

Railway Place, Port Fairy Precinct Master Plan

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FOR MOYNE SHIRE COUNCIL

November 2011

ACKNOWLEDGMENTS

The consultant team acknowledge the support and input of the Stakeholder Groups and the Officers and staff of Moyne Shire Council (MSC). In particular we wish to acknowledge the contributions by:

David Madden (Chief Executive Officer)

Ian Harper (Manager of Assets)

Russell Guest (Manager of Strategic Planning)

Malcolm Macpherson (Director of Physical Services)

All of the key stakeholder / informant groups, clubs, organisations and representatives that provided valuable information and assistance throughout the project.

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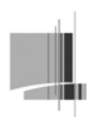
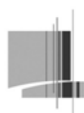


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1. Executive Summary

In January 2011, Michael Smith and Associates Landscape Architecture and Urban Design, in conjunction with ASR Research Pty Ltd and Donald Walker Architects were appointed by Moyne Shire Council to prepare the Precinct Master Plan for Railway Place, Port Fairy.

The Railway Place area is currently utilised by the Community House, the Visitor Information Centre, the carnival (held from mid December to late January), the Port Fairy Folk Festival, the Moyneyana Festival, the Murray to Moyne Cycling event, the Ex Libris Book Club, Warrnambool Bus Lines (bus parking) and for long-vehicle parking, passive recreation and as a pedestrian link.

Railway Place contains:

- The historic Goods Shed
- The Visitor Information Centre
- The War Memorial
- Avenue planting of Norfolk Island Pines to the northern boundary
- Informal car parking adjacent to the Community House
- Informal long-vehicle parking adjacent to the Visitor Information Centre
- Connection to the recently established rail trail and a link to King George square and the wharf area.

The broader Railway Place Precinct includes:

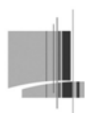
- The disused Kindergarten building
- The disused Maternal and Child Health Centre building
- The SES site
- The Sackville Street public toilet

The project objective was to prepare a Precinct Master Plan to guide future development of the Railway Place Environs Precinct.

The consultant team undertook detailed analysis of the Precinct and extensive consultation with Council Officers, key stakeholders and the local community to inform the preparation of the Railway Place Precinct Master Plan.

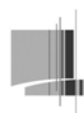
Key directions of the plan are to:

- Establish a new commercial building to accommodate a mix of retail and commercial use. Remove the Maternal and Child Health Centre to facilitate the new development.
- Establish a new commercial building to accommodate a mix of retail and commercial use. Remove the existing Kindergarten building to facilitate the new development.
- Provide a small forecourt adjacent to the commercial / retail uses that is of a similar scale to the area of the Village Green for markets and events.
- Increase the prominence and stature of the existing war memorial.
- Retain the SES building in the short to medium term. Remove the car bodies and waste to create a better appearance. Consider relocation of the SES in the longer term.
- Retain the existing Sackville Street toilet block in the short to medium term. Establish a disabled access toilet as an extension to the existing building.
- Maintain the Village Green. Upgrade the existing street furniture and paving. Provide either a permanent low-key platform stage or space for a temporary platform stage to be installed.
- Consider extending the Visitor Information Centre to the west and providing an additional accessible public toilet block, which is accessible after-hours until 9pm.
- Open the Goods Shed as a multi-purpose public events space. Maintain the existing rustic structure and fit-out



the internal space to maximise usage potential. Modify the southern end of the Goods Shed to create a performance area / stage.

- Retain the vehicular access to the community house and formalise the car parking. Provide several speed humps along the access route and bollards to control car parking. Provide overflow parking to the north for peak demand events / festivals.
- Retain the existing bus and car parking bays along Bank Street.
- Retain the existing asphalt road to the end of the Goods Shed and remove the remainder of the road south of the Goods Shed.
- Provide long-vehicle parking to the north side of Regent Street.
- Maintain the grassed slope to the west side of the Goods Shed.
- Provide a low-level indigenous coastal display garden to the Regent Street end of the site maintaining the existing vistas.
- Provide avenue tree planting along both sides of the access road to the Community House.
- Provide screening shrubs to a maximum height of 2 metres along the eastern fence line.
- Continue the rail trail through the Railway Place Precinct to King George Square. Consider the installation of sculptural artworks along the proposed trail continuation as well as along the existing completed lengths of the trail.
- Provide bicycle racks adjacent to the Rail Trail outside the Visitor Information Centre.
- Provide timber seats adjacent to the proposed rail trail extension.
- Provide timber seating between proposed canopy trees to the top of the existing grassed mound looking across to the Goods Shed.



2. Introduction

2.1 The Study Site

The Railway Place Precinct is bounded by Sackville, Gipps, Bank and Regent Streets, Port Fairy and includes the extension of Railway Place to King George Square, and physical and visual connections to the Village Green on the south-east corner of Sackville Street and Bank Street.

The Railway Place area is currently utilised by the Community House, the carnival (held from mid December to early January), The Port Fairy Folk Festival, the Ex Libris Book Club, Warrnambool Bus Lines (bus parking) and for long-vehicle parking, passive recreation and as a pedestrian link.

Railway Place contains:

- The historic Goods Shed
- The Visitor Information Centre
- The War Memorial
- Avenue planting of Norfolk Island Pines to the northern boundary
- Informal car parking adjacent to the Community House
- Informal long-vehicle parking adjacent to the Visitor Information Centre
- Connection to the recently established rail trail and a link to King George square and the wharf area.

The broader Railway Place Precinct includes:

- The disused Kindergarten building
- The disused Maternal and Child Health Centre building
- The SES site
- The Sackville Street public toilet

To the corner of Bank and Sackville Streets, the Village Green occupies a strategic and visually prominent space, which is used for gathering and community markets and events.

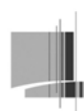
2.2 Aims of the Project

Moyne Shire Council set the following aims, objectives and outcomes for the study:

- To prepare a Precinct Plan to guide future development of the Railway Place Precinct, and more specifically formulate and adopt a Railway Place Master Plan.
- Provide all sections of the community opportunity to have input into the plan through consultation and engagement.
- Meet with the Project Steering Committee to gain an understanding of the project objectives and tasks.
- Research previous Council plans, reports, minutes, drawings to gain an understanding of the current status of play of each of the issues.
- Become familiar with the use of such precincts in other municipalities (i.e. Coleraine and Noojee) in revitalising redundant railway land.
- Meet with stakeholders and interested persons to gain an understanding of community objectives.
- Prepare a draft Concept Plan for the Precinct, and a draft Master Plan for Railway Place for feedback and present to Port Fairy Streetscape Committee and Council.
- Prepare draft plans and documentation to obtain community comment.
- Prepare final plans for adoption by Council responding to the feedback from the public consultation process..

2.3 Consultant Team

In January 2011 Michael Smith and Associates Landscape Architecture and Urban Design, in conjunction with ASR Research Pty Ltd and Donald Walker Architects were appointed by Moyne Shire Council to prepare the Precinct Master Plan for Railway Place.



3. Analysis



3.1 Existing Conditions

The historic Goods Shed is currently only used for storage. The Cultural Heritage Management Plan for the Goods Shed states that the external fabric should remain unchanged, however the internal space can be modified to accommodate multi-purpose use.



Car parking within the Railway Place Precinct is undefined resulting in haphazard parking. As with vehicular, the uncontrolled nature of the car parking has created concern regarding the safety of pedestrians, particularly small children. Ill-defined / non-structured on-site parking is currently available for the Community House and the Visitor Information Centre, the latter also including long vehicles such as caravans and buses.

The Kindergarten and the Maternal and Child Health Centre have relocated leaving the buildings situated on Council land adjoining the Railway Place Precinct vacant.





The Village Green is an important open space located within the core commercial precinct of Port Fairy. A new performance stage is proposed for the eastern end of the Village Green. A community market is run on the Village Green every second weekend and a Farmer's market is also held. Both of the markets are constrained by the size of the Village Green with a strong demand for additional stalls.



The existing rail trail terminates at the north side of Regent Street. There is a desire to continue the rail trail south-east through the site, across Gipps Street to the wharf area (King George Square).



The Visitor Information Centre (VIC) is the first stop for many visitors to Port Fairy. The existing building is not large enough to cater for the needs of the Centre. Existing directional signage leading to the VIC is unclear and insufficient.



Parking, particularly long vehicle parking is a major concern. There is currently insufficient parking for long vehicles near the core township area.



The existing public toilet block is in poor condition and is poorly presented. The toilet does not adequately cater for people with a disability. There are limited parking opportunities nearby the toilet block area, particularly for large vehicles and it is distant and not visible from the VIC.



There could be a stronger physical and visual connection between the Railway Place Precinct, the Village Green and the commercial area (Sackville Street).



The Community House is a strong community hub that offers adult education, occasional childcare and hire of spaces for groups or functions. It is strategically located midway along the Railway Precinct's west boundary.



Vehicular access on to the site is possible from Bank and Regent Streets. Vehicular access and movements on the site are currently uncontrolled. The haphazard parking creates an untidy presentation. There is potential for conflict between vehicles and pedestrians, which creates safety concerns, particularly for small children.



