

PORT OF SALE MASTERPLAN REVIEW

FOR: WELLINGTON SHIRE COUNCIL

BY: URBANISMPPLUS LTD

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EXECUTIVE SUMMARY

The Port of Sale is the jewel in the crown for the City of Sale. It already provides considerable amenity and yet there is significant potential to further enrich this. The area is historically significant for aboriginal activity along an important trade route and for the efforts by early European settlers who constructed the canal and the port for trade.

The precinct now accommodates marine activity, while recent initiatives have made the area a high-quality destination that offers a range of experiences related to the visual and performing arts, passive recreation and markets.

Yet there is still considerable opportunity to further enrich the precinct with new uses, spaces and activities. For this reason the Wellington Shire Council initiated a charrette-based design and planning process to produce a masterplan that provides guidance to ensure high-quality outcomes.

The process built on the earlier masterplanning work, consulted widely with stakeholders and provided concepts and options for the management and redevelopment of the precinct.

The proposed masterplan seeks to enable a cohesive and well-connected environment that offers an interesting variety of places, experiences and buildings. It also intends to strengthen the precinct with an offer of uses and activities that complements the CBD and acknowledges the historic significance of the place.

Proposed key elements include three new public spaces, two new pedestrian and cycling bridges. A network of walking / cycle paths will connect these spaces and elements, and link the precinct more strongly to the CBD and Lake Guthridge. Along the canal these connections take the form of boardwalks. A mixed-use development is proposed for the former Schools site to enrich the liveliness and offer of the precinct. Ideas for events and elements to activate the public spaces are also provided.



Close-up of the proposed masterplan.

SECTION 1 - INTRODUCTION



1.1 PROJECT BACKGROUND

The Port of Sale is the jewel in the crown for the City of Sale. It provides considerable amenity and significant potential to further enrich this.

The area is deeply invested with meaning from historic aboriginal activity along an important trade route. Through heroic efforts early European settlers constructed the port and canal for trade which now serves as a focus for marine activity.

More recent initiatives have resulted in a high-quality destination that offers a range of experiences related to the visual and performing arts, passive recreation and markets for citizens and visitors.

Yet there is still considerable opportunity to further enrich the precinct with new uses, spaces and activities. A high degree of guidance will be required to ensure that high-quality outcomes are achieved.

To that effect Wellington Shire Council embarked on a charrette-based masterplan process facilitated by Urbanismplus Ltd.

The process built on the earlier masterplanning work (Figure 1-1 overleaf), consulted widely with stakeholders and provided concepts and options for the management and redevelopment of the Precinct.

1.2 PROJECT PURPOSE

The purpose of the project is, through meaningful discussion, involving a broad range of internal and external stakeholders, to achieve the following objectives:

- Review the current Port of Sale Precinct Master Plan, with a particular focus on the identified strategic sites.
- Assess the extent to which the Port of Sale Precinct can leverage off existing facilities and its broader surroundings.
- Explore the role of the private sector in participating in achieving the full development potential of the Precinct.
- Explore opportunities to better activate and connect the public realm and public open spaces within and around the Precinct.
- Formulate options / arrangements for the formal management of the Precinct in a coordinated and integrated way.

1.3 PROJECT PROCESS

The project process followed the structure outlined below:

Project foundations

Background research and site analysis were carried out in this stage.

Consultation

Consultation sessions with both internal and external stakeholders were carried out to explore the issues and aspirations of the Precinct. Public input into the project was also sought through the WDC online platform. All feedback was considered and taken into account during the production of the key outcomes presented in this report.

Technical sessions

A provisional masterplan derived from the existing plan was produced and formed the basis for the technical workshops involving WSC staff. A preferred strategy was developed with associated actions and policies required to implement it.

Verification and adjustment

Feedback on the revised masterplan was sought from both internal and external stakeholders as well as WSC staff. Amendments were made to the masterplan to reflect the feedback.

Report

The final report is then produced and published on the WSC website for formal public feedback.

1.4 CONSULTATION

Consultation on the project was carried out through video-conferencing sessions. WSC staff, councillors and a total of 53 external stakeholders participated in the discussions. These included business/commercial stakeholders, community stakeholders and statutory agencies.

The external organisations represented in the process include the following:

- Department of Transport
- Department of Environment, Land, Water and Planning
- Department of Treasury and Finance
- Gunaikurnai Land and Waters Aboriginal Corporation
- Port of Sale Boat Club
- Sale Boat Shed
- Gippsland Grammar
- Dyers Haulage
- Gippsland Valuation Services
- Sale Sunday Market
- Darren Chester MP
- WSC Heritage Advisor
- Environment Protection Authority
- Gippsland Water
- Gippsland Water Dragon Boat Club
- Gippsland Ports
- Gippsland Water
- West Gippsland Catchment Management Authority
- Gippsland TAFE
- Sale Rowing Club
- Gippsland Grammar Rowing Club
- Port of Sale Heritage Cruises

All feedback was considered and taken into account during the production of the key outcomes presented in this report.

A myriad of ideas were elicited, grouped under the following categories:

Opportunities to improve the presence of Gunaikurnai history and other stories.

This could include the marking of sites of historic importance through public art and interpretation displays, and possibly a museum or visitor centre.

The improvement of the marine and boat storage conditions.

This could include addressing the needs of various community groups that frequently use these facilities related to parking, toilet facilities, and the connection with the boat ramp.

New uses that would complement the unique nature of the precinct.

This could include hospitality, cultural and community spaces and residential uses that can contribute to the activation of the public realm.

Ideas for new connections and new public spaces.

This could include strengthening connectivity with the CBD and with the lake, connectivity across the canal, and introducing new public spaces in strategic locations across the precinct.

Opportunities to accommodate large events and activities.

This could include design versatile open spaces with good accessibility, parking, toilet facilities, and possibly planning for a council staff member responsible for coordination and marketing.

Initiatives to activate public spaces.

This could be achieved through events and other activities and public art. It would also include the



FIG. 1-1: Sale Master Plan 2009.

involvement of the local community, such as youth and students, in the process.

1.5 REFERENCES

The masterplan has been informed by the following documents:

- Sale Master Plan 2009.
- Port of Sale Business Opportunities Study 2002.
- Current Port of Sale Masterplan.
- Sale CBD Precinct Plan 2010.
- The Port of Sale Moorings - West Bank 2019.
- Port of Sale East Bank Concept Plans 2019.
- Draft Wellington Planning Scheme Provisions.
- Port of Sale Development Plan.
- Wellington Shire Council Port of Sale Proposed Inspection and Maintenance Site 2020.
- The Wedge Redevelopment Options Report 2019.
- Extent of flood and land subject to inundation overlays.

SECTION 2 - THE SITE AND ITS CONTEXT



2.1 REGIONAL CONTEXT

Sale is the regional and administrative centre of Wellington Shire Council and is located between Traralgon, Bairnsdale, the Great Dividing Range and the sea. Due to its strategic location on Princes Highway, Sale plays an important role as the gateway to the Gippsland Lakes for visitors. Being less than three hours driving and by train from Melbourne and within one hour's drive from the ocean, beaches, lakes and hills, it is a centralised stopping point for visitors to the region, and is an attractive place for people to reside.

Sale is continuing to build on its natural assets, with areas such as the Port of Sale, Lake Guthridge, Lake Guyatt and Hearts Morass providing attractions for visitors to the region, and a reason for tourists to stop and spend time in Sale. With significant heritage buildings, a lively retail environment, and significant community facilities and assets that serve the region, Sale is a regional centre and gateway to the recreational, tourism and environmental assets of the Lakes region.

The West Sale Airport won the Australia's Small Regional Aerodrome of the Year in 2019 and has received a runway extension and lighting upgrades, making it the perfect place for the RAAF Air Academy's Pilot Training System and avionics training at its TAFE Gippsland campus.

RAAF Base East Sale has a number of advantages, which would underpin a new role as Australia's primary flight training base. The future expansion would bring to Wellington Shire a number of major defence contractors and a range of high skill technical jobs in aircraft maintenance and other support services.

Heritage

The Aboriginal name for the Sale area was Wayput. Two Gippsland explorers passed through the immediate area around 1840. With the growth of shipping on the local waterways and the Gippsland Lakes (and the establishment of a railhead at Sale in 1879) schemes emerged to develop Sale as a port. The construction of the Sale Canal (complete with turning circle) commenced in the 1880s, thereby linking the town, via the Thomson River and the Gippsland Lakes, to the open sea. The canal was completed in 1890.

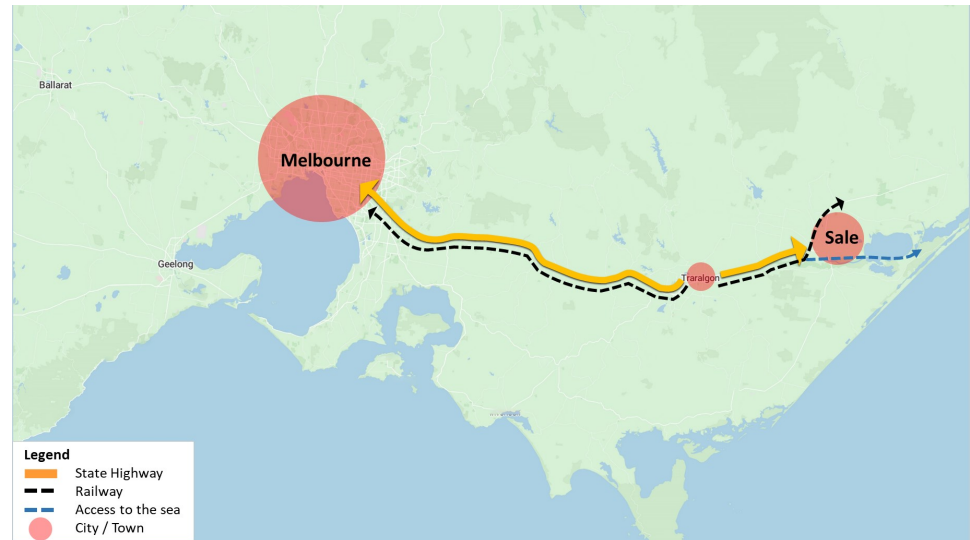


FIG. 2-1: Regional context of the City of Sale.



FIG. 2-2: Sale township boundary with the Port of Sale outlined in red.

2.2 LOCAL CONTEXT

The Port of Sale is in the historical centre of the Sale township and is located at the northern end of a man-made canal, which connected water-borne transport to the Sale township and is part of a network of natural waterways and lakes south of the existing town centre.

The demise of canal transport led to the gradual decline of the Port Precinct and the relocation of the town centre further north to the retail hub around Raymond and Cunningham Streets.

