

Appendix 2: WINCHELSEA TOWN CENTRE – ACCESS AND PARKING OPPORTUNITIES REPORT (O'BRIEN TRAFFIC)

SHORT TERM (0-3 YEARS)

Short term actions are those that address issues requiring immediate attention and those needed to determine the future form of the centre (e.g. land acquisition).

RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	BUDGET IMPLICATIONS
<ul style="list-style-type: none"> • Revise the access design for the Memorial Park project addressing the following issues: <ul style="list-style-type: none"> – Use of private land to access the loop road; – Compatibility with long term plans to provide an exit from the eastern precinct onto the Princes Highway; – The need to address the confusing collection of intersections between the existing Princes Highway exit lane, service road car park, hotel loop road and Palmer Street; – The need to provide sufficient parking to cater for current and future demands associated with the public toilets and campervan waste disposal; and – The need to retain a shared path connection through the area into the centre. 	<ol style="list-style-type: none"> 1. Revise the access design for Memorial Park in accordance with the recommendations of the O'Brien Report, and in consultation with Vic Roads, as part of the Memorial Park Project. 2. Proceed with clarification of access rights for the road that currently goes over private property (Hotel). 	Engineering Services	<ol style="list-style-type: none"> 1. The Memorial Park Project is not currently part of Council's capital works plan. Council is seeking funding through the National Stronger Regions Fund to continue with the Project. If this is unsuccessful, Council will need to reconsider where the project lies as a Council priority. 2. Budget implications regarding public access over private property will depend on the method of securing access (eg. whether Council needs to acquire land or can reach some other resolution).
<ul style="list-style-type: none"> • Investigate the acquisition near No.4 Palmer Street of land to provide a vehicle link to Hesse Street (minimum 9m wide reserve for two-way traffic). 	<ul style="list-style-type: none"> • Property & Legal Services Officer to commence investigations as to the costs associated with acquisition of 4 Palmer Street, and whether the property is likely to be available to 	Engineering Services (with assistance from the Property & Legal Services Officer)	TBC (approx. \$50K)

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RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	BUDGET IMPLICATIONS
	Council via negotiation. It is not recommended at this time that a Public Acquisition Overlay be applied to any land.		
<ul style="list-style-type: none">Investigate the acquisition of land at the very southern end of Palmer Street (8 Palmer Street) to provide a vehicle link to Hesse Street.	<ul style="list-style-type: none">This link will primarily be required when land in the vicinity of 5 Main Street and 8 Palmer Street is further subdivided. It should be incorporated into the Precinct Structure Plan to be developed for the Winchelsea Town Centre (and subsequently enabled through local policy in the Surf Coast Planning Scheme).	Strategic Planning	Budget committed for Precinct Structure Plan (PSP) in 2016/17. Planning Scheme Amendment to enact PSP would require a further \$10,000-\$15,000. Council would not anticipate acquiring any land to provide this link. It would be required as part of future subdivision in this area.
<ul style="list-style-type: none">Liaise with Vic Roads as to the confusing shared path implementation on the northern side of the Princes Highway.	<ul style="list-style-type: none">Review issue with VicRoads	Engineering Services	Nil
<ul style="list-style-type: none">Investigate the viability of providing a walking and cycling connection from the southern side of the proposed Hesse Street bridge to Batson Street.	<ul style="list-style-type: none">This has already been investigated and adopted as Council policy through the Winchelsea Growth Area Outline Development Plan.	Strategic Planning (as part of future residential rezoning – subject to developer initiation)	Costs to Council will be limited to the part of the pathway going through Council managed river reserve.

SHORT TERM (0-3 YEARS)

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RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	BUDGET IMPLICATIONS
<ul style="list-style-type: none">Consider possible measures to provide shared vehicle access to commercial parking at the rear of future premises through the use of carriageway easements and/or land acquisition.	<ul style="list-style-type: none">Investigate as part of the Winchelsea Town Centre Precinct Structure Plan.	Strategic Planning	Budget committed for Precinct Structure Plan in 2016/17.
<ul style="list-style-type: none">Adopt a preferred road cross-section for Hesse Street and Palmer Street to ensure that future works and development are part of a coherent long-term strategy.	<ul style="list-style-type: none">Adopt the recommended cross sections as follows:<ul style="list-style-type: none">Palmer Street – parking maximisationHesse Street – cycle friendly	Engineering Services	Nil
<ul style="list-style-type: none">If it is determined that a link between Palmer Street and Hesse Street (at No. 4 Palmer Street) is not viable, or that the link will not be implemented within the next 3 years, implement the proposed Hesse Street turning area.	<ul style="list-style-type: none">Design turn around area on Hesse street in 2016/17 design program	Engineering Services	Budget committed - \$40k funding from Road Safety budget.
<ul style="list-style-type: none">Provide a loading zone on the eastern side of Hesse Street adjacent to the supermarket.	<ul style="list-style-type: none">Implementing signage and line marking July 2016	Engineering Services	Budget committed for works in 2016/17.
<ul style="list-style-type: none">Implement the Hesse Street bridge project.	<ul style="list-style-type: none">Commence concept design process in 2016/17.	Engineering Services	Budget committed for design in 2016/17.