The large open grassed nature of the Railway Place Precinct provides opportunities as a multi-purpose function space. The open grassed area to the southern half of the site is particularly important for the Carnival and the events and festivals that currently use the site.



A bus stop is located directly in front of the VIC. A bus office / V-Line agent is located to the front of the VIC within the same building. Presently a bus is parked within Railway place which operates in the event that regular buses to Warrnambool are fully occupied upon reaching Port Fairy.



Due to the topography of the site and the proximity of activity to neighbouring residents, noise levels and overlooking to neighbouring properties must be considered.

Water, electrical and sewer services are present on the site. The electrical and water infrastructure are in close proximity and need to be reviewed.



The War Memorial is orientated east to face in toward the Railway Place site. The memorial lacks a presence to Bank Street and a visual connection to the surrounding areas.

3.2 Stakeholder Consultation

Extensive consultation with key informants / stakeholders and the local community was undertaken throughout the course of the study. The purpose of the consultation process was to assist the study team in identifying physical attributes and issues of the Railway Place Precinct. It also provided priorities for implementation that should be addressed within the Master Plan and provided key information to guide the preparation of the Master Plan recommendations.

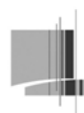
The following groups met or consulted with the consultant team via email or telephone conversation:

- Community House representatives
- Show Society representative
- Winter Weekends representative
- The Streetscape Committee
- Rail Trail Committee representative
- Moyne Health Services representative (Carnival and Murray to Moyne Cycling Event)
- Port Fairy Folk Festival representative
- Moyneyana Festival representative
- Visitor Information Centre representatives
- SES representatives
- Ex Libris Book Club representative
- Warrnambool Bus Lines.

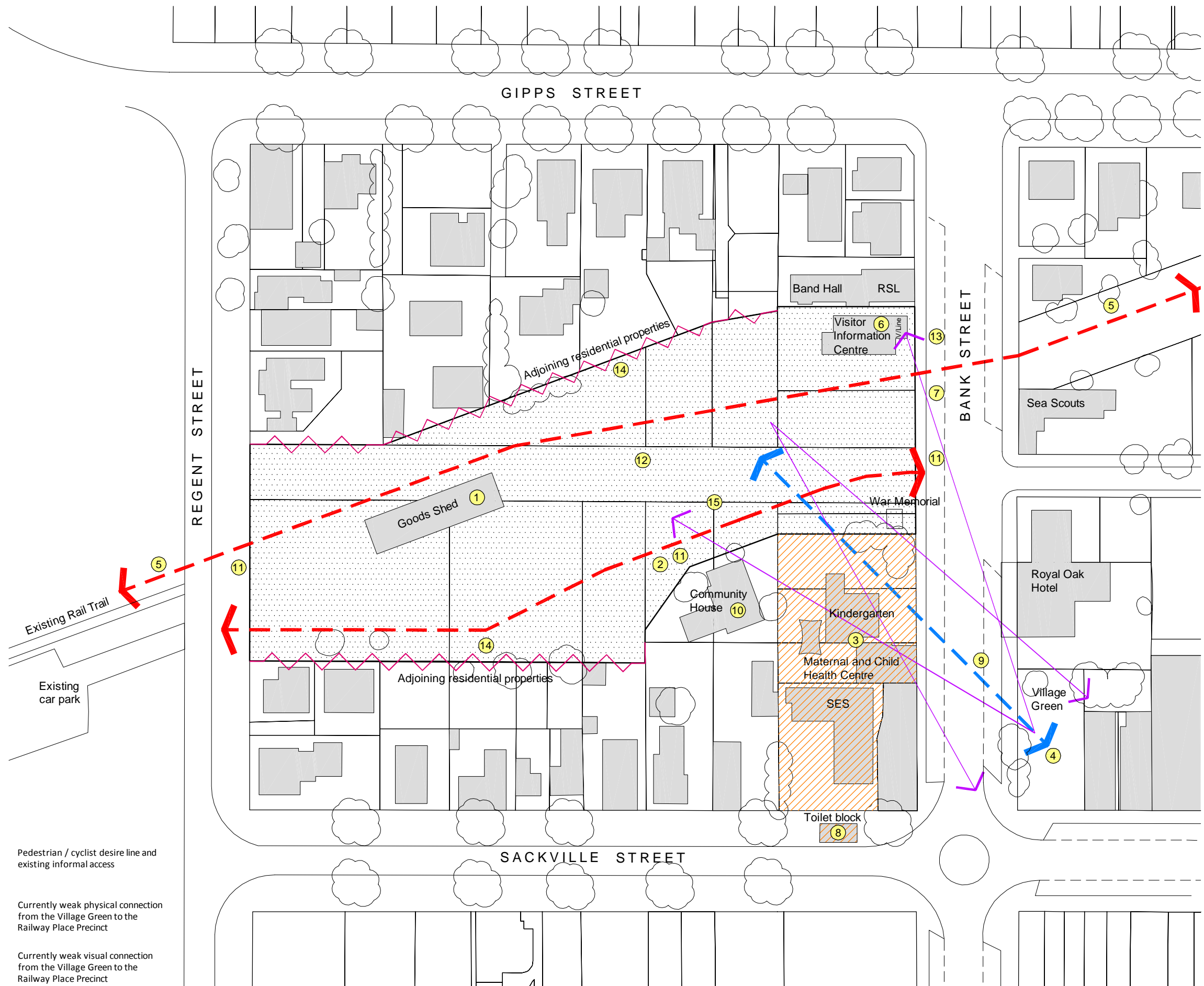
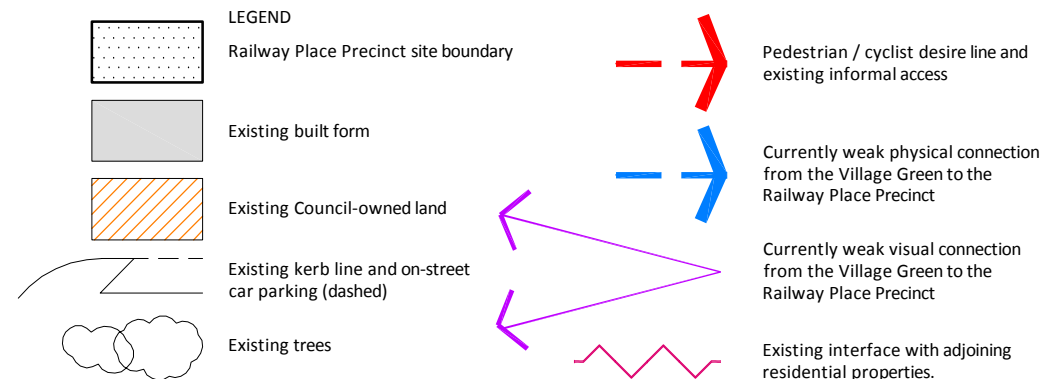
3.3 Community Consultation

Extensive consultation with key informants / stakeholders and the local community was undertaken via a public meeting conducted by the consultants in late April.

Council established a display of the preferred concept plans following internal consultation with senior Council Officers. The website display commenced on Thursday the 16th June 2011 and ran until Monday the 11th of July 2011. Community comment was invited throughout this display period.



- 1 The historic Goods Shed is currently only used for storage. The Cultural Heritage Management Plan for the Goods Shed states that the external fabric should remain unchanged, however the internal space can be modified to accommodate a potential use.
- 2 Car parking within the Railway Place Precinct is undefined resulting in haphazard parking. As with vehicular, the uncontrolled nature of the car parking has created concern regarding the safety of pedestrian, particularly small children. On-site parking is currently utilised for the Community House and the Visitor Information Centre, the latter also including long vehicles such as caravans and buses.
- 3 The kindergarten and the Maternal and Child Health Centre have relocated leaving the buildings situated on Council land adjoining the Railway Place Precinct vacant.
- 4 The "Village Green" is an important open space located within the core commercial precinct of Port Fairy. A new performance stage is proposed for the eastern end of the "Village Green". A community market is run on the "Village Green" every second weekend and a Farmer's market is also held on the "Village Green". Both of the markets are constrained by the size of the "Village Green" with a strong demand for additional stalls.
- 5 The existing rail trail terminates at the north side of Regent Street. There is a desire to continue the rail trail through the site, possibly to the wharf area (King George Square).
- 6 The Visitor Information Centre (VIC) is the first stop for many visitors to Port Fairy. There may be need to extend the existing building in the future. Existing directional signage leading to the VIC is unclear and insufficient.
- 7 Parking, particularly long vehicle parking is a major concern. There is currently insufficient parking for long vehicles near the core township area.
- 8 The existing public toilet block is in poor condition and is poorly located. The toilet does not adequately cater for people with a disability. There are limited parking opportunities in the toilet block area, particularly for large vehicles.
- 9 There could be a stronger physical and visual connection between the Railway Place Precinct and the "Village Green" and commercial area (Sackville Street).
- 10 The Community House is a strong community hub which offers adult education, occasional child care and hires out space for groups or functions.
- 11 Vehicular access on to the site is possible from Bank and Regent Streets. Vehicular access and movements on the site are uncontrolled. There is potential for conflict between vehicles and pedestrians which creates safety concerns, particularly for small children.
- 12 The open grassed nature of the Railway Place Precinct provides a multi-purpose function to the site. The open grassed area to the southern half of the site is particularly important for the Carnival.
- 13 A bus stop is located directly in front of the VIC. A bus office / V-Line agent is located to the front of the VIC within the same building. An overflow bus parking area is located to the west side of the VIC. This bus operates in the event that regular buses to Warrnambool are full upon reaching Port Fairy.
- 14 Due to the topography of the site and the proximity of activity to neighbouring residents, overlooking to neighbouring properties must be considered.
- 15 Water, electrical and sewer services are present on the site. The electrical and water infrastructure are in close proximity which could pose a safety risk.