The natural waterways and man-made canal have also formed a significant barrier to urban development since the town's foundation. The development of Sale proceeded north, west and east of the old town. This pattern of development has left the riverine land immediately south of the old centre largely intact as a rural and wetland environment.

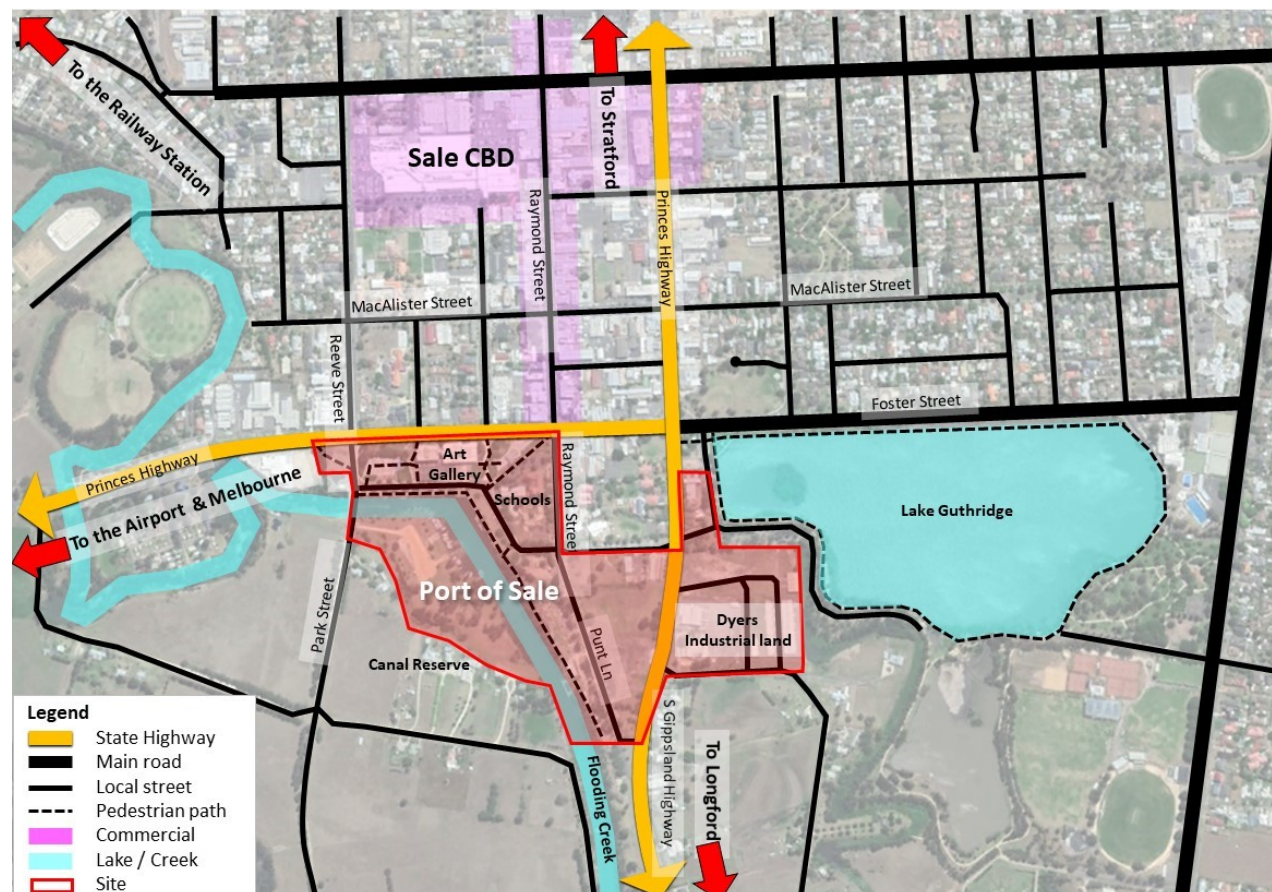


FIG. 2-3: The site in the context of the Sale township.

2.3 THE SITE

The site is outlined in Figure 2-4. Key site characteristics include:

The site is bounded by the Princes Highway to the north, Park Street to the west, the edge of Canal Reserve and Stephenson Street to the south and Lake Guthridge to the east. The South Gippsland Highway and Raymond Street run north-south through the site, and Canal Road and McMillan Street roughly east-west.

Key landmarks defining the site include Flooding Creek with its public space edges, boat moorings, and boat ramp, as well as key civic and cultural functions such as the Performing Arts Centre 'The Wedge', The Gippsland Art Gallery, and the library. Also worth noting is the skate Park in Cullinan Park.

The site can be broken down into the following strategic sites:

- ① Former Schools Site
- ② North Bank and East Bank
- ③ West Bank
- ④ Recreational Uses and Market Site
- ⑤ Former Police Station site
- ⑥ Dyers Industrial land
- ⑦ The TAFE site

Refer to **Section 4** for detailed presentation of these sites and the proposals for each.

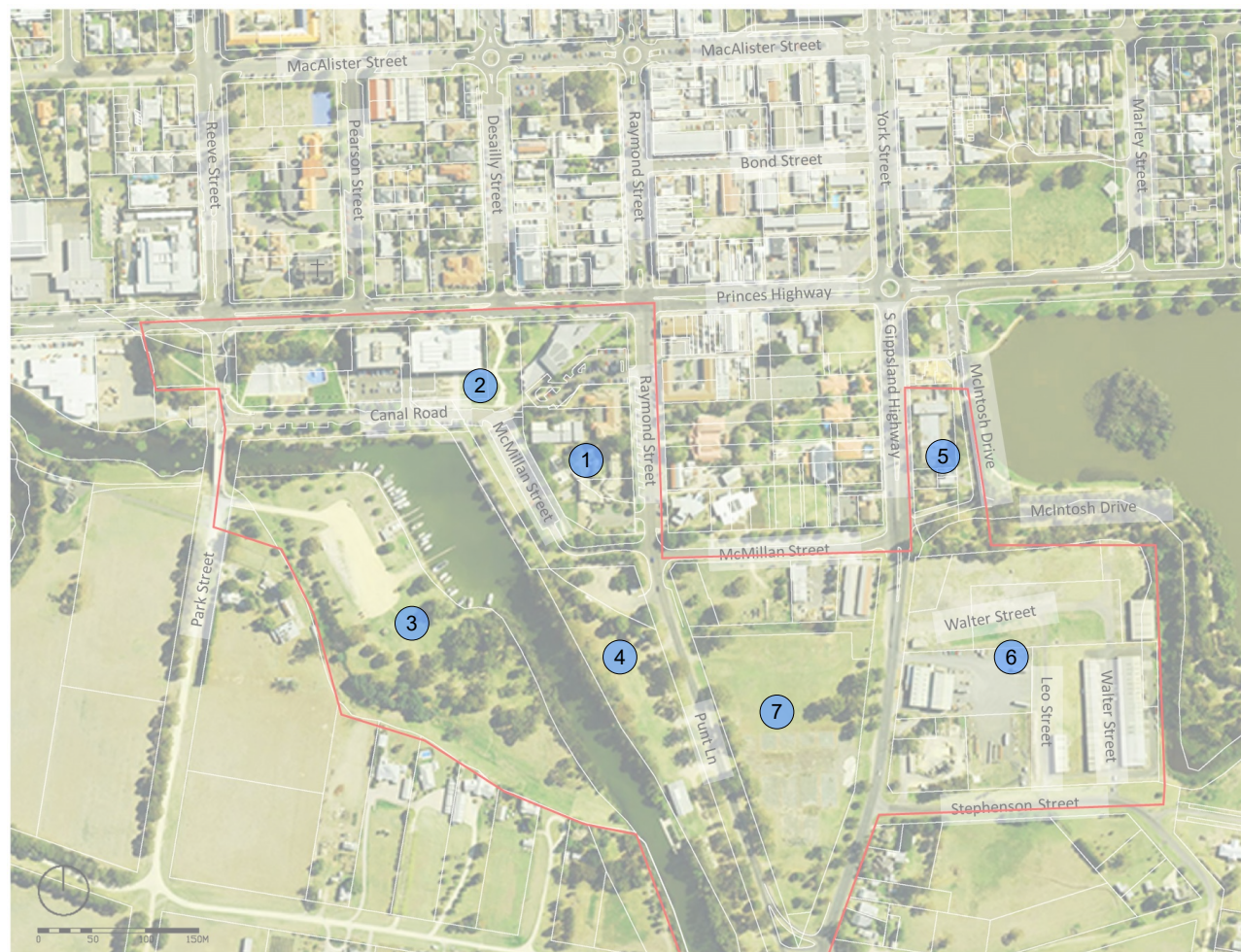


FIG. 2-4: The Port of Sale precinct.

2.4 SITE CONSTRAINTS AND OPPORTUNITIES

Constraints

The following constraints have been identified (refer to numbers on Figure 2-5):

- A. Princes Highway disconnects the Port of Sale from the CBD.
- B. Parts of the site are prone to flooding.
- C. There is a limitation on the location of new bridges. A new bridge south of the moorings should provide sufficient clearance to allow for boat passage.
- D. The former Schools site has a heritage overlay.
- E. There are Native Land claims on the Former School site and the Police Station site.
- F. Expansion of the 'Wedge' could constrain the diagonal pedestrian link with the Raymond Street intersection.

Opportunities

The following opportunities have been identified (refer to numbers on Figure 2-5):

- 1. Enhanced interpretation of the Gunaikurnai and other history of the site.
- 2. Inclusion of a strong cultural dimension to new uses, especially where Native Land claims are involved.
- 3. A more active edge towards the water from the 'The Wedge'.
- 4. Existing public spaces could also be better activated through other measures.
- 5. New development on the balance of the Former Schools site.
- 6. Improved public spaces and pedestrian movement around the canal edges.

