in the planning scheme?</p> <p>Signage - need a plan for the broader area especially to direct people to long vehicle parking and playground</p> <p>Public art at the back of the shops - grants available</p>	<p><i>Solar Power</i></p> <p><b>The Final Master Plan should propose to use the site as a solar energy pilot site subject to funding opportunities available.</b></p> <p><i>Agricultural Theme</i></p> <p><b>The Final Master Plan should specify that the footbridge be creatively designed as a big cow visible from the highway.</b></p> <p><i>Back of Shops</i></p> <p><b>The Final Master Plan report should recommend encouraging properties along Bair Street to improve their interface with the</b></p>	Yes



## Appendix A - Leongatha Railway Site Transformation Draft Master Plan Submissions &amp; Responses

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			<p>railway site as part of any redevelopment (i.e. by providing a frontage at the rear of the site as well as on the main street).</p> <p><i>Signage</i></p> <p>The Final Master Plan should show that we will use signage to make it obvious that there are attractions (like long vehicle parking and the playground) at the site for travellers.</p> <p><i>Public Art</i></p> <p>The Final Master Plan should consider any funding opportunities to provide an art installation to beautify the back of the shops.</p>	
<b>Rotary</b>	Meetings 11/10/17 & 16/10/17	<p><i>Traffic School (Bike Education Facility)</i></p> <p>The Leongatha Rotary Club do not support the proposed location of the bicycle education facility because:</p> <ul style="list-style-type: none"> <li>the space is too small</li> <li>the space is not wide enough to create a useable facility</li> <li>it is a long way from toilets and car parking</li> <li>it is tucked right down the back of the site with minimum visibility</li> </ul> <p>The facility is proposed to teach important road safety skills through inclusion of the following components: stop sign, give way sign, T intersection, cross intersection, roundabout and crossings.</p> <p>The club proposes the following alternative location at the open space area and involves earth moving:</p>	<p><i>Traffic School (Bike Education Facility)</i></p> <p>See response to Submission 14.</p> <p>Our community strengthening team would be happy to assist with contacting local Aboriginal group and artists to facilitate the art idea.</p>	Yes

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		 <p>This proposal:</p> <ul style="list-style-type: none"> <li>Includes a restricted one way access road connecting to Long Street which will need to be gated where it crosses the rail trail</li> <li>Means schools would be able to drive to the bike ed playground, unload their students and then drive to park. This is important for Yoralla, and the specialist schools in particular</li> <li>would provide high visibility and good access for the public</li> </ul> <p>Aboriginal artists could be involved in the facility's design to create one of Australia's largest Aboriginal installations using black for tracks and colours of the wetpour palette for the design.</p>	<p><b>Parking</b></p> <p>At least fifty car parking spaces were provided in the Draft Master Plan. The Final Master Plan could make it clearer that these spaces</p>	
LCC	Public Presentation 15/11/17	<i>Parking &amp; Traffic School (Bike Education Facility)</i>	<p><b>Parking</b></p> <p>At least fifty car parking spaces were provided in the Draft Master Plan. The Final Master Plan could make it clearer that these spaces</p>	

#	Submission Method	Submission Summary	Council Response (proposed changes in <b>bold</b> )	Changes required?
		<p>The Leongatha Chamber of Commerce presented the following plan to Council:</p> 	<p>will be provided. The exact configuration of the parking spaces will be confirmed as part of the detailed design of these areas. Additional parking spaces at the Apex Park end of the site will be considered as part of the bridge detailed design. It is unlikely to be feasible to provide parking at a single level in this area because of the existing grade differences and the need for the rail trail extension to continue through this area. The larger section of parking area identified off Long Street (on the eastern / Long Street side) is unlikely to be supported given the amount of tree removal it would require. It is also likely to require modification of the existing pedestrian path in this area and earthworks.</p> <p><i>Traffic School (Bike Education Facility)</i></p> <p>See response to Submission 14.</p>	