ANALYSIS PLAN

RAILWAY PLACE PRECINCT, PORT FAIRY

MOYNE SHIRE COUNCIL



MICHAEL SMITH & ASSOCIATES
LANDSCAPE ARCHITECTURE AND URBAN DESIGN

PRINT ISSUE:
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Email I. Harper 21-04-11

REVISIONS:
REV A - Notation - 21-04-11

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Date: 21-03-11

In association with:

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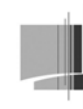
4. Recommendations

4.1 Facilities and Structures

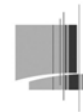
OBJECTIVES: To improve the existing facilities and structures within the Precinct to best serve the clubs / groups and the local community. To improve the opportunities for community recreation, leisure and enjoyment.

Priority – H= 1-3 years, M = 4-6 years, L = 7-10 years.

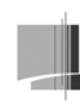
PLAN ID	ISSUE / ATTRIBUTE	ACTION	PRIORITY	OPINION OF CAPITAL COSTS (\$)
1	The Maternal and Child Health Centre has relocated, leaving the building vacant. The building presents poorly to the streetscape.	Establish a new community/commercial building as a two storey built form to accommodate a mix of retail and commercial use. The new building should be articulated to facilitate the development of a significant forecourt and civic space to the south side. Remove the Maternal and Child Health Centre to facilitate the new development. Reduce the overlooking potential to the children's play space at the Community House i.e. using high level frosted windows. Consider the future sale of the land with Council setting design parameters for the development as part of the sale.	H-M	Demolish building and remove asbestos \$10,000. Land sale value \$250,000 to \$300,000
2	The Kindergarten has relocated, leaving the building vacant. The building presents poorly to the streetscape.	Establish a two storey built form to accommodate a mix of retail and commercial use. The new building should be articulated to facilitate the development of a significant forecourt and civic space to the south side. Remove the existing Kindergarten building to facilitate the new development. Reduce the overlooking potential to the children's play space at the Community House i.e. using high level frosted windows. Consider the future sale of the land with Council setting design parameters for the development as part of the sale.	H-M	Demolish building and remove asbestos \$15,000. Land sale value \$650,000 to \$750,000



PLAN ID	ISSUE / ATTRIBUTE	ACTION	PRIORITY	OPINION OF CAPITAL COSTS (\$)
3	The Maternal and Child Health Centre and Kindergarten have relocated, leaving the buildings vacant. The building presents poorly to the streetscape. The sites currently offer no community use benefit.	Provide a small forecourt adjacent to the commercial / retail uses that is of a similar scale to the area of the Village Green. Proposed forecourt / civic space to include seating and shade trees. Develop a feature paving pattern and sculptural items to highlight and showcase Port Fairy's artisan community, to be developed with local artisans. Themes could include rail, fishing, the local environment and heritage. Paving to be a mix of unit pavers and exposed aggregate concrete. This space can also be used for markets and events. Provide a potential connection to the current SES site.	M	\$100,000 to \$135,000 Includes paving, art work (nominal allowance), shade trees and seating.
4	The existing war memorial faces only one way, east towards the Visitor Information Centre, and does not address the streetscape.	Increase the prominence and stature of the existing war memorial by incorporating it in to the civic space. The memorial should be modified to address all sides of the surrounding space. By opening up the space to the west and north sides, the memorial will receive greater visual exposure.	M	\$25,000 The addition of appropriate memorial plaques in discussions with the RSL.
5	The SES building occupies a key site within the Sackville Street streetscape. The site currently presents poorly to the streetscape and does not fit in with the overall character of the area.	Retain the SES building in the short to medium term. Remove the car bodies and waste to create a better appearance. Consider relocation of the SES to an acceptable site in the longer term.	H	\$3,000 to \$5,000
6	The existing toilet block is in poor condition and does not adequately cater for people with a disability.	Retain the existing Sackville Street toilet block in the short to medium term. Establish a disabled access toilet as an extension to the existing building.	H	\$60,000 to \$80,000 for one unisex addition and fitout of existing block.



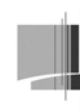
PLAN ID	ISSUE / ATTRIBUTE	ACTION	PRIORITY	OPINION OF CAPITAL COSTS (\$)
7	The Village Green is an important public open space located within the core commercial precinct of Port Fairy. The existing paving and site furniture is in poor condition.	Maintain the Village Green as a public open space area for markets and events. Upgrade the existing street furniture and paving. Provide either a permanent low-key platform stage or space for a temporary platform stage to be installed for activities and events.	H	\$40,000 to \$60,000 for paving and furniture. \$40,000 to \$70,000
9	The Visitor Information Centre is the first stop for many visitors to Port Fairy.	Depending on demand, extend the Visitor Information Centre to the west, repeating the existing gabled roof form and setbacks.	L	\$300,000 to \$320,000
10	The existing public toilet block of Sackville Street has limited parking opportunities, particularly for large vehicles.	Consider providing an additional accessible public toilet block, which is accessible after-hours until 9pm, with any future expansion of the Visitor Information Centre.	L	\$70,000 to \$80,000 for separate toilets.
12	The historic Goods Shed is currently only used for storage.	Opportunity exists to open the Goods Shed as a multi-purpose public events space. Maintain the existing rustic structure and fit-out the internal space to maximise usage potential. Historical items could also be displayed and stored within the Goods Shed. Interest has been expressed by the community for the use of the Goods Shed as music, art and craft studios. There is potential to modify the southern end of the Goods Shed to create a performance area / stage. Undertake improvements to approximately half of the Goods Shed to facilitate regular community use.	M	\$100,000 to \$120,000 Construction of deck including large sized posts, Modwood decking, ramp and handrails. \$100,000 to \$400,000 Improvement to half of the Goods Shed (unknown scope).



4.2 Traffic and Parking

OBJECTIVES: To improve access to Railway Place, increase pedestrian safety, improve parking provisions and better manage traffic within Railway Place.

PLAN ID	ISSUE / ATTRIBUTE	ACTION	PRIORITY	OPINION OF CAPITAL COSTS (\$)
8	Vehicular access and car parking across Railway Place is currently undefined and has created concern regarding the safety of pedestrian, in particular small children.	Retain the vehicular access to the community house and formalize car parking. Provide a car-free zone to both sides of the gate to the Community House. Provide a drop-off space for the Community House. Provide several speed humps along the access route and bollards (including drop bollards) to control car parking. Provide "reinforced grass" (scoria aggregate and topsoil mix) for overflow parking to the north for peak demand events / festivals. Establish a turn-around point at the end of the parking area. No long-vehicle parking permitted (caravans, boats and trailers etc).	M	\$70,000 to \$80,000 including overflow parking.
11	The VIC is an important interchange for tourists not travelling by car.	Retain the existing bus and car parking bays along Bank Street.	H	Assume \$0
14	Vehicular access across Railway Place is currently undefined and has created concern regarding the safety of pedestrian, in particular small children.	Retain the existing asphalt road to the end of the Goods Shed as a service and access road. Provide bollards along the access road to control vehicle access. Remove the remainder of the road south of the Goods Shed.	M	\$15,000 to \$20,000
16	Parking, particularly long-vehicle parking is a major community concern. There is currently insufficient long-vehicle parking near to the core Township area.	Provide long-vehicle (motor homes, caravans and boats) to the north side of Regent Street. Consider some planting of trees and shrubs to soften the vehicle parking area.	H	\$70,000

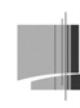


4.3 Environment and Vegetation

OBJECTIVES: *To protect and enhance the existing environmental values of Railway Place.*

PLAN ID	ISSUE / ATTRIBUTE	ACTION	PRIORITY	OPINION OF CAPITAL COSTS (\$)
13	The open grass nature of the Railway Place Precinct provides a multi-purpose function to the site. The grassed slope to the west side of the Goods Shed is significant and provides a good setting facing the south and west of the Goods Shed.	Maintain the grassed slope to the west side of the Goods Shed as it is spatially significant as an already formed amphitheatre. It provides a setting facing the south and west of the Goods Shed. Enhance by additional low mounding to the south to add to the sense of enclosure as an amphitheatre.	M	\$7,000 to \$10,000
17	There is very little vegetation provided within Railway Place.	Provide a low-level indigenous coastal display garden to the Regent Street end of the site maintaining the existing vistas.	M	\$15,000 to \$25,000
MP	There is a lack of tree canopy cover and shade throughout the Railway Place Precinct.	Provide avenue tree planting along both sides of the access road to the Community House.	M	\$10,000 to \$15,000
MP	The rear fences of the residential properties present poorly to the Bank Street streetscape.	Provide screening shrubs to a maximum height of 2 metres in a dedicated mulched strip with timber plinth edging along the eastern fence line to screen the view of the fences.	H	\$15,000

MP – Denotes an action from the Railway Place Master Plan not covered within actions of the Precinct Master Plan.