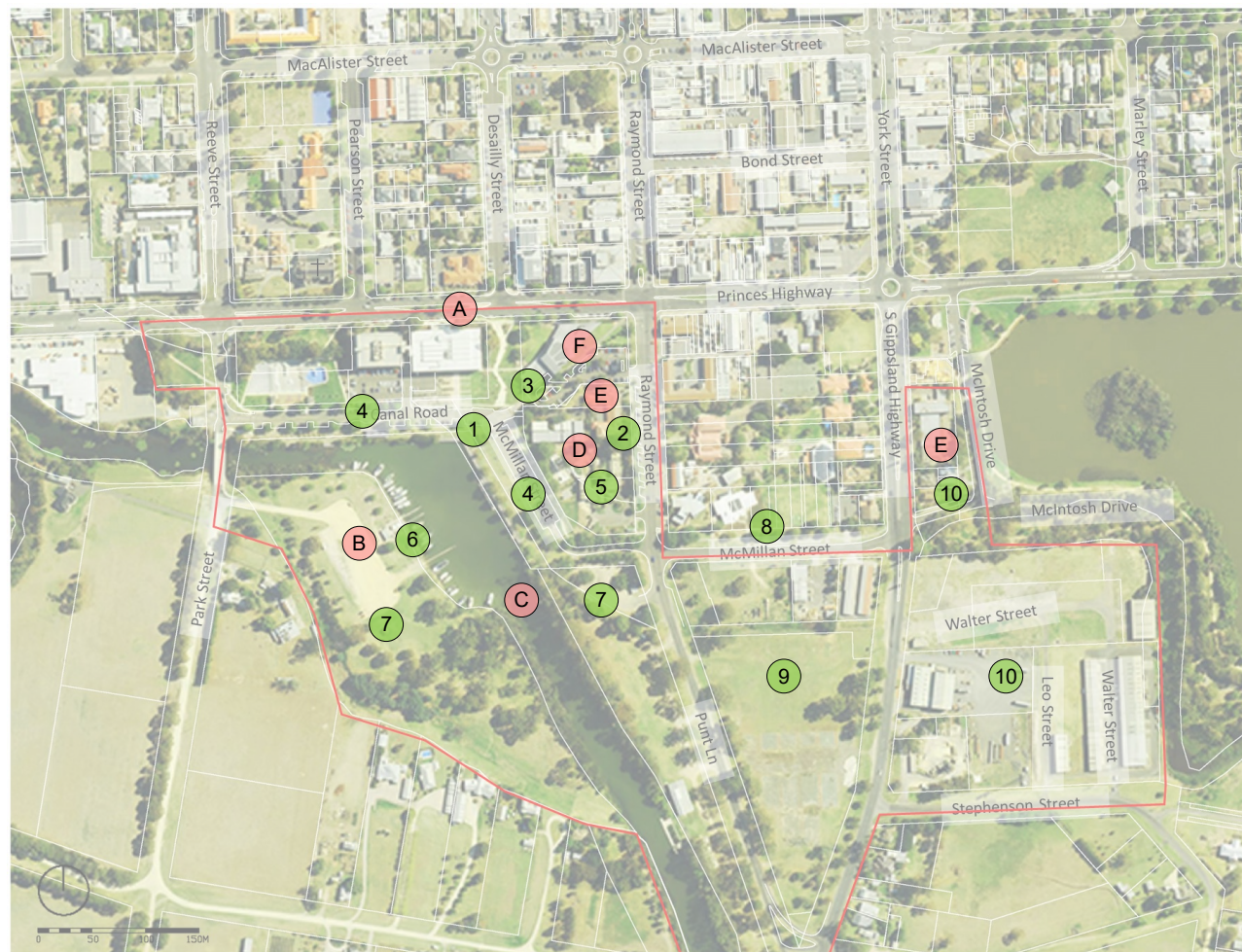


FIG. 2-5: Constraints and opportunities.

- 7. Expanded activities and events on the west bank as well as adjacent to the market site.
- 8. Reinforcing the east-west pedestrian and cycle link along McMillan Street towards the Lake Guthridge movement network.
- 9. New uses that leverage off the injection of students and staff at the new TAFE.
- 10. Ongoing influence on future outcomes for the Former Police Station and Dyer sites to achieve appropriate new uses, links and active edges.

SECTION 3 - THE MASTERPLAN



3.1 THE VISION

The Port of Sale redevelopment vision is:

To develop a vibrant precinct that attracts residents, welcomes visitors, provides an attractive setting for businesses, and celebrates the culture and heritage unique to the precinct.

3.2 PRINCIPLES

The principles that underpin the design of the masterplan include the following:

Contextuality

- Supplement the CBD and not compete with it by offering destinations that are unique to the Port.
- Establish strong links with the wider context, including the CBD and Lake Guthridge, as well as the wider walking and cycling network.

Connectivity

- Build a well-connected pedestrian friendly internal movement network.

Identity

- Focus on the unique nature of the site.
- Celebrate Aboriginal and other history.
- Give expression to contemporary values and aspirations.

Legibility

- Create well signalled entrance points and an easy to navigate public realm.
- Celebrate the character of the Former School Building character.
- Develop new buildings that are distinctive in character and response to the site.

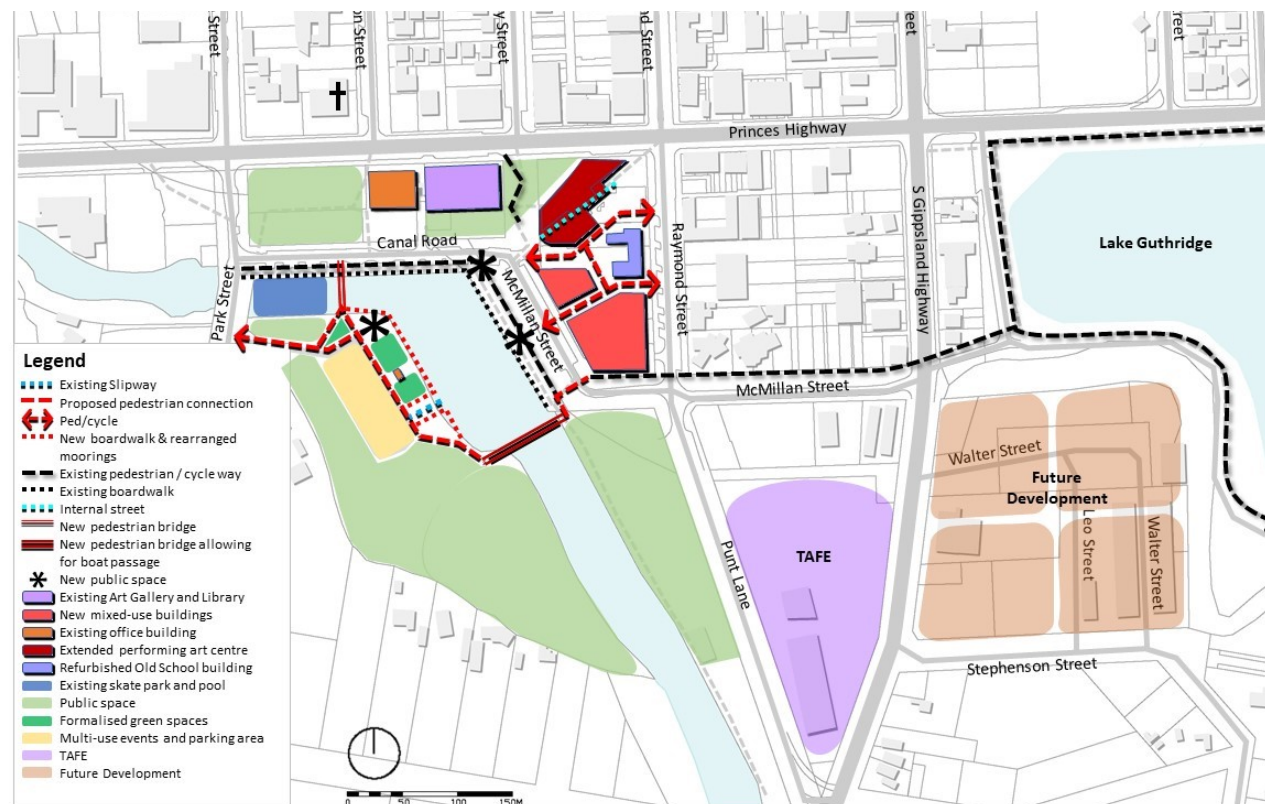


FIG. 3-1: The Concept.

Vitality

- Form public spaces that are attractive, fun and safe.
- Create active building edges along streets and public open spaces.

Diversity

- Design multifunctional public spaces that can accommodate a range of events and experiences.
- Attract new uses that complement the unique nature of the Port.

3.3 CONCEPT

The concept behind the masterplan is shown in Figure 3-1.

Key elements include three new public spaces, two new bridges, a network of walking / cycle paths and boardwalks that surround the canal and connect to the CBD and Lake Guthridge, and mixed-use development to enrich the liveliness and offer of the precinct.

3.4 MASTERPLAN

The masterplan seeks to enable a cohesive and well-connected precinct environment that offers an interesting variety of places, experiences and buildings.



Legend

- ① New pedestrian bridge
- ② New pedestrian bridge allowing for boat passage
- ③ New public spaces
- ④ New boardwalk & rearranged moorings
- ⑤ Formalised green spaces
- ⑥ Multi-use events and parking area
- ⑦ Existing boat ramp
- ⑧ Existing skate park
- ⑨ Existing office building
- ⑩ Existing Art gallery and Library
- ⑪ Extended performing art centre
- ⑫ Refurbished Former School building
- ⑬ New mixed-use buildings

FIG. 3-2: An aerial view of the precinct area around the basin.

The masterplan intends to strengthen the precinct with an offer of uses and activities that complements the CBD and acknowledges the historic significance of the place.

