

## STREET AND SITE SCAPING - DISCUSSION SESSION

Session Chair and Secretary: Bill Kingsley

Geoffrey Claydon introduced the topic by discussing "the quarry" at Crich. It was no Melbourne or Bendigo but needed to show trams in their proper environment and setting. It was difficult to acquire appropriate buildings and people to put those buildings in place. Pavements (cobblestones, setts) and drainage are essential for engineering and heritage reasons. At Crich the "Assembly Rooms" are but a facade, the rest being destroyed by fire at the original location. Toilet blocks, cafes, bits and pieces of ironwork are all important. The arch bridge was donated and serves as a sense of enclosure to the Stephenson Place streetscape. The cottages could pay for their own existence by being occupied by retired members.

John Pennack asked if Crich had a caretaker and was answered in the negative (did, but left).

Don Campbell asked about the "Red Lions". It, being brick and permanent, will provide meals and replace the wooden cafe.

Don Campbell also wanted to know how the setts were laid with such quality, being a slow labour process. There were some enthusiasts, but mainly government schemes.

Jack Nyman was impressed with Beamish, with people in original uniforms, a rapid wire system, row of miners cottages, cat flaps, a chapel for services.

Lindsay Richardson spoke of Whiteman Park, the forest, craft village, sheep shearing, kangaroos, lots of scenery variation along the tramline.

Geoffrey Claydon compared this to Crich having a working quarry beside the line.

John Radcliffe noted the advantages of commercialising shops and restoring motorbikes.

Geoffrey Claydon. Street vendors are important, especially when crowds are expected.

Murray Sanders. The bakery at Swan Hill Pioneer Settlement is financially self-supporting.

Don Campbell. The Royal National Park Railway Station is a problem. The umbrella type roof is of use if it rains, but the platform is too high. A lower section within the high level platform is possible. The streetscape at STM is deliberate, from the entrance gate to the depot complex. There will be three shops in King St,

Newtown style, working, with one as a residence. The entrance will be a bank where you can pay your fare. Traffic bollards are stored. There is a NSW police call box. It is important to keep down dust by using macadam and bricks.

Bill Kingsley closed the discussion by posing a question for the future, "Where do we put the car park?", which drew some gasps of obvious relevance.