4.4 Pedestrian Access and Amenity

OBJECTIVES: To improve access to Railway Place for all users. To build upon links to surrounding open space and public amenities.

PLAN ID	ISSUE / ATTRIBUTE	ACTION	PRIORITY	OPINION OF CAPITAL COSTS (\$)
15	The existing rail trail terminates at the north side of Regent Street. There is a strong desire to continue the rail trial through to the wharf area.	Opportunity exists to continue the rail trail (Fisherman's Walk) through the Railway Place Precinct to the wharf area (King George Square), crossing Gipps Street to avoid conflict with traffic. Materials used should evoke the image of the original rail alignment. The street crossing to Bank Street should be delineated in a red / brown asphalt surface. Consider the installation of sculptural artworks along the proposed trail continuation as well as along the existing completed lengths of the trail.	M	\$40,000 to \$50,000 for trail extension, Banks Street crossing, and crossing at Gipps Street
MP	There are currently no bicycle racks for users of the rail trail to leave there bikes whilst they visit the Visitor Information Centre or explore the Township.	Provide bicycle racks adjacent to the Rail Trail outside the Visitor Information Centre.	M	\$8,000 11 bicycle racks
MP	There is a lack of seating for pedestrians throughout the Railway Place precinct.	Provide timber seats adjacent to the proposed rail trail extension. Provide timber seating between proposed canopy trees to the top of the existing grassed mound looking across to the Goods Shed.	M	\$10,000 to \$15,000 7 seats

MP – Denotes an action from the Railway Place Master Plan not covered within actions of the Precinct Master Plan.



4.5 Funding sources

The State Government has a number of grants and funding programs that are available for Councils and organisations to seek funds for both physical and non-physical improvements. Briefly these are:

Community Grants. Various community grants are available through the Local, State and Federal Governments. Some funding sources require a contribution of some kind from Council. These may include:

- Regional Solutions
- Regional Tourism Program
- Rail Trail Grants
- Cultural Heritage Projects
- Community Support Fund
- Arts Programs
- Small Towns Development Fund.
- Sustainability and Environmental grants

Lease. As part of the lease agreement, works in kind may be undertaken by tenant clubs / groups.

Philanthropic Grants. Grant funding may be available projects which have a youth / education / conservation focus.

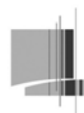
Community Groups / Clubs. Funds raised from events and sale of arts / crafts.

Sport and Recreation Victoria. Grants for leisure and recreational projects with identified benefits to a broad section of the community.

On-going Recurrent Funding

The on-going management arrangements for the Railway Place Precinct is a critical element in the success of the project. Further work is required to investigate funding sources as in-kind monetary contributions from private sector and public sector organisations. It is recommended that the stakeholder groups participating in

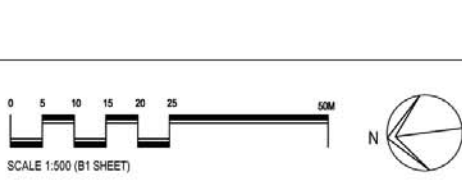
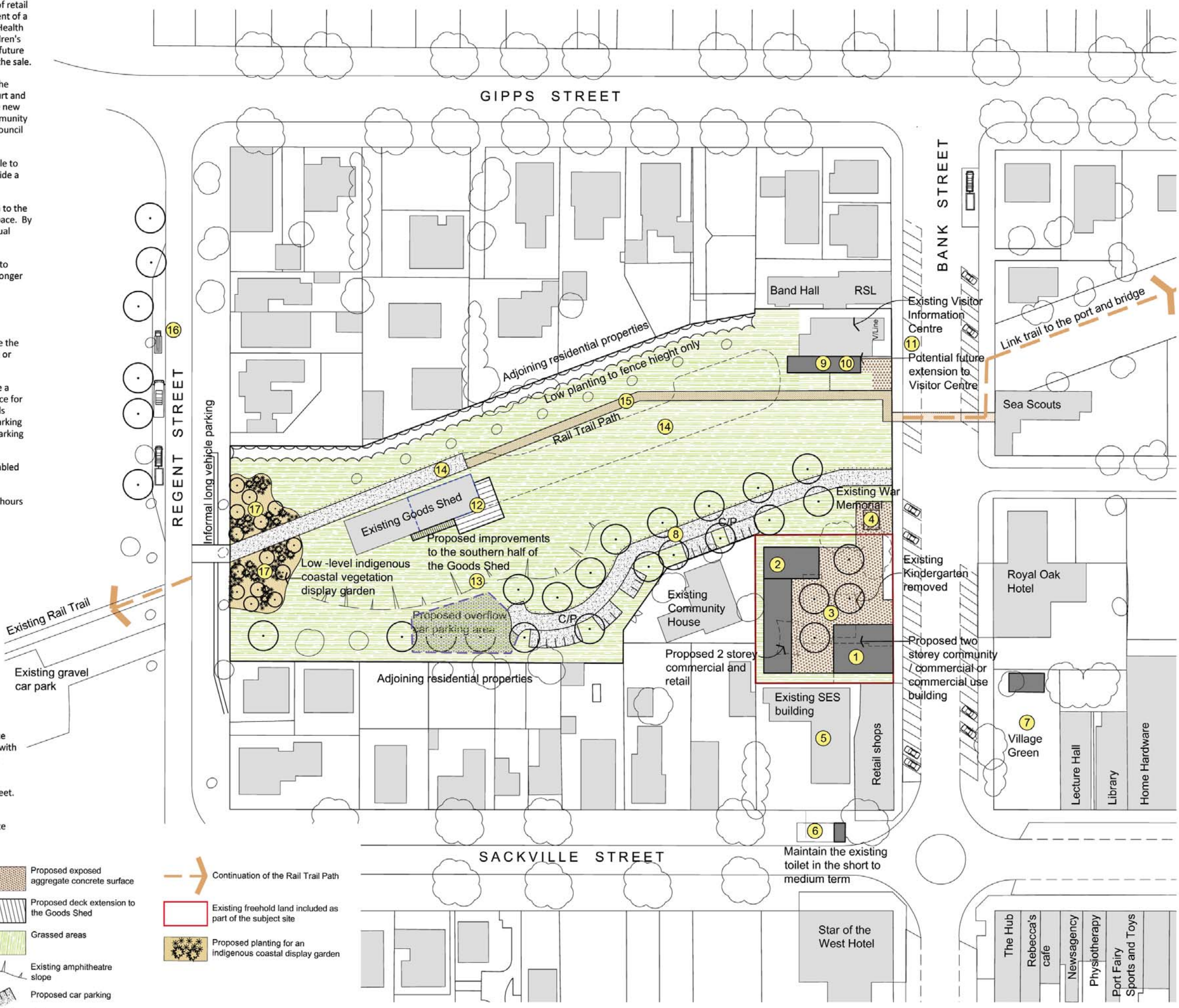
the preparation of the Master Plan be invited to work with Council and the local community in the planning of the on-going maintenance and management of the Precinct.