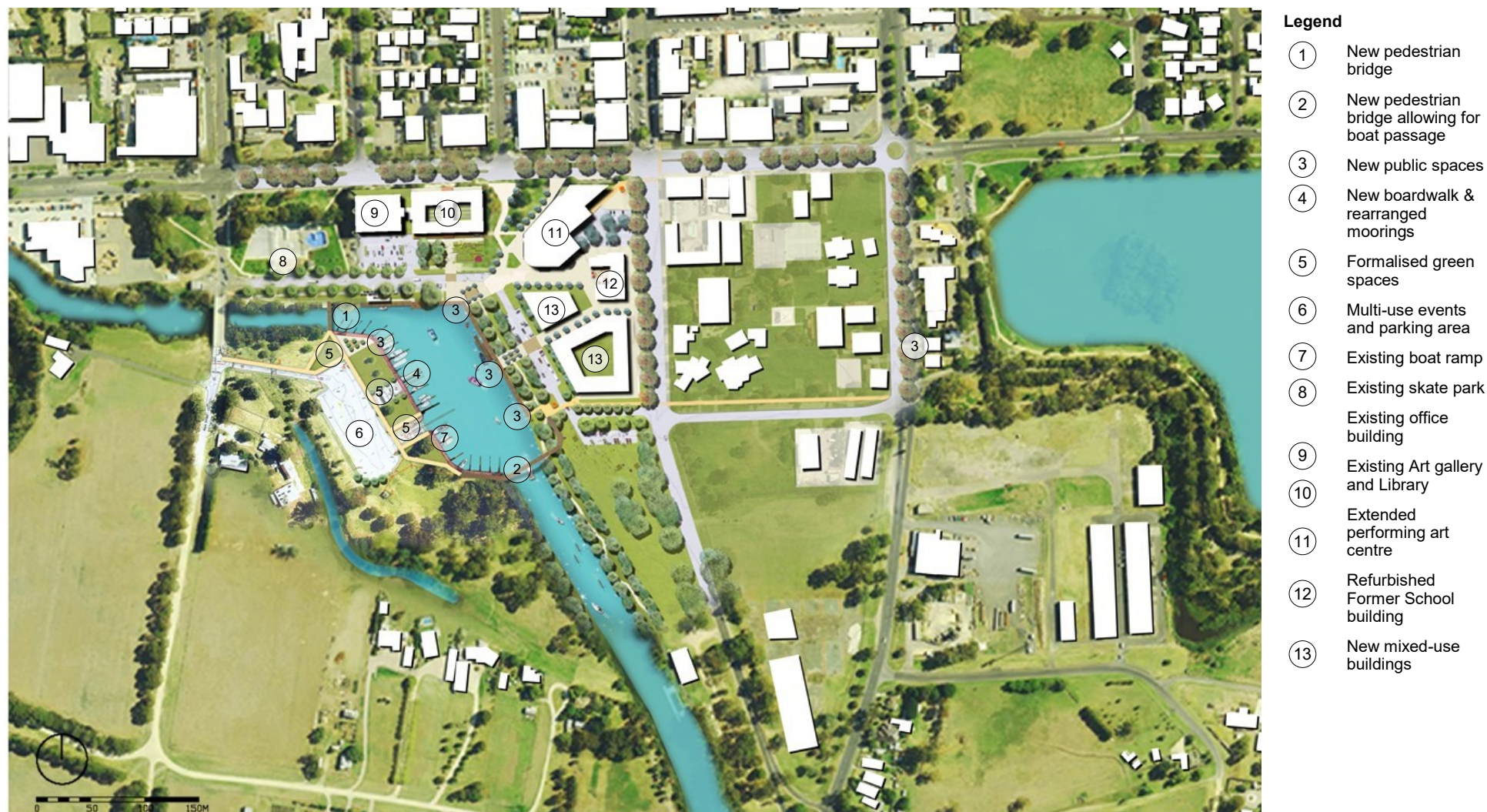


FIG. 3-3: The Masterplan.



FIG. 3-4: A view of the proposed public spaces and mixed-use development on the North Bank and East Bank, with: (1) Foyer of extended performing arts centre 'The Wedge'; (2) Repurposed former school building; (3) Proposed public space; (4) Proposed mixed-use buildings; (5) Proposed pedestrian bridge allowing for boat passage; (6) Rearranged moorings.

3.5 IDENTITY

Interesting and evocative stories can be told of this site's rich history. This includes its role as part of the trade routes and as crossing point for the Gunaikurnai, as well as the engineering achievements in the construction of the canal by European settlers.

The former school will present its own memories. Recent initiatives related to the visual and performing arts also deserve celebrating.

The Port also has the potential to become a boating destination. Subject to further investigations and monitoring, the provision of additional infrastructure and associated facilities shall be considered. Furthermore, Council will continue to advocate for better quality outcomes within the Port, including the need to maintain a navigable waterway and the control of invasive species of weed.

The masterplan envisages that all place-making initiatives give strong consideration to these authentic elements of identity, rather than delivering solutions that could be from anywhere.

A range of opportunities, such as the provision of carefully designed and located site-specific information panels, should be considered as a way in which to assist visitors in interpreting the unique historic significance of the Port Precinct and to convey its role and development as a functioning Port, over time. To be authentic these have to be collaboratively delivered in conjunction with local citizens as well as the Gunaikurnai.

While external talent can often offer meaningful or poignant interpretations of a local culture, some initiatives should tap directly into local talent.



FIG. 3-5: Elements of the rich history of the precinct are already communicated on the site.

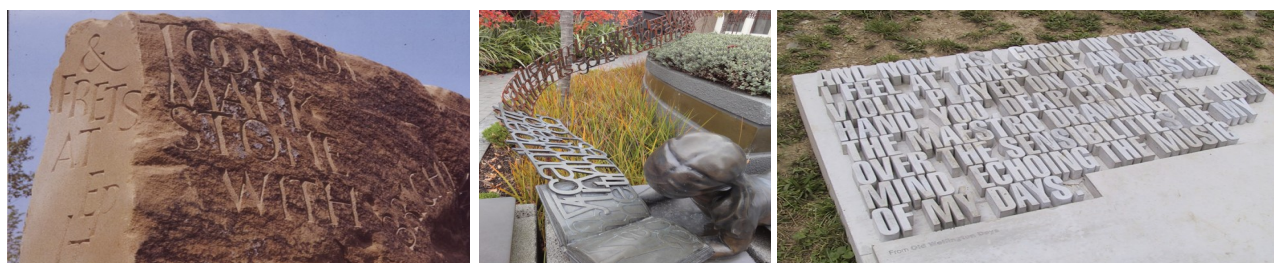


FIG. 3-6: The narrative of the site, as well as contemporary aspirations of the community, can be further communicated in a range of ways, some of which are illustrated above.

3.6 PUBLIC OPEN SPACE

The precinct comprises of a generous amount of open spaces. While a good start has been made these do not as yet make for a well-connected and cohesive network of experiences. An expanded public open space network offering a range of experiences is illustrated in Figure 3-7.

Gathering places

Three new intimate public gathering places (1) are located at intersections of sightlines and movement paths.

Boardwalks

The existing boardwalk parallel to McMillan Street will be complemented by a new boardwalk (2) on the West Bank.

Formalised landscape areas

On the West Bank three green areas (3) will be formalised to frame the area between a multi-purpose events and parking area and the basin.

The existing boat shed (4) will be screened by landscaping to the north and the south.

Retained natural areas

The activity space (5) is retained in its current state for that purpose as well as for general recreation.

The balance of the West Bank (6) is also retained in its current state for general recreation and other activities.



FIG. 3-7: The proposed open space elements within the Port of Sale precinct shown in the context of the surrounding open



FIG. 3-8: A view of the proposed public spaces on the North Bank and the West Bank across the canal, with: (1) Area for water-based children's activities; (2) Proposed pedestrian bridge; (3) new public space; (4) Rearranged moorings; (5) Formalised green space (6) Proposed mixed-use buildings.



FIG. 3-9: Examples of street furniture adjacent to hard conditions, soft conditions, and alongside water bodies.



FIG. 3-10: Examples of street furniture for the young at heart.



FIG. 3-11: Examples of street furniture and art works that support children's play.

3.7 EVENTS AND ACTIVITIES

The following events currently, or are planned to, take place in the Port of Sale precinct:

- Markets.
- Dragon Boat event.
- Light the night (floating lanterns on the water, street artists, food vans and buskers).
- Model boats / aircraft event.
- Yoga and meditation classes.
- Pop up markets for local makers and producers.
- Food van festivals.
- Sale Music Festival
- Rowing regatta.
- Author / artists talk under the stars.
- Outdoor performance space at 'The Wedge' to become permanent for music artists and plays.
- Outdoor sculpture event (booked to go ahead in 2022 and links to the Botanic Gardens).
- Carp Festival (proposed for a long weekend in March, could end up being a landmark annual event).

Proposed event spaces

Potential other events and activities the precinct could facilitate include the following (refer to the numbers in Figure 3-12 for their locations):

1. Larger events could take place on the multi-use events and parking area.
2. Small events could take place at the three proposed new intimate public gathering places to be located at intersections of sightlines and movement paths.
3. The basin could be used for water-based events.
4. Canal Road and McMillan Street could be closed-off for traffic when the events are held.

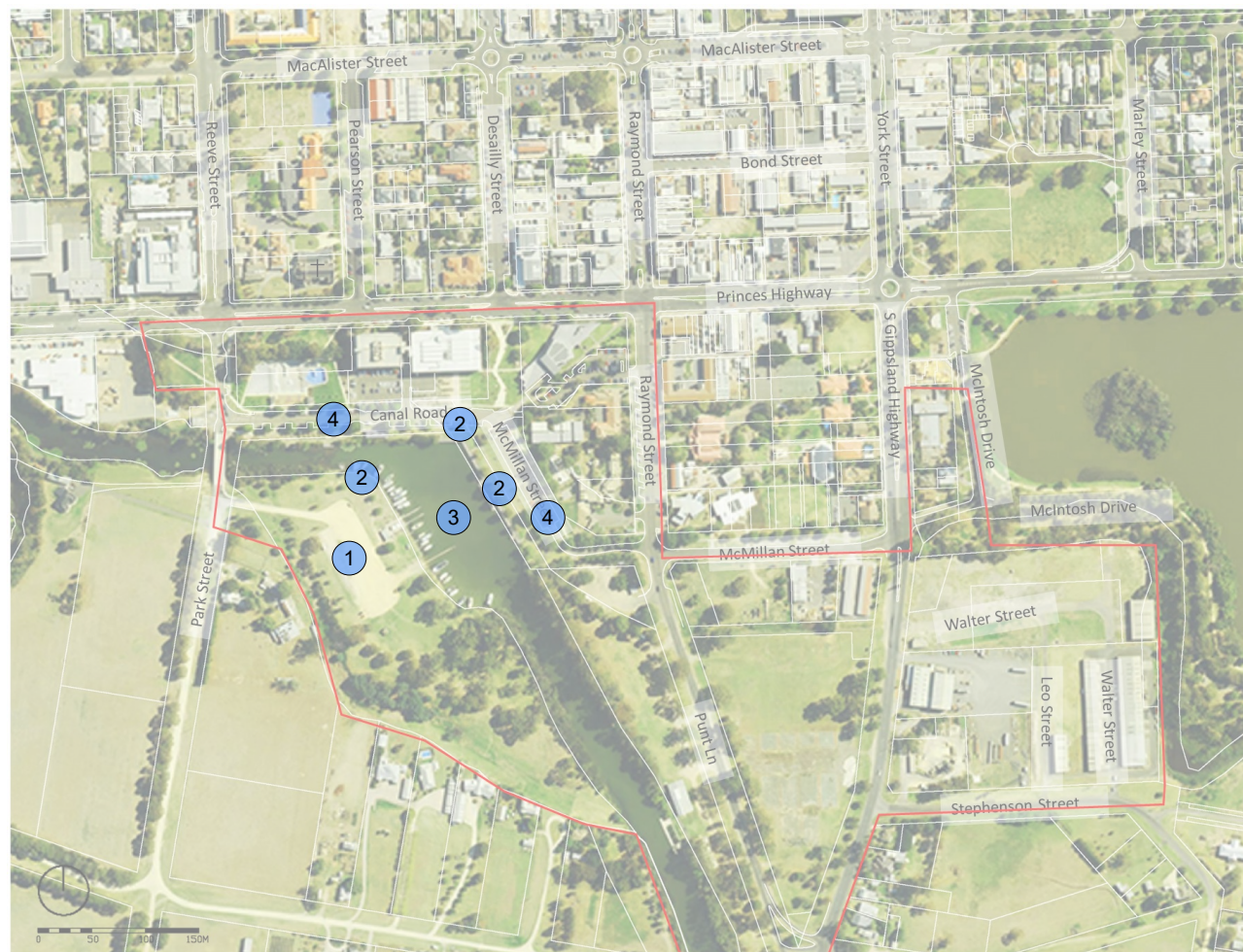


FIG. 3-12: Proposed events and activities within the Port of Sale precinct.