ON-GOING

On-going actions are those that occur in response to the gradual development of the centre.

RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	BUDGET IMPLICATIONS
<ul style="list-style-type: none"> Ensure at a minimum, that the commercial developments provide for car parking for staff, and ideally for customers on-site. 	<ul style="list-style-type: none"> Subject to existing controls in Surf Coast Planning Scheme. Any waiver would need to be determined on merits on a case by case basis. 	Statutory Planning	N/A
<ul style="list-style-type: none"> Provide bicycle parking within the centre and expand as the centre grows. 	<ul style="list-style-type: none"> Bike parking facilities installed in 2016/17 	Engineering Services	Approx. \$2k budget from pathway ancillary.
<ul style="list-style-type: none"> Consider implementing parking restrictions for on-street car parking serving commercial businesses to discourage staff car parking in 'premium' spaces. 	<ul style="list-style-type: none"> Not determined to be a significant issue at this time. 	Engineering Services	N/A

MEDIUM TERM (3-10 YEARS)

Medium terms actions are those required to facilitate and address issues associated with future commercial growth of the centre.

RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	TIMING & BUDGET IMPLICATIONS
<ul style="list-style-type: none"> Work with Vic Roads to pursue a new left-out connection from Palmer Street onto Princes Highway. 	<ul style="list-style-type: none"> Discuss with Vic Roads as part of Memorial Park design finalisation 	Engineering Services	3 years. Budget implication TBC closer to time
<ul style="list-style-type: none"> Implement a continuous footpath network adjacent commercially zoned properties. 	<ul style="list-style-type: none"> Consider special charge scheme once development occurs 	Engineering Services	5-10 years Budget implication TBC closer to time
<ul style="list-style-type: none"> Seal Palmer Street carriageway and parking areas in both Palmer Street and Hesse Street (in line with the identified cross-section). 	<ul style="list-style-type: none"> Business case for future capital works programme 	Engineering Services PMO	5-10 years Budget implication TBC closer to time

MEDIUM TERM (3-10 YEARS)

Medium terms actions are those required to facilitate and address issues associated with future commercial growth of the centre.

RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	TIMING & BUDGET IMPLICATIONS
<ul style="list-style-type: none">Implement the proposed Palmer Street to Hesse Street vehicle link near No. 4 Palmer Street.	<ul style="list-style-type: none">Dependent on outcome of feasibility investigations.	Engineering Services	5-10 years Budget implication TBC closer to time
<ul style="list-style-type: none">Implement the proposed river loop walk project (ensuring issues relating to difficulties in providing access on the eastern side under the masonry bridge, and the proximity of the existing path to the river near Hesse Street due to property boundaries are addressed.)	<ul style="list-style-type: none">Capital works project. Business case to be developed	PMO	5-10 years Budget implication TBC closer to time
<ul style="list-style-type: none">Consider widening the footpath on the southern side of the service road (by narrowing the traffic lane) to provide for improved pedestrian amenity.	<ul style="list-style-type: none">Capital work Project. Business case to be developed	PMO	5-10 years Budget implication TBC closer to time
<ul style="list-style-type: none">Provide an additional long vehicle parking area in Palmer Street (subject to a vehicle link near No. 4 Palmer Street being implemented and access by larger vehicles is possible).	<ul style="list-style-type: none">Dependent on outcome of feasibility investigations.	Engineering Services	

LONG TERM (10+ YEARS)

Long terms actions are those that are not considered essential to the commercial development of the centre, but may be desirable or required in the future.

RECOMMENDATION	ACTION REQUIRED	RESPONSIBLE AUTHORITY / LEAD DEPARTMENT	TIMING & BUDGET IMPLICATIONS
<ul style="list-style-type: none">Implement the proposed vehicle link between Hesse Street and Palmer Street at the very southern end of Palmer Street.	<ul style="list-style-type: none">If required as part of future subdivision, construction of this link would be at the cost of the developer.	Initiated by private landowner/developer	N/A
<ul style="list-style-type: none">Provide a walking and cycling connection to Batson Street.	<ul style="list-style-type: none">This would occur at the time the private land is subdivided.	Statutory Planning (through permit requirement)	Costs to Council will be limited to the part of the pathway going through Council managed river reserve.
<ul style="list-style-type: none">Implement cycle lanes on Hesse Street within the study area and to the north to provide a 'north-south' cycling route in the township.	<ul style="list-style-type: none">Adopt cross section	Engineering Services	Cost TBC closer to time