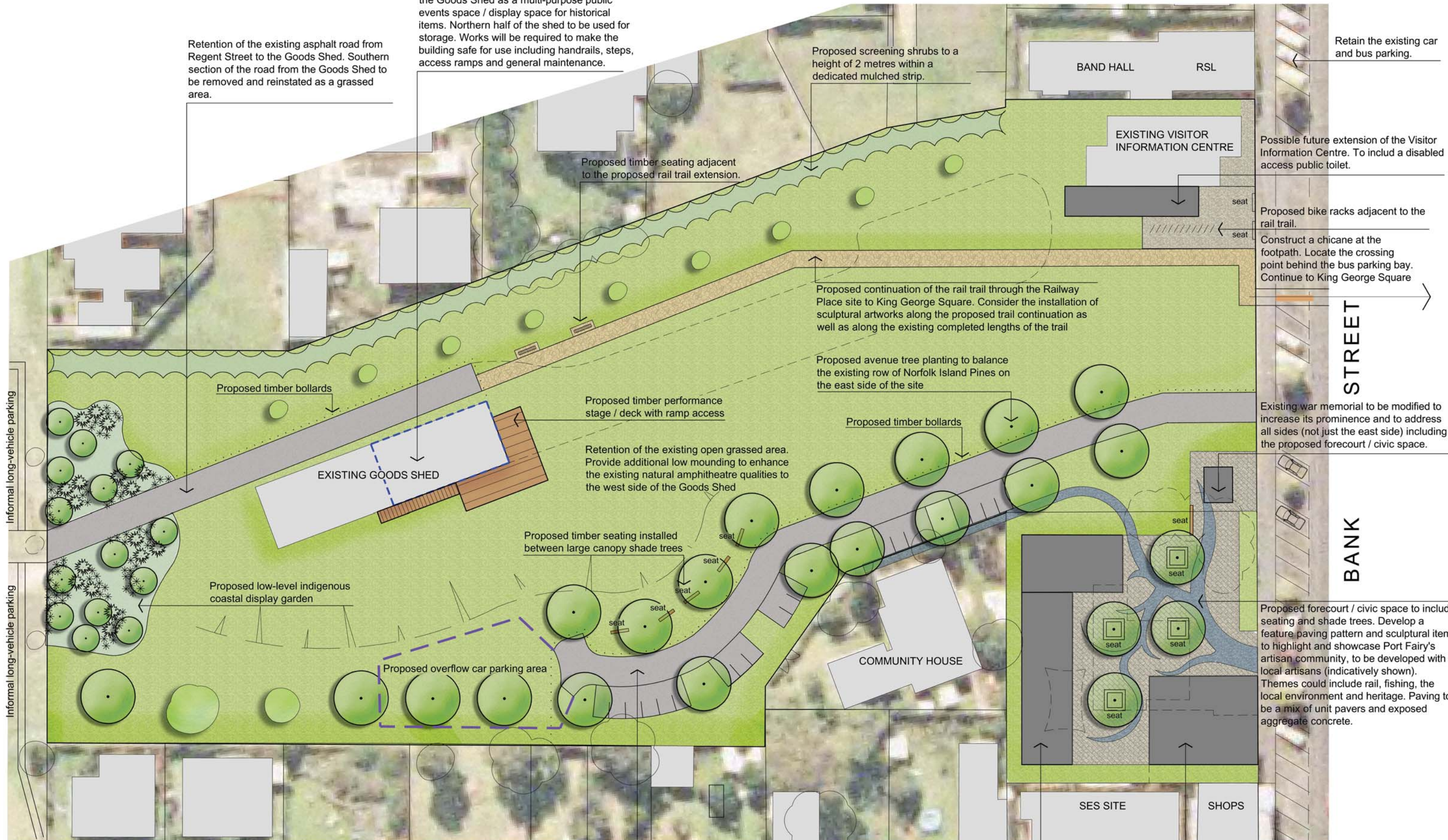


- 1 Establish a new commercial building as a two storey built form to accommodate a mix of retail and commercial use. The new building should be articulated to facilitate the development of a significant forecourt and civic space to the south side. Remove the Maternal and Child Health Centre to facilitate the new development. Reduce the overlooking potential to the children's play space at the Community House i.e. using high level frosted windows. Consider the future sale of the land with Council setting design parameters for the development as part of the sale.
- 2 Establish a two storey built form to accommodate a mix of retail and commercial use. The new building should be articulated to facilitate the development of a significant forecourt and civic space to the south side. Remove the existing Kindergarten building to facilitate the new development. Reduce the overlooking potential to the children's play space at the Community House i.e. using high level frosted windows. Consider the future sale of the land with Council setting design parameters for the development as part of the sale.
- 3 Provide a small forecourt adjacent to the commercial / retail uses that is of a similar scale to the area of the Village Green. This space can also be used for markets and events. Provide a potential connection to the current SES site.
- 4 Increase the prominence and stature of the existing war memorial by incorporating it in to the civic space. The memorial should be modified to address all sides of the surrounding space. By opening up the space to the west and north sides, the memorial will receive greater visual exposure.
- 5 Retain the SES building in the short to medium term. Remove the car bodies and waste to create a better appearance. Consider relocation of the SES to an acceptable site in the longer term.
- 6 Retain the existing Sackville Street toilet block in the short to medium term. Establish a disabled access toilet as an extension to the existing building.
- 7 Maintain the Village Green as a public open space area for markets and events. Upgrade the existing street furniture and paving. Provide either a permanent low-key platform stage or space for a temporary platform stage to be installed for activities and events.
- 8 Retain the vehicular access to the community house and formalised car parking. Provide a car-free zone to both sides of the gate to the Community House. Provide a drop-off space for the Community House. Provide several speed humps along the access route and bollards (including drop bollards) to control car parking. Provide reinforced grass for overflow parking to the north end for events / festivals. Establish a turn-around point at the end of the parking area. No long-vehicle parking permitted (caravans, boats and trailers etc).
- 9 Consider extending the Visitor Information Centre to the west, repeating the existing gabled roof form and setbacks.
- 10 Consider providing an additional accessible public toilet block, which is accessible after-hours until 9pm, with the future expansion of the Visitor Information Centre.
- 11 Retain the existing bus and car parking bays along Bank Street.
- 12 Opportunity exists to open the Goods Shed as a multi-purpose public events space. Maintain the existing rustic structure and fit-out the internal space to maximise usage potential. Historical items could also be displayed and stored within the Goods Shed. Interest has been expressed by the community for the use of the Goods Shed as music, art and craft studios. There is potential to modify the southern end of the Goods Shed to create a performance area / stage. Undertake improvements to approximately half of the Goods Shed to facilitate regular community use.
- 13 Maintain the grassed slope to the west side of the Goods Shed as it is spatially significant as an already formed amphitheatre. It provides a setting facing the south and west of the Goods Shed. Enhance by additional low mounding to the south to add to the sense of enclosure as an amphitheatre.
- 14 Retain the existing asphalt road to the end of the Goods Shed as a service and access road. Remove the remainder of the road south of the Goods Shed.
- 15 Opportunity exists to continue the rail trail (Fisherman's Walk) through the Railway Place Precinct to the wharf area (King George Square), crossing Gipps Street to avoid conflict with traffic. Materials used should evoke the image of the original rail alignment. The street crossing to Bank Street should be delineated in a red / brown asphalt surface.
- 16 Provide long-vehicle (motor homes, caravans and boats) to the north side of Regent Street. Consider some planting of trees and shrubs to soften the vehicle parking area.
- 17 Provide a low-level indigenous coastal display garden to the Regent Street end of the site maintaining the existing vistas.

LEGEND

	Existing vegetation to be retained		Proposed improvements to existing built form i.e. the Goods Shed		Proposed exposed aggregate concrete surface
	Existing vegetation to be removed		Existing built form / feature to be removed		Proposed deck extension to the Goods Shed
	Proposed tree planting		Existing asphalt surface to be retained and extended where required		Grassed areas
	Existing built form		Proposed overflow car parking (reinforced grass surface)		Existing amphitheatre slope
	Proposed built form / extension to built form		Proposed asphalt surface to the Rail Trail Path and proposed footpaths		Proposed car parking
			Existing car parking bays		Continuation of the Rail Trail Path
			Existing freehold land included as part of the subject site		Proposed planting for an indigenous coastal display garden





Retain the existing car and bus parking.

Possible future extension of the Visitor Information Centre. To include a disabled access public toilet.

Proposed bike racks adjacent to the rail trail.

Construct a chicane at the footpath. Locate the crossing point behind the bus parking bay. Continue to King George Square

STREET

Existing war memorial to be modified to increase its prominence and to address all sides (not just the east side) including the proposed forecourt / civic space.

BANK

Proposed forecourt / civic space to include seating and shade trees. Develop a feature paving pattern and sculptural items to highlight and showcase Port Fairy's artisan community, to be developed with local artisans (indicatively shown). Themes could include rail, fishing, the local environment and heritage. Paving to be a mix of unit pavers and exposed aggregate concrete.

Existing vehicular access road and car parking to be formalised to include defined parking bays, speed calming devices, bollards to control access, a drop-off area at the Community House, a turn-around area and a "reinforced grass" (scoria aggregate and topsoil mix) overflow car parking area to the north for peak demand events. Provide additional tree planting to soften the appearance of the road and car parking and to separate the open grassed events area from the access road.

Proposed new two storey commercial buildings to accommodate a mix of retail and commercial use. The new buildings should be articulated to facilitate the development of a significant forecourt / civic space to the south side.

Appendix 1 Project Methodology

Initial Site Visit, Briefing and Analysis

On Tuesday the 1st March 2011, Michael Smith, Matthew Bradbury, Adrian Fernon and Donald Walker undertook a site visit to the Railway Place Precinct to undertake analysis and plot on-site existing conditions. Later the same day a briefing meeting was held on-site with Council's Project Working. The on-site analysis continued on Wednesday the 2nd March.

Stakeholder meetings

On Tuesday the 1st March 2011 and Wednesday the 2nd March, consultation meetings were conducted by Michael Smith, Matthew Bradbury, Adrian Fernon and Donald Walker with key stakeholders / informants.

Minutes of the meetings are attached as Appendix 2 of this report

Preparation of Opportunities Plans

Following the on-site analysis and stakeholder / informant consultation, two Opportunities Plans were prepared, providing options for improvements to the Railway Place Precinct.

Meeting with Council's Project Working Group and Chief Executive Officer

On the 9th May 2011, Michael Smith of the consultant team met with Council's Project Working Groups and Council's CEO, David Madden to discuss particular aspects and thoughts regarding recommendations and possible outcomes of the project.