Operational considerations that should be addressed include electricity use, parking, safety, public facilities and storage. To support the implementation and coordination of events and activities, it is recommended that a dedicated

events manager be appointed.

Ideas related to the activation of the public realm are discussed on the page following.

Good public spaces by themselves will not create a vibrant precinct with popular gathering spaces. These spaces need activation through events, including markets, and through interactive elements in the public realm, that invite discovery, play, or provide photo opportunities. Some examples from elsewhere are shown in Figure 3-13.

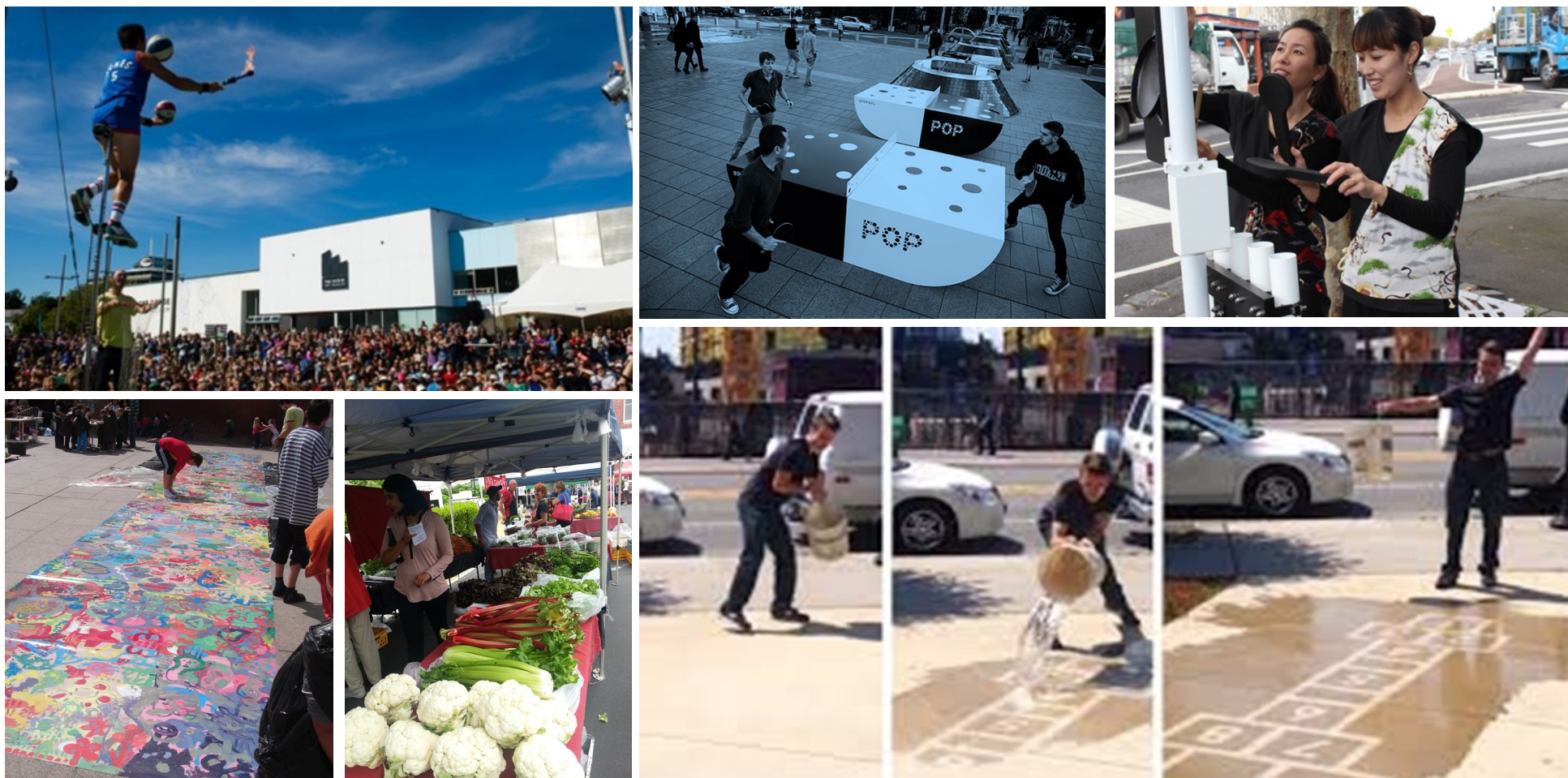


FIG. 3-13: Activation through events, markets and the discovery of interactive elements in the public realm.

3.8 MOVEMENT

The precinct has good pedestrian, cycle and vehicular links and connections to the north and east. The West Bank, however, is isolated and deserves strong connections. A bridge (1) and new boardwalk (2) project is about to commence. This will be a great connectivity improvement for the West Bank.

The proposed movement network, see Figure 3-14, includes a new bridge further south (3) which will have sufficient clearance to provide boat passage. A shared path (4) will link the two bridges. The new bridge will also connect directly into the shared path (5) that heads east towards Lake Guthridge.

The proposed development on the Former Schools site (6) will enable two more pedestrian links towards Raymond Street.

Ramps for the proposed southern bridge

The ramps for the proposed southern bridge may need to be as long as approximately 50m to allow for the required boat passage and use universal access grades. If these lengths are unfeasible, the Council could consider a different approach to universal access, given that the northern bridge will provide complying universal access across the creek.

Temporary street closures

During the project process the pedestrianisation of some of the streets in the precinct was suggested. The masterplan proposes not to definitively close streets for vehicular traffic in order to keep the dispersed and connected movement network intact. Importantly, moving traffic will also provide passive surveillance outside business hours.

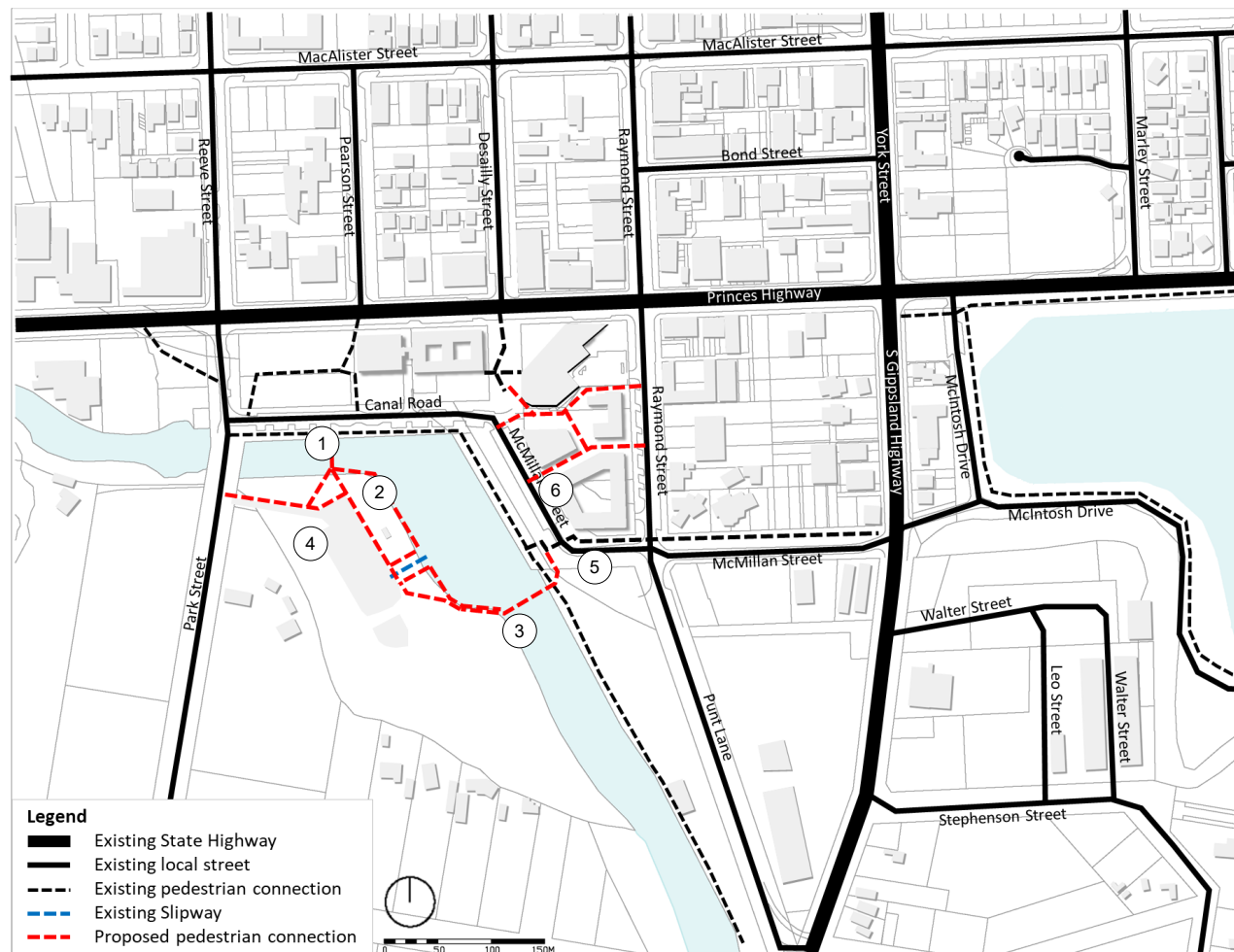


FIG. 3-14: The proposed movement network within the context of the existing network surrounding the Port of Sale precinct.

These streets could however be closed for traffic during events. They should also be traffic-calmed.

3.9 ACTIVE EDGES

The current and proposed active edges around the basin and up Raymond Street are indicated in Figure 3-15.

Public spaces work better and feel safer if they are lined by active edges. This is where occupants of the buildings have a visual connection with the outdoor areas.

Where development has occurred the precinct fares well in this regards, with the exception of the southern end of the Wedge. Current investigations to expand this facility will likely remedy this condition by having a café front onto the basin (1).

The new development at the Former Schools site (2) will require active edges, especially along the basin frontages.