Community consultation meeting

On Wednesday 20th April 2011 a community consultation meeting was conducted by Michael Smith and Adrian Fernon of the consultant team.

Public display of the concept plans

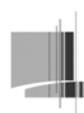
Council established a display of the preferred concept plans following internal consultation with senior Council Officers. The website display commenced on Thursday the 16th June 2011 and ran until Monday the 11th of July 2011. Community comment was invited throughout this display period.

Council Officer Reviews

Based on comments received from the community, Moyne Shire Council Officers reviewed the plans and made recommendations on proposed amendments and additions.

Final Plan and Report Preparation

Following the review by Council Officers, the Plans and Report were further refined to the final document stage in November 2011.



Appendix 2 Notes from the Consultation

Meetings with Key Stakeholders / Informants

Tuesday 1st March and Wednesday 2nd March, 2011
Port Fairy Community House

BRIEFING MEETING

Attendees:

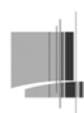
Moyne Shire Council

Ian Harper (Manager of Assets)
Russell Guest (Manager of Strategic Planning)
Malcolm Macpherson (Director of Physical Services)

Consultant Team

Michael Smith
Matthew Bradbury
Adrian Fernon
Donald Walker

- The consultation will provide Council a clear way forward for the Railway Place Precinct.
- The previous Master Plan completed for the precinct is poor.
- Additional land has become available with the relocation of the kindergarten and the Maternal and Child Health Centre.
- The existing toilet block area is dead. The appearance and location of the toilet is poor. Need to review the best location for a toilet block
- There is a proposed stage to be provided in the "Village Green" area.
- The Port Fairy community is heavily into the arts.
- A number of questions have been raised when considering the Master Plan. Should the rail trail be continued through the site? What should be done with the Goods Shed?
 - Regarding the Goods Shed, cost, heritage and the proximity to residents are to be considered. Two Expressions of Interest have been undertaken with some interest received from a distillery. Due to the uncertainties regarding permits and the cost involved in the set up, the EOI did not progress.
- There is a Cultural Heritage Management Plan for the Goods Shed that states that the fabric should remain unchanged where possible, however the internals may be modified to accommodate a potential use for the shed.
- There was a threat from some within the community, including within Council, to demolish the Goods Shed that led to a group of locals pushing for the heritage listing that it subsequently achieved.
- There are good opportunities for connections and vistas across the Precinct.
- Overlooking in to neighbouring residences must be considered. There has been an issue with some of the rides at the January Carnival which is held annually on the site.
- There is a feel of wanting to continue the rail trail through the site, perhaps all the way to the wharf area (King George Square).
 - In essence, visitors are completing this journey informally without the path infrastructure.
- Within reason the fencelines to the perimeter of the site are true to the property boundaries.
- Port Fairy is a passionate community with some strong views.

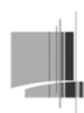


- The Sea Scouts building is on DSE land.
- The Band Hall and RSL is on Council freehold land, as is the kindergarten and community house.
- Currently the Goods Shed is used for storage.
- It is unlikely that Council will put forward any more funds towards the Goods Shed.
- The rail trail is on VicTrack Land and is seen to be free to the community.
- The relatively new retail and residential development (mid 1990s) on the corner of Sackville and Bank Street has no provision for parking.

CONSULTATION MEETING 1

COMMUNITY HOUSE REPRESENTATIVES – Carol McDonald, Margaret Watt and Margaret Banks

- The war memorial is tucked away.
- The Community House has three arms:
 - The Community House (old Station Master's House) which is let out to groups and for functions.
 - Adult education classes (including art, computer and cooking classes)
 - Occasional child care. This particular function raises concern regarding the current haphazard parking and access with children present. Organised car parking, access and entry are required.
- Started out as a childcare facility 20 years ago by a group of dedicated mothers who resurrected the Station Master's House.
- The Community House raised their own funds to build the cottage and joined the two buildings in recent years. There is no plan to extend further. All additions to date have been sympathetic to the original house.
- The Community House is a real community hub.
- The Community House has no issues with the current the use of the precinct and the only concern is the potential conflict between people and vehicles.
- A community garden has been mooted for the Precinct site.
- The Community House runs a community market on the "Village Green" every second weekend. There have been suggestions that the market move to the Railway Place Precinct. Currently the market just fits on the "Village Green" site. The money made from the market is used to subsidise the child care to keep fees low.
- An artists co-op had been talked about to be based at the Goods Shed.
- Heritage Victoria provided a \$100,000 grant for the Goods Shed which was used to replace the roof, waterproof the structure and stabilise / re-stump the building.
- Market Coordinator, Tracy Meaney, would be interested in looking at the Goods Shed to use during rainy days.
- A farmers market is also held at the "Village Green" which is run by the Show Committee.
- Timboon is an example of a successful use for a Goods Shed.
- The Community House is open to the use of the Goods Shed provided that it is sympathetic to the heritage of the building.
- The Band Hall requires access.
- What infrastructure would be required to bring the market to the Railway Place Precinct?
 - Toilet facilities
 - Access to water and power
 - The grass is fine.



- Bike hire would be a good idea.
 - Kites, bikes and coffee.

CONSULTATION MEETING 2

SHOW SOCIETY – Michael Watts

WINTER WEEKENDS – Harry Bracegirdle

- The proposed stage is a good idea, but the monthly farmers market has been built up to 23 sites and the stage will take up valuable space.
- The “Village Green” site provides good exposure and walking traffic for passers-by. The Railway Place Precinct does not currently provide this visual exposure.
- Winter Weekends operates for 3 weekends a year throughout Port Fairy, including the “Village Green” and the Railway Place Precinct.
- It would be good to achieve a line of sight from the “Village Green” to the Railway Place Precinct.
- The kindergarten site would be a good location for the market as it has a street frontage and is visible from the main commercial precinct.
- Weather exposure can be an issue.
- It may be good to provide some garden areas where people can sit and relax or picnic.
- Timboon is a good example of what can be achieved.
- Bike hire would be a good idea.
- The Goods Shed could be used as a large hall.
- There are events all through January.
- The Goods Shed is too far away from the street front and is visually disconnected for the main commercial precinct.
- The previous Master Plan had no car parking on-site. Cars currently park at the Community House to drop off and pick up children.
- The farmers market is constrained where they are and are knocking people back. They could have up to 30 stalls.
- The carnival operates on the Railway Precinct site throughout January.
- During the peak season, other markets move to King George Square, where there is more parking, however the farmers market does not move.
- A semi-permanent market area could be provided.
- The issue of people crossing Bank Street needs to be considered.
- The magnet of the town is Sackville Street, people will not walk too far for parking.

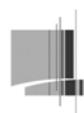
CONSULTATION MEETING 3

STREETSCAPE COMMITTEE – James Purcell, Martin Syme, Sinead Medew-Ewan, Es Warmuth, Jacki Herrmann, Genevieve Grant, Ken Brookes, Geraldine.

- A strange mindset exists that the Goods Shed is a long distance away from the town.
- There has been talk that the site of the former kindergarten will be sold to fund other projects. This needs to be considered. The money could be used to fund improvements to the Goods Shed.
- There is a proposal to develop the Goods Shed as a historical display. The money should be put into the display and leave the building with its current rustic character.
- There is no youth space in Port Fairy. A place should be provided for the youth to show their talents.



- There is no music store in Port Fairy. There is no opportunity to create, sell or perform music outside of the major festivals.
- The Hall is underutilised at the moment.
- The proposed stage could be used for ad-hoc performances.
- Rule-out a commercial enterprise for the Goods Shed. This has been tried and nothing has ever eventuated.
- The existing retailers may be upset if a commercial enterprise was set up and took people away from the main commercial precinct.
- The Railway Place Precinct is a public open space, not a commercial area. There is just as good an opportunity to buy food and drink from a market stall as from a commercial enterprise.
- Funding for improvements to the Railway Place Precinct could be sought from the private sector, Council and Tourism Victoria.
- Public art should be considered. The history of the area could be interpreted through art.
- The toilet block is a major element that must be considered.
- The bicycle trail should be continued to the wharf. The trail should cross Gipps Street to avoid traffic.
- A toilet is needed to service the rail trail.
- The existing toilet block is not good quality, is of insufficient size and is poorly located.
- There may be opportunity to provide toilets at the Goods Shed or on the site of the old kindergarten. Both are already plumbed. The kindergarten site is close to the existing toilets, the shops and the Visitor Information Centre.
- Proposed toilets need to be prominent and near the central commercial precinct.
- The toilet could be provided on the SES land and be designed to look like a shop front however parking could be a problem as well as the residential nature of this area.
- The toilet should be located near existing buildings so there is not a new built element introduced on the streetscape.
- Another toilet could be provided at the other end of Sackville Street.
- Parking is a major issue, particularly off-street parking. This could potentially be accommodated on the SES site.
- The overall aim should be to encourage people to get out of their cars and walk.
- There is an issue with long-vehicle parking. Caravans and buses are unable to park easily. Space near the core area of the town needs to be provided for them.
 - Campbell Street could provide an opportunity for long-vehicle parking, being mindful of the street trees. This would bring people through the other side of the Township.
 - The Visitor Information Centre is a big attractor.
 - Signage is needed to direct people to the long-vehicle parking.
 - Regulatory signage is needed to prohibit long-vehicle parking in the town centre.
 - Do not want long-vehicles on the Railway Place site.
- Port Fairy is devoid of public art and is currently focussed on the performing arts.
- Bluestone paving could be used to evoke the image of the original rail alignment.
- It would be good to be able to represent the natural environment.
- The carnival needs to be considered in any concept.
- A lot needs to be provided on the Railway Precinct site, but it needs to not look cluttered.
- Art could be provided all along the rail trail.



CONSULTATION MEETING 4

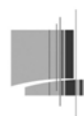
RAIL TRAIL COMMITTEE – Heaton Jarrad

- The toilet is in poor condition and does not provide disabled access.
- The rail trail should be continued to the wharf area.
- There are plans to conduct major rides and the Goods Shed could be a good starting or finishing point.
- Ian Bodycoat would be a good source of information regarding the rail trail.
- The Committee wish to hold events approximately 6 times a year. This would require shelter and marshalling points.
- The Committee would only have use for the Goods Shed on a few occasions per year.
- A café would be good for times when rides are held. There may be opportunity to invite an existing trader from the town to set up a temporary stall at the Goods Shed.
- Koroit provides a good display in terms of rail history.
- The rail trail is currently incomplete and is due for completion around July.
- Temporary overflow parking may be required during times of major events.
- Even if the trail was continued to the wharf, the Railway Place Precinct would be a more suitable finishing point for major rides as there is little opportunity for providing the necessary facilities and parking at the wharf area.
- A different surfacing material could be used from the Goods Shed to the wharf.
- Bike racks are needed so people can leave their bikes to explore the town.
- An extension of the existing rail trail gravel car park (approximate capacity of 16 – 18 cars) could be warranted as the popularity of the trial increases.

CONSULTATION MEETING 5

MOYNE HEALTH SERVICES – David Lee

- Moyne Health Services (MHS) is affiliated with the carnival which is held on the site from mid December to early January. The carnival, run by Godfrey Amusements based in Lara, runs its event and donates 20% of profits to MHS. MHS provide a portable electrical switchboard, toilets, showers and organise the required permits.
- The carnival creates an issue for privacy with overlooking concerns for the large water slide and the ferris wheel.
- The carnival needs a connection to the streetscape and the commercial precinct. Currently, the carnival could be overlooked because of the lack of a visual connection with the commercial precinct.
- The carnival requires open flat land.
- The water and power infrastructure on the site are located close together. The two should be separated for safety and upgraded.
- Vehicle access in to the site should be from Regent Street not Bank Street.
- MHS also runs the Murray to Moyne event in early April. The event is held annually with approximately 1400 cyclists (ranging from serious to amateur riders) participating over the 24 hour relay event. There are three departure towns, Mildura, Swan Hill and Echuca, with cyclist converging on Hamilton and then Port Fairy on the Sunday morning.
- The event will raise over \$100,000 and it is estimated that over its 25 year history the event has raised approximately \$16 million.
- The event creates congestion in Regent Street with all of the vehicles, buses and support crew vehicles.
- It would be worth considering some shower facilities on the site. A sewer line is present.



- People set up stalls on the site during the Murray to Moyne event.
- The markets which are held over the December and January period could co-exist with the Carnival. This could establish a good link to bring more people to the Railway Place Precinct.

CONSULTATION MEETING 6

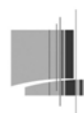
PORT FAIRY FOLK FESTIVAL – Bruce Leishman

- The Port Fairy Folk Festival (PFFF) has 120 volunteers.
- The PFFF sets up a stage at the frontage of the Railway Place Precinct.
- The PFFF had proposed to relocate the Goods Shed to the Bank Street frontage to use as their office. This proposal never eventuated.
- Other groups within the town often try to piggy-back on to the PFFF.
- During the festival, the Railway Place Precinct is a large food court area that also houses a number of craft stalls.
- During the festival, the “Village Green” area and the Railway Place Precinct house the free events.
- There is potential to set up a large screen at the Railway Place site to show what is happening at the main festival venue.
- Any use of the Railway Place site must consider sound spill in to adjoining properties. Any stage would have to face southward toward Bank Street.
- The PFFF is not supportive of the stage in the “Village Green”. A simple platform would be more suitable rather than the current grand proposal.
- Space is required for buses and parking.
- The PFFF would consider contributing funds if it was to their benefit also.
- The PFFF is totally independent and do not seek funding from the Shire.
- Many organisations around Port Fairy make money out of the festival. The PFFF would bring in approximately \$11 – 12 million annually to Port Fairy.
- There would be an opportunity to create a display about the history of the festival.

CONSULTATION MEETING 7

VISITOR INFORMATION CENTRE – Andrea Lowenthal and Sharon Parker

- The open space is an attractive feature of the area. It is used for events, provides good line of sight to the commercial area and surrounding landmarks.
- Long vehicle parking is an issue. Currently caravans are able to park on the Railway Place site.
- School buses park outside the Visitor Information Centre (VIC). There is a bus office / V-Line agent at the VIC.
- Buses parking at the existing public toilet are an issue. There is limited parking in that area.
- There is an overflow bus which parks behind the VIC. This bus is only used if the other buses that are operating are full when they reach Port Fairy. The buses are operated by Warrnambool Bus Lines.
- To have accessible toilets near the main street is very important.
- The existing public toilets are ugly. Cleaning is a major issue. It is the people using the toilets rather than the people / regularity of cleaning the toilets that are the problem.
- The VIC building is not currently big enough for their needs. The building was built to a budget. The size and location of the building was a highly contentious issue.



- The current storage space is inadequate.
- The VIC is fully funded by the Shire. The core business of the VIC is to service visitors to the area.
- There is difficulty in getting visitors to visit the satellite towns around Port Fairy. Some of these towns do not have brochures.
- The VIC would welcome a larger meeting room, an information / interpretation lounge area for displays and additional storage space.
- The VIC needs to be more visible with clearer signage, including directional signage around the town.
- The staff currently parks behind the VIC so as not to take up parking along the street.
- If the Goods Shed was to become a display / museum it would need to be un-manned.

CONSULTATION MEETING 8

SES – Maureen and Neil Hedger

- The Port Fairy SES Unit commenced operation in 1980. It originally was located at the back of the Post Office. It moved to the Sackville St site in 2000.
- The Unit has 12 volunteers, 2 trucks, a 4WD drive vehicle, 2 motorbikes and a number of trailers.
- The Sackville St site was purchased by the Council off the State Government. At the time of purchase, the site was valued at \$70,000. The State Government sold the site to Council for \$30,000 on a restricted basis and removing the restriction will require payment to State Government.
- The preference of the Unit is to remain at the Sackville St site. It is ideally sized and located close to the water and the highway.
- If it were to relocate, the Unit would require a site capable of accommodating a 18mX12m shed, a 5mX5m office area, amenities area, kitchen, training room, operations area and an outdoor space for training.
- The block next to the Ambulance Station appears to be the only potentially suitable site in town.

CONSULTATION MEETING 9

Ex Libris Book Club – Margaret Banks

- The Club runs a Book Fair every September. Its main venue is the Old Theatre. It uses Railway Place Reserve for children's activities and the Barbara Cartland book hurl.
- The Clubs would like to see the Goods Shed used as an events/festival venue - where the groups that organise events have access to space for administration, promotion and ticket sales.

NOTES FROM THE TELEPHONE CONVERSATION WITH REG HARRY

29TH MARCH 2011

- Life-long resident of Port Fairy
- Former Mayor and Councillor of the Shire
- Chairperson of the Moyneyana Festival for 14 years
- Moyneyana has run for 65 years
- Moyneyana runs over 6 weeks between Christmas Eve and Australia Day weekend
- Two previous Master Plans for the Railway Place Precinct have been shelved

- Railway Place and its presentation is a hot topic among the community
- Many suggestions have been made regarding the Goods Shed
- Reg believes that the only way to manage the Goods Shed is to have private enterprise move in to the Shed
- Back in the days of the Borough of Port Fairy, the Goods Shed was going to be used as the Tourist Information Centre. This may still be an option and the current Visitors Information Centre could be turned in to a bus depot
- Caravan parking is needed and should be provided on-site
- It is essential that a good toilet block be provided. The existing toilet has a limited capacity
- The Committee is pushing for a permanent performance stage. The stage needs to have 3 phase power but could be basic in design.
- Currently use a temporary stage
- The Village Green is a hub
- Michael Smith asked if Reg believed that the stage would interfere with the markets
 - No, people can use the stage during the markets, including for performances
- The markets have outgrown the Village Green
- The Railway Place Precinct would be a wind tunnel
- The link between the Precinct and the wharf is known as Fisherman's Walk
- The carnival could relocate to the south of King George Square.