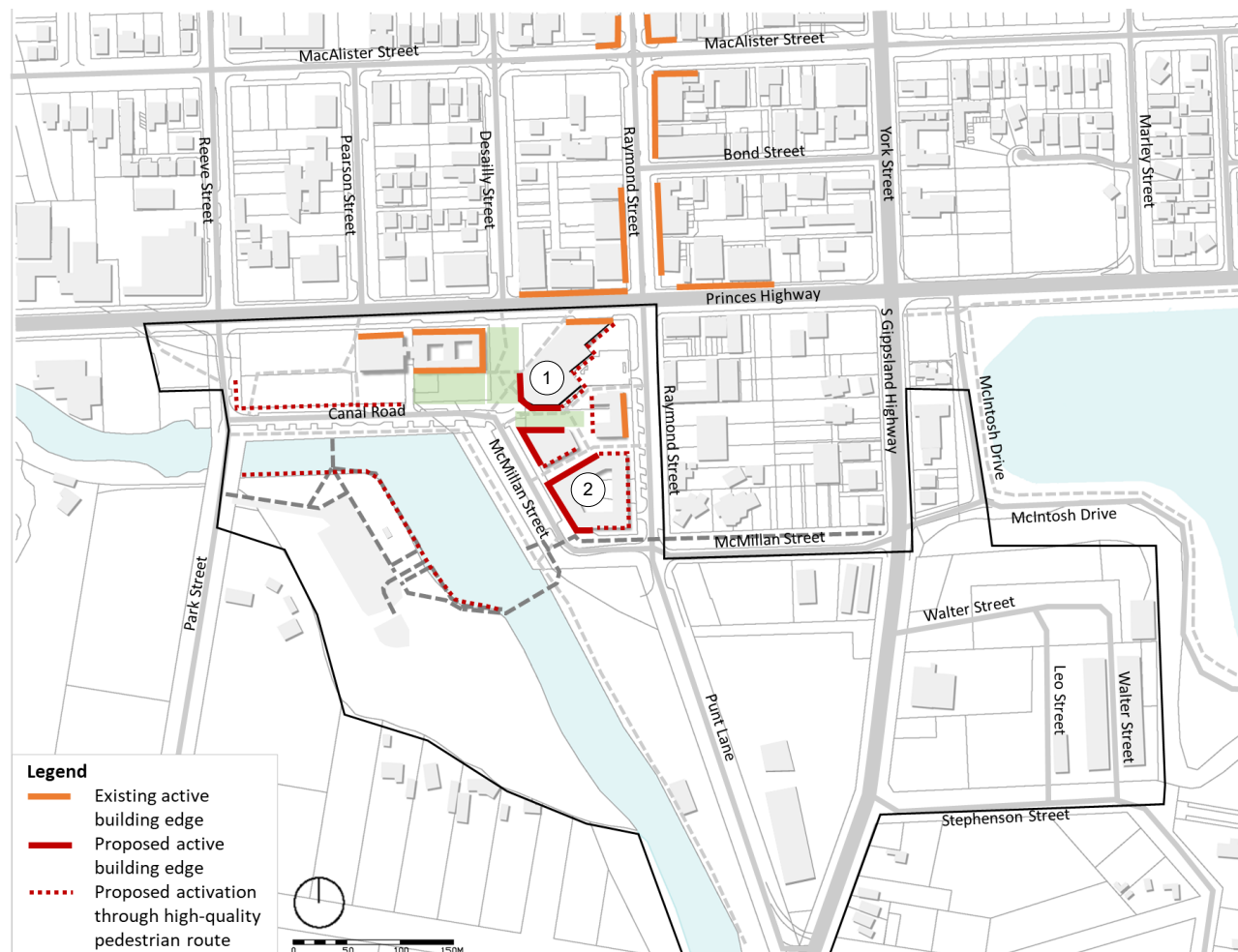


FIG. 3-15: Proposed active edges within the Port of Sale precinct show in the context of existing active edges.

3.10 MIX OF USES

The precinct has an extraordinarily rich mix of uses, including an art gallery, library, performing arts centre, commercial offices, and marine related facilities, as illustrated in Figure 3-16.

The precinct borders onto the CBD and is surrounded by residential and educational uses to the west and south.

The Former Schools site represents the most significant opportunity for additional uses on the site. The proposals for this site are presented in **Section 4.6**.

For new uses the emphasis will be on how they contribute to the uniqueness of the site.



FIG. 3-16: Proposed mix of uses within the Port of Sale precinct in the context of existing land uses

3.11 BUILDING HEIGHT

The precinct currently accommodates buildings that range from two to four storeys (1) in height as illustrated in Figure 3-17.

The designs that are under consideration for 'The Wedge' (2) may add additional bulk to the building by way of fly towers for its theatre.

The scale and openness of the precinct around the basin area justifies new building of a height of four storeys.

It is therefore envisaged that new buildings on the balance of the Former Schools site (3) be permitted to be four storeys high.

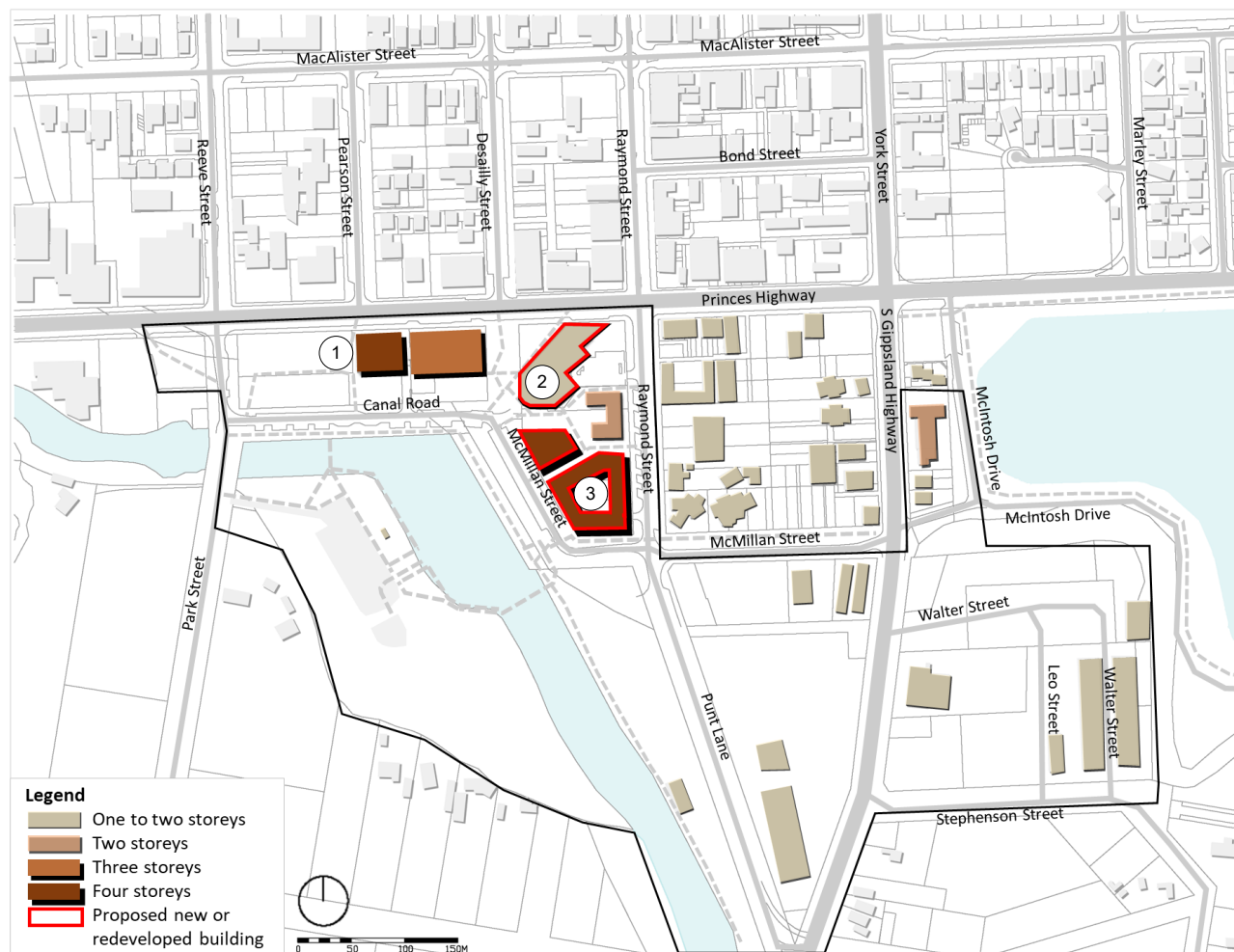


FIG. 3-17: Proposed building heights within the context of existing building heights.

SECTION 4 - STRATEGIC SITES



4.1 STRATEGIC SITES

Strategic areas adjacent to the site

The core area around the basin sits within a wider precinct context. This land, not controlled by the Council, will play an important role in the future and it is the Council's role to influence development outcomes that benefit the precinct.

These strategic areas in private ownership include the following (Figure 4-1):

- Former Police Station site
- Dyers Industrial land
- The TAFE site

WSC has been in discussion and is working alongside the land owners throughout the project process to understand their aspirations for these private sites. The owners support the general direction of the masterplan and are willing to explore the redevelopment potential of these sites.

These sites are presented in **Section 4.2**.

Strategic sites

The strategic sites that form the core of the precinct include the following (Figure 4-1):

- Former Schools Site
- North Bank and East Bank
- West Bank
- Recreational Uses and Market Site

Proposals for each of the strategic sites are discussed in detail in **Sections 4.3** through to **4.6**.



FIG. 4-1: Location of the strategic sites.

4.2 STRATEGIC AREAS ADJACENT TO THE SITE

Former Police Station site

This site sits in a prominent location on York Street South (South Gippsland Highway) at the southern entry into Sale. It adjoins the Lake Guthridge to the east. It has an area of approximately 3,200m².

The site is declared as surplus by the Department of Justice and Regulation (DJR) and is requested to be rezoned for redevelopment.

The land is yet to be disposed due to Native Title matters which are currently still being worked through with GLAWAC.

The proposals for the site include the creation of active edges along the lakefront. This site could also facilitate the enhancement of the Gunaikurnai relationship with the site and the lake.

The Residential Growth Zone (RGZ) was



FIG. 4-2: The Former Police Station viewed from the west.

considered to be the most appropriate zone to retain the flexibility of the site to accommodate the range of land uses envisaged in Council's strategic planning documents. Amendment C94, which rezoned the land to the RGZ, was gazetted on 14 January 2016.

Potential uses for the site include mixed-use developments with apartments, visitor accommodation, a brewery and / or a local produce type of eatery, cultural museum / visitation building associated with Gunaikurnai, tourism uses, and civic uses.