NOTES FROM DISCUSSIONS WITH WARRNAMBOOL BUS LINES REPRESENTATIVES SAM LUCAS AND BRENDA HAMPSON

- Generally happy with the current bus parking and setup on Bank Street, but in the longer-term would prefer 2 bus bays
- Prefer the overflow bus to remain located on Railway Place but will work with Council to look at alternative options
- Warrnambool Bus Lines would ideally like a bus depot housing 4 to 5 buses not too distant from the Port Fairy CBD. The Bowls court land has been suggested.
- Happy with the proposed long-vehicle parking on Regent Street.

Appendix 3

Notes from the Community Consultation Meeting

Wednesday 20th April, 2011

1. Jan Knight

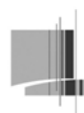
Adjoining landowner

- Lives at 95 Sackville St – her property backs onto the Reserve.
- Concerned that the Reserve might be developed as real estate.
- The rear pedestrian gates to access the park are important.
- People camp in the vacant block at the back of the house next door (no 93) during the folk festival.
- There is an exposed tap in the Reserve near the back of her house. The tap is hazardous to people riding and walking through the Reserve.
- A lot of tourist buses park in Sackville Street.
- The Railway Shed should be used as a market venue under cover during wet weather. It would be an ideal location for 'boot sales,' food stalls etc.
- The Old Goods Shed would be a good area for a weekly food stall under cover.
- Some houses in Sackville Street have vehicle access to and from the reserve. This access should be retained.
- Some of the trees in the reserve at the back of the houses off Sackville Street should be removed.
- Generally support the opportunities listed in the plan, in particular the extension of the Rail Trail, the removal of the disused buildings and the development of a commercial building and public forecourt in this area.
- The war memorial is used at Anzac Day.

2. John Brebner

Adjoining landowner

- Lives in Regent Street. Property abuts the Reserve.
- Likes the rail trail.
- Likes the visual and physical connectivity to the Village Green and Railway Place.
- Generally supports all the opportunities listed in the plan.
- The access road off Regent Street to the Community House should not be too close to adjoining properties.
- Barrier fencing should be provided along the eastern side of the access road to prevent cars from driving off the road into the Reserve.
- Some trees should be planted along the eastern and western fence-lines of the Reserve.
- Check the windows to the north side of the 2 storey retail development at Sackville and Bank Street corner. (M. Smith later checked this issue and there are a number of second level windows facing the SES site.)
- Neighbours have had trouble with a carnival employee jumping over their fence.
- Preference for indigenous vegetation.



3. Richard Hodgens

Environmental Officer Moyne Shire and local Resident

- Toilets should be developed at the Visitor Information Centre (VIC) and VIC relocate to the Goods Shed or to the new built form.
- Limestone ridge just near the VIC on the fence line – precludes planting at present. Fill in with top soil.
- The VIC should not need to be extended - it was only built 7 years ago.
- Some of the trees along the western edge of the Reserve should be removed.
- The access road and carpark for the VIC and Band Hall is not required. The VIC only has 3 staff and the band only used their building once a week. The band members could drive over the grass to access the back of the Hall.
- Any redundant crossovers to the Reserve should be returned to kerb and channel. Barrier fencing (bollards etc) should be erected to prevent cars driving into the Reserve at the former crossover locations.
- The SES, Maternal & Child Health and Kindergarten sites should be commercially developed. The forecourt/toilet concept has little community value.
- The Railway Goods Shed should be used as an exhibition space. It is not needed as a music space - the Band Hall and Lecture Hall can be used for this purpose.
- The children's playground is not needed. There are already enough playgrounds in the town
- The Reserve should become the market/performance location. The Village Green should become a commercial site.
- Liked the idea of public art.
- Would like to see the Village Green have less markets and less stage performances.

4. Bob Russell

Adjoining landowner

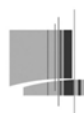
- Please make sure vehicle control is along all internal access roads ie. barriers, bollards.
- Would like to see commercial development to the SES site within private enterprise design.
- Would not like to have any long vehicle parking outside his home is Regent Street.

5. Streetscape committee / stakeholders (some conflicting views)

- SES would prefer to remain at current location. If they move, Council and/or other external organisations would have to meet the cost of their new buildings.
- Car parking should be kept to a minimum in the reserve - at the band hall and near community house. There needs to be room for planting of trees on the reserve, however, the purpose is intended for rail trail users. Some more short stay, long vehicle parking could be provided on both sides of Bank Street near the VIC
- Short stay, long vehicle parking should be permitted in the reserve to allow people to visit the VIC and use its amenities.
- The rail trail should be extended through the rail reserve to King George Square (via Fisherman's Walk).
- The children's playground is a good idea. It should not be a typical standard playground, but something different, like a sensory playground.



- A high quality toilet block is needed in the CBD/Rail Reserve area. The preferred location is as shown in the opportunities plan or on the SES site. The area at the back of the Lecture Hall is also an option.
 - Will the toilets have disabled access including carer access? Yes and open 24 hours.
- The Village Green is getting too small for the markets. Markets could be held at the Rail Reserve and the Village Green used for other purposes.
- The markets should be confined to the Village Green. One of the attractions of the markets is their congestion. They would lose their appeal if they were spread out across two sites. The traders in the town want the markets to remain where they are as they draw people into the centre of town.
- The proposed commercial buildings on the SES and former Kindergarten / Maternal & Child Health sites should be contained to the SES site. The Kindergarten / Maternal & Child Health site could be developed as a big forecourt area.
- Is it possible to have more than 3 sites on Bank Street for long vehicle parking. Explore options for Regent Street northern side also within that north edge of the rail reserve.
- Long term, long vehicle parking could be provided in Regent Street.
- Possibility to convert the front of the VIC on Bank Street to a public toilet.
- The Rail Trail Committee is not keen for the existing parking area to be enlarged or for the area of Regent Street to become a big parking area. The committee is intending to plant a lot of trees on the north side of Regent Street at the end of the trail and does not want the appearance of the area to be diminished by car parking
- Long term, long vehicle parking should be kept away from the Rail Reserve area. There are other more suitable locations in town e.g. Campbell Street.
- Buses need to be able to stop near the toilets.
- It is important not to lose any car parking in the CBD.
- We shouldn't design just for the Saturday markets and festivals.
- Commercial use of the Railway Shed is not feasible. It should be used for community purposes e.g. exhibitions, display of historical items, art studios, meeting space for the various festival organizers, venue for ticket sales and performance spaces etc.
- The provision of temporary and permanent public art in the Reserve is supported.
- The screening of the fences on the eastern edge of the Reserve is a good idea. Other trees should be provided in the Reserve at appropriate locations.
- The South East side of the Village Green should be opened up and improved. Surveillance would be an issue, however it would link to the Library and further market activity.
- Need to show the proposed performance stage at the Village Green.
- The Goods Shed – community group.
The reason why the Goods Shed has not had support of private sector / enterprise in the past has been:
 - Car parking.
 - Folk festival has scared of others wanting to use it.
 - Many township groups and individual groups see the Goods Shed as their own.
 - Needs a change of use as a new town planning permit application.
 - Cost of making it comply to OH&S i.e. flooring, hand rails, access, general maintenance.
- There should be a space in town where people who don't go to concerts i.e. Melbourne, Geelong, Warrnambool etc. can see performances.



- It appears the Goods Shed has good community based multi-use support from the group attending the information.

6. Public forum (some conflicting views)

- Need to consolidate activities and displays.
- VIC toilets are limited and cannot cope with bus loads of people.
- Linking the rail trail to the VIC and the Wharf, the changes to the access roads and the screening of the fences on the eastern edge of the Reserve are all supported (Fisherman's Walk).
- The installation of public art along the rail trail would add to its appeal. The trail would need to be suitably lit to protect the art pieces from vandalism. Low lights would be sufficient.
- There are 5 potential locations/solutions for the toilets – remain where they are with the toilets upgraded, new toilets at the SES site, new toilets in the location shown on the opportunities plan, extension of the VIC amenities block and a new building at the back of the Lecture Hall. The toilets need to be in or near the CBD, accessible to buses but not too close to hotels. At this meeting tonight, the most supported locations were the SES site and the location shown on the opportunities plan.
- The Railway Shed should be used for a range of community purposes e.g. display of historical items i.e. Old Furphy tank, a whaleboat, Sea Scouts boat, arts studios etc. The fences around the Shed should be removed and its external appearance improved. The Shed's internal spaces could be refurbished in stages.
- The northern end of the Reserve has been neglected. It should be given greater prominence – trees, attractive entrances (trail and access road), park furniture, possibly a community garden etc. The trees could act as a windbreak.
- The stage proposed for the Village Green should be located in the Railway Reserve. This would allow for bigger crowds.
- The Village Green is the best location for the performance stage – it is in the centre of town, away from the houses, near the Lecture Hall etc.
- Some soft planting should be undertaken around the Shed.
- There should be no planting around the Shed.
- Some shade trees are needed in the Reserve.
- Beware – Port Fairy is very windy (cold wind).
- The Goods Shed needs to be brought up to OH&S; toilet, flooring, handrails, barrier rails. A false top over flooring would be easiest to meet compliance.
- Projects that have community support and engagement attract funding.