Dyers Industrial land

This site has an area of about 4.7ha and is currently occupied by industrial buildings. It is identified in the Sale, Wurruk and Longford Structure Plan as suitable for rezoning, subject to resolution of the potential contamination.



FIG. 4-3: Dyers industrial site viewed from the east.

The TAFE site

Following the consolidation of the current Federation Training sites in Sale and Fulham, the Victorian Government is investing to develop a single campus at the Port of Sale.

The new campus will provide both leading education and training facilities for a range of industry and academic disciplines in line with an industry consultation process and providing greater access to training for students in the region.

The Port of Sale campus will be completed in late 2021 with teaching activities commencing in 2022.



FIG. 4-4: The TAFE site.

4.3 NORTH BANK AND EAST BANK

A significant redevelopment of the North Bank was undertaken in 2004 which saw it reinvigorated to include entertainment, art, heritage and leisure facilities, most notably the Wellington Entertainment Centre, 'The Wedge' (Figure 4-9 overleaf).

In 2018, the former Sale Civic Centre was transformed into the new Wellington Centre (Figure 4-5), housing the Sale Library (Figure 4-7 overleaf), Gippsland Art Gallery, Sale Visitor Centre, Council Chambers, a café, and community spaces.

East of the Wellington Centre, the Borun & Tuk Aboriginal cultural walk was created, providing pedestrian access from Foster Street to the Port itself. The path includes lighting, landscaping and culturally significant canoe seating, whilst also telling the Gunaikurnai creation story of Borun the pelican and Tuk the musk duck. West of the Wellington Centre is the Sale Skate Park (Figure 4-8 overleaf), which is becoming one of the best



FIG. 4-5: The Wellington Centre.

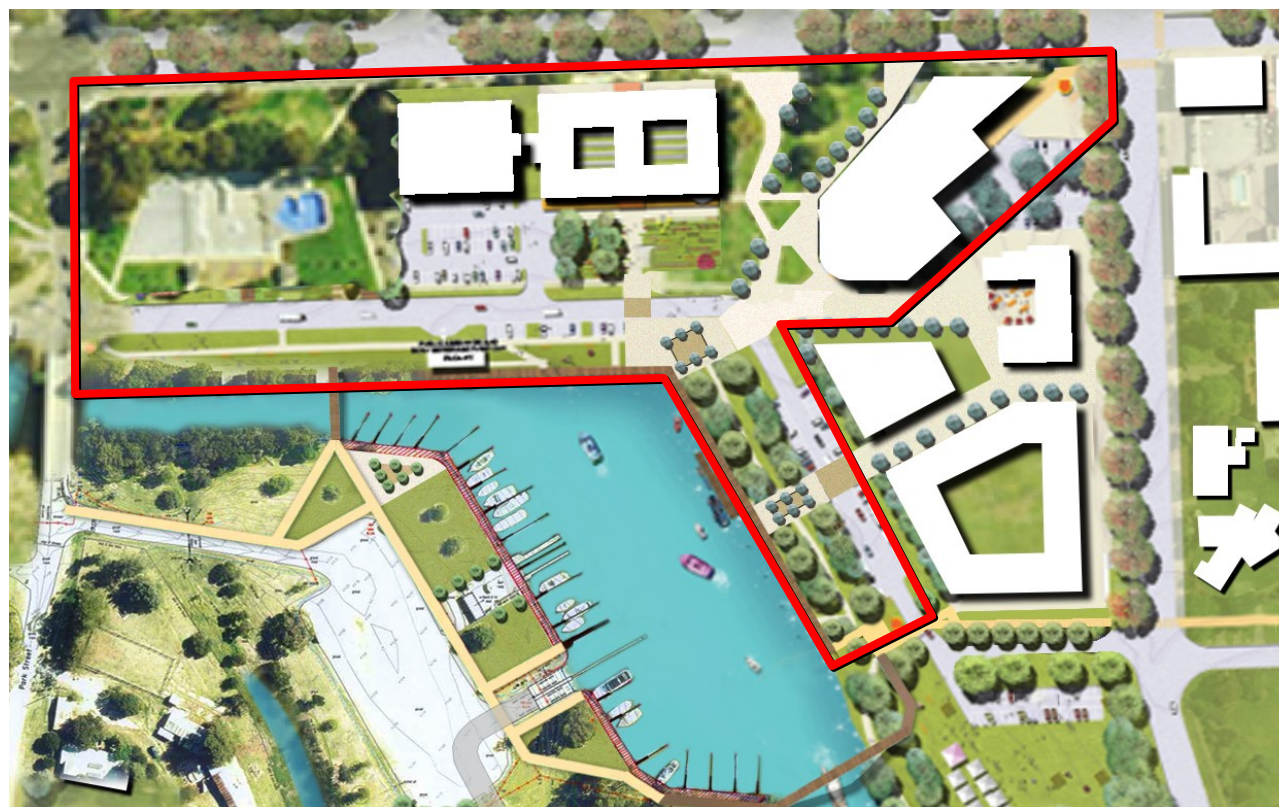


FIG. 4-6: Masterplan design for the North Bank and East Bank public spaces.

skate facilities east of Melbourne. The area also includes a multi-court facility, barbecue shelter and an all-ages play space.

There are opportunities to improve the integration of and connectivity with existing public spaces further to the south of this part of the site.

A close-up of the plan for this site is shown in

Figure 4-6. The proposals for this site include the following:

- Leverage off the art gallery building.
- Create a visual connection from Princes Highway to the public playground and other public spaces.
- Strengthen and activate the existing open spaces.

- Strengthen the footpath linkage between the library and 'The Wedge', which draws foot traffic from Princes Highway.
- Celebrate the Gunaikurnai history of the area.
- Improve pedestrian connectivity along the east bank public spaces.
- Improve the public toilet; bbq; picnic tables and shelters.
- Provide interactive elements within public open space areas to create a relationship with existing playground and skate park facilities located at Cullinan Park.

Potential uses proposed for the site include the following:

- Public art and sculptures to be pursued in collaboration with the Youth Council related to involvement by local art students in the process.
- Outdoor seating and furniture as an extension of the library to facilitate interaction and for use as additional study space.
- Outdoor local culture tour or sculpture tour.
- Use of the library for remote learning (Edu Crowd).
- Hospitality (i.e. cafes, restaurants).



FIG. 4-7: The library.



FIG. 4-8: The skate park.

Performing Arts Centre 'The Wedge'

Currently expansion plans for the expansion of 'The Wedge' (Figure 4-9) are being worked on. While plans are currently at an early stage, the following key features are included:

- A café facing the water across Canal Road and McMillan Street.
- A new foyer facing the water across Canal Road and McMillan Street.
- New performance studios
- Enlarged foyers and corridors.
- Additional offices facing Princes Highway.
- An outdoor performance space linked to the indigenous significance of the area may be located between the Wedge and the Former School Site in a manner that allows pedestrian flows from Raymond Street towards the Canal .

Currently there is a strong diagonal route between the Raymond Street and Princes Highway intersection and the basin. It is important to retain this route, even if it is in the form of a route internal to the building.



FIG. 4-9: Performing Arts Centre 'The Wedge'.

4.4 WEST BANK

The West Bank (Figures 4-10 and 4-11), while prone to flooding, offers a great opportunity to accommodate large-scale events as well as substantial recreation activities within retained green areas along the canal. However, it lacks connectivity with the rest of the precinct, hence the proposal to construct two pedestrian and cycle bridges (1) and (2). The southern bridge will allow for boat passage. A new public space (3) will be constructed in a prominent position with attractive views over the basin. This space will be well connected with the rest of the precinct via existing routes and also a proposed new boardwalk along the water's edge (4). New formalised green spaces (5) are proposed to provide softening and opportunities for passive recreation near the water's edge. Additional vegetation will screen the existing boat shed unless relocated. The existing carpark will become a multi-use events and parking area (6) with more formalised edges through new paths and green spaces.

In discussions with the Boat Club, the short term priority is creating safe walkways from the land to boats via new finger jetties. The existing jetties will be upgraded to improve safe access from the land to the moored boats.'



FIG. 4-10: The West Bank viewed from the west, with indication of the boat ramp.

New formalised green spaces (5) are proposed to provide softening and opportunities for passive recreation near the water's edge. Additional vegetation will screen the existing boat shed unless relocated. The existing carpark will become a multi-use events and parking area (6) with more formalised edges through new paths and green spaces.



FIG. 4-11: Masterplan design for the West Bank.

4.5 RECREATIONAL USES AND MARKET SITE

This site is linear in form and provides good access along its length from Punt Lane. A number of existing sheds (Figure 4-12), clubrooms and rowing boat launching facilities are located throughout the site. One of the boat sheds has local heritage significance.

A close-up of the plan for this site is shown in Figure 4-14. The proposals for this site include the following:

- Address potential ponding issues throughout the site during heavy rainfall.
- Improve the public toilet facility.
- Enhance the recreational uses that complement the adjacent TAFE site and can be used by students and staff.
- Provide an integrated multi-use facility that accommodates existing uses such as the Sunday Market; dog obedience training, rowing clubs (including the Gippsland Water Dragon Boat Club) and private school rowing facilities.

Potential uses and activities proposed for this site include the following:

- An additional boat ramp, possibly in conjunction with improvement of the existing boat shed.
- A regular Sunday market, possibly including a multi-use facility that serves the current location.
- A dragon boat event.



FIG. 4-12: The existing boat shed on the Recreational Uses and Market site.



FIG. 4-13: The site currently accommodates the Sunday markets.

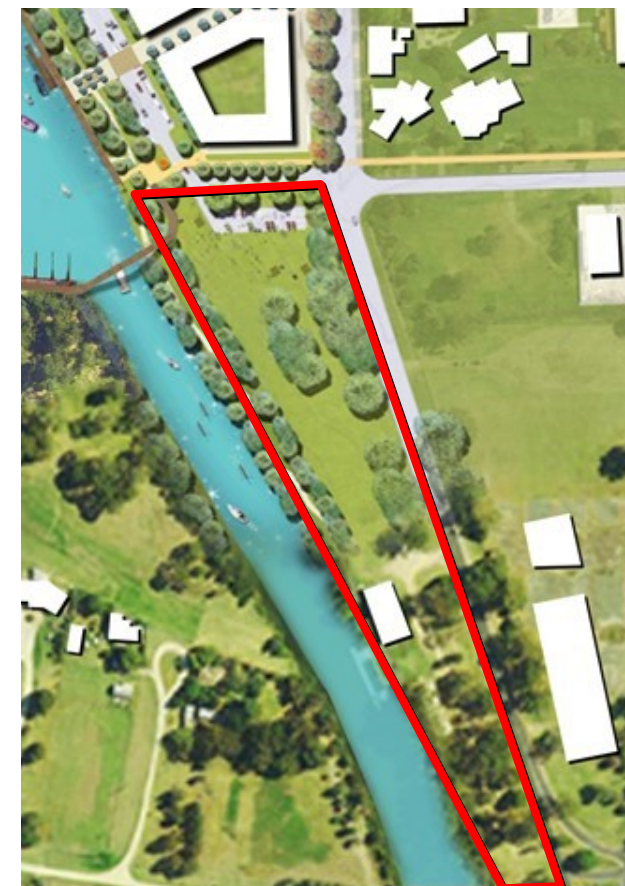


FIG. 4-14: Masterplan design for the Recreational Uses and Market site.

4.6 FORMER SCHOOLS SITE

Just south of Wellington Entertainment Centre is the former Specialist School and Sale High School site. The site comprises three lots and is approximately 11,000m² in area.

A significant portion of the site is occupied by the former Sale High School (Figure 4-15), which is heritage listed, and Specialist School buildings. The former Sale High School is currently used by a number of small community groups.

The site sits in a strategic location in the Port of Sale Precinct, linking the North Bank with several other development sites further south.

A close-up of the plan for this site is shown in Figure 4-17, with a perspective drawing in Figure 4-18 overleaf accompanied by the terms of reference for the development of this site.

Progressing redevelopment of the site

The site is identified as surplus by the Department of Education and is undergoing relevant statutory processes to be disposed for redevelopment.

The native land claim on part of the site is indicated by the red outline on Figure 4-16.

To ensure that the process to resolve this claim is not holding up the development of the rest of property, it is proposed to subdivide the site and for two properties indicated by the green and yellow outlines. The property outlined in green will accommodate the heritage building in its entirety, while property outlined in yellow will accommodate the proposed development, for which proposals are presented overleaf. For further information on the land claim resolution process, refer to **Section 5.2**.



FIG. 4-15: The Former Schools site.

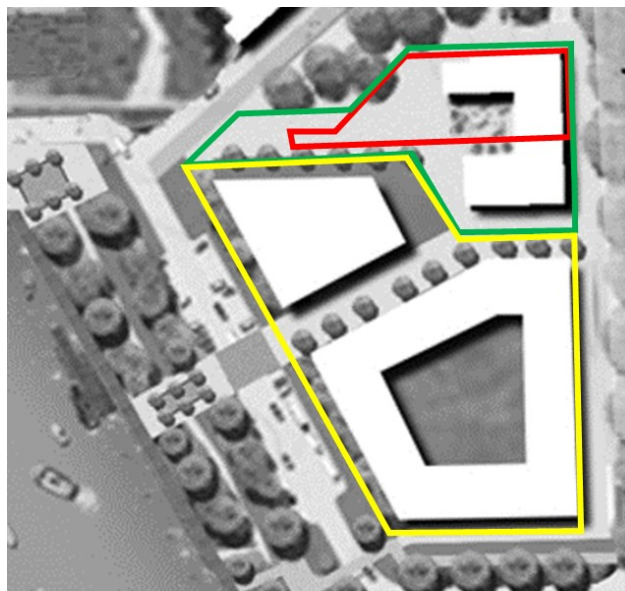


FIG. 4-16: Diagram for the approach to the native land claim on the Former Schools site.



FIG. 4-17: Masterplan design for the Former Schools site.

Terms of reference for the former school building and surrounds

Uses

This heritage building (1 on Figure 4-18) adds significant character to the precinct. It will be refurbished and accommodate uses still to be negotiated. Appropriate uses to be considered are arts, cultural or community-related uses, which could include educational facilities.

Other guidance

The architectural approach, including built character, and materials and colours to be used for the refurbishment of this building are subject to a separate consenting process for this building, due to its heritage overlay.

Terms of reference for the development on the balance of the land

Uses at ground floor

Two new mixed-use buildings (2 and 3) are proposed, accommodating a mix of uses. These include commercial facilities related to the arts and creative sectors on the ground floor. This will be complemented by some retail and food and beverage uses, which will be limited in scale to not compete with other facilities in the precinct and in the CBD.

Uses at the upper floors

Apartments and possibly a hotel are proposed for the upper storeys, while also conference facilities associated with the hotel should be considered.

Building height

A building height of four storeys is proposed in order to frame the public spaces, while responding appropriately to existing and other proposed building heights.

FIG. 4-18: Axonometric of the design for the Former Schools site.



Architectural character

These buildings should have a contemporary architectural character to complement the nearby Performing Arts Centre and Wellington Building and to contrast with the heritage building.

Elevations should be articulated and contain a strong modulation to visually break up the size of the buildings and relate to a human scale.

Materials and colours

Appropriate materials for the primary parts of the elevations include plaster or rendered bricks or concrete, with secondary elements consisting of

timber and possibly metal. Recessive colours should be used.

Active frontages

The buildings should present their primary active frontages toward the water's edge in the form of highly glazed elevations, doors and uses that interact with pedestrians. Building (3) should also activate the pedestrian route between Buildings (2) and (3). The edges facing Raymond Street and McMillan Street South are of secondary importance. A diagram indicating this guidance is provided in **Section 3.9**.

SECTION 5 - IMPLEMENTATION



5.1 MANAGEMENT OF FUTURE DEVELOPMENT

Approach

Key principles underpinning the governance of the precinct and management of future development include *accountability, inclusion, transparency, and clarity*.

For the implementation of the masterplan it is important to build on previous successful experiences within WSC by reviewing recent implementation projects that run across different Business Units within the organisation. Consideration should be given to the 'Three-Tier' model currently used by the Council, such as for the Cameron Sporting Complex (Maffra), which facilitates interests from the broad range of stakeholders (similar to the Port of Sale Precinct).

The following entities and roles should be established:

- A Precinct Steering Group
- A Stakeholder Reference Group
- An Activation and Events Officer

Precinct Steering Group

A 'Precinct Steering Group' should be established and made responsible for the management of the future development of the Precinct. The group should be chaired by the Council CEO with cross representation including councillors, senior officers, general managers and relevant Council officers.

Stakeholder Reference Group

Community representation is suggested to be undertaken via a 'Stakeholder Reference Group', meeting every 6 to 12 months.

Activation and Events Officer

An activation and events officer should be established to implement actions aimed at the activation, accessibility and participation within the public spaces, particularly in front of the Wellington Centre. This should include the markets, library, art gallery and 'The Wedge'. This role may be extended to public spaces

Costing and Grant funding preparation

The works identified in the masterplan (such as the pedestrian bridges) are not committed to by Council. They will need to be costed with necessary technical investigation and included in a Council budget before funding can be secured.

5.2 NATIVE LAND CLAIM RESOLUTION

Council has registered its desire to purchase the Former School site and Police Station. Both have Native Title claims on the land. There is a process in working with the Gunaikurnai Land and Waters Aboriginal Corporation (GLAWAC) before any land purchase could proceed.

If Council secures the land for the Former School site (or a large proportion of it) then the masterplan and report would be used as a basis for developing an expression of interest (EOI) for redevelopment of the site.

The following advice has been provided to this report by the Council.

Where the State is proposing to conduct an activity (a future act) on Crown land where native title has not been extinguished and the activity would have an impact on native title (e.g. public works, exclusive Crown leases, selling of Crown land etc.) the following steps will need to be undertaken under the *Native Title Act 1993*:

- Negotiate an Indigenous Land Use Agreement (ILUA) with the traditional owner's representative body (in this case GLAWAC who is the registered native title body corporate) to permit the activity to proceed. This is required, irrespective of whether Native Title is intended to co-exist or be surrendered.
- Once the terms and conditions of the ILUA have been agreed, the signing of the ILUA on the State's behalf will be by the Attorney-General and a briefing process may be required to obtain her support. Generally this is not too controversial unless the Attorney-General or her department raises significant concerns.
- Once both State and GLAWAC parties have signed the ILUA, there will be a subsequent registration assessment period of three to six months with the Federal National Native Title Tribunal (NNTT). The Registrar of the NNTT may make a number of requisitions which may require some amendments to the ILUA, or potentially objections could be raised which may require resolution.
- On successful registration of the ILUA by the NNTT, the activity on Crown land can proceed.

If the Council is proposing to assist in resolving the native land claim through an arrangement directly with GLAWAC, it should obtain its own independent advice on whether the ILUA process is appropriate.

5.3 ACTION PLAN PRIORITIES

The table Figure 5-1 contains the proposed prioritisation for the implementation of the key elements of the masterplan. The rationale behind this is as follows:

1. The establishment of a Steering Group and Activation and Events Officer position for Port of Sale precinct. This role may extend to public spaces beyond the Port Precinct.
2. The construction of the walkway on the west bank, and rearrangement of the moorings are already part of government funded works, for which preparations are currently being finalised. The subdivision of the Former Schools Site can also commence in parallel.
3. The process for the resolution of the native land claim on the Former Schools Site may be a protracted exercise, which, if resolved, will unlock significant potential for the Precinct.
4. The proposed public spaces and the multi-use events and parking area on the West Bank will supplement the upgrades at the West Bank.
5. Construct interactive elements within the open spaces. interactive elements within the open spaces between the proposed northern bridge and the existing Park Street bridge will complement the existing offer in Cullinan Park and support the anticipated growth in youth activity associated with the possible TAFE development.
6. The construction of the mixed-use development on the Former Schools Site can commence sooner if the native claim issue is resolved.
7. The public space proposed for the East Bank will support the mixed-use development on the Former Schools Site.
8. The construction of the northern and southern bridges. The Southern bridge is likely to be late in the process, due to the cost of this project. It would however be welcomed at an earlier stage. The bridge will play an important connectivity role as the developments to the east of the Precinct (on the TAFE, Former Police Station, and Dyer sites) materialise.

Priority	Action	Location	Reference
1	Establish a Steering Group and Activation and Events Officer position.	Port precinct	Section 5.1
2	Construct the walkway and northern bridge; Rearrange the moorings;	Walkway along western water's edge, bridge connecting between West Bank and Canal Road	Section 4.4
3	Commence the process for the resolution of native land claim The subdivision of the Former Schools Site	Former School building and surrounding land	Section 4.6
4	Construct public spaces and the multi-use events and parking area	West Bank	Section 4.4
5	Construct the interactive elements within the open spaces.	Port Precinct	Section 4.3
6	Undertake the construction of mixed-use development	Balance of the land on the Former Schools site	Section 4.6
7	Construct the public space	East Bank	Section 4.3
8	Construct the southern bridge Construct the northern bridge	West to East Bank To Canal Road	Section 4.4

FIG. 5-1: Proposed prioritisation for the implementation of the key masterplan elements.