About This Document

This document has been formatted for A3 colour printing and screen presentation.
Introduction

Intent

The Wangaratta Railway Precinct Concept Report is a record of the design development process for the Wangaratta Railway Precinct Enhancement Project.

The Railway Precinct, incorporating Norton, Docker and Cusack streets has been identified by council as a priority precinct for rejuvenation arising from The Wangaratta Project masterplan, this is a key opportunity to provide a vibrant gateway for visitors arriving to Wangaratta via coach, rail, car or cycle. The precinct also offers growth potential through private sector investment in both commercial and residential development capitalising on the improved character and sense of arrival.

The Wangaratta Railway Precinct Enhancement Project represents an opportunity to create a precinct which acts as a portal into the broader experiences of the region.

The ambition for the Wangaratta Railway Precinct Enhancement Project can be summarised by the following key ambitions:

- activate the railway precinct
- create a vibrant and engaging gateway experience
- foster an environment for arts, culture and events
- increase vegetation and soft landscape throughout the precinct
- express what makes Wangaratta a great place
- connect the precinct with the region
- create a comfortable and urban setting to encourage people to spend more time
- encourage private sector investment (new development, jobs and businesses)
Prime Location

Located 235 kilometres north of Melbourne, Wangaratta is situated at the junction of the Ovens and King Rivers.

Over 3 million visitors spent time in Victoria's High Country in 2015, spending $692m. Wangaratta is strategically positioned as the gateway to the broader regional experiences on offer and is primed as the state's leading nature based tourism hub.

Wangaratta Snapshot

Population: 27,000 (2014)
Primary Industries: manufacturing (textile and clothing, wood product, wine), education (tertiary and vocational), tourism (gateway to Alpine tourism region), health (aged care and hospitals)
Demographics: Wangaratta is experiencing a shift in demographics as the general population ages and young people leave the city. The aging population demands an increase in health services workers. Anecdotal evidence suggests the teaching hospital and increased demand for health services is leading to a new wave of young professionals moving into town.

Source: Regional Cities Economic Profiles - Wangaratta, Regional Development Victoria, 2016
Strategic Positioning

Regional

The Identity of the Region

Surrounded by a diverse range of engaging tourism experiences that are immersive, memorable and experiential, the Wangaratta Railway Precinct Enhancement Project provides an opportunity for Wangaratta to position itself to benefit from increased tourism related visitation.

Some of the key draw cards in the area include the growing gourmet food scene that boasts numerous breweries, wineries and a variety of boutique produce.

These experiences are closely coupled with cycling trails in the region that encourage bike tourists to visit the key gourmet offerings. Visitors and bike tourists in search of a more natural adventure can visit National Parks and conservation reserves throughout the region.
Norton, Docker and Cusack Streets are the conduits between the Town Centre, the Railway Station and the Health Precinct. The streets also form the starting point for a number of cycle trails that reach out into the region. Currently these trails aren’t adequately marked or formalised beyond minimal signage. The Railway Precinct Enhancement Project is an opportunity to upgrade the cycling infrastructure and create a vibrant gateway to the region as well as the Wangaratta town centre.

As the Wangaratta Health Precinct continues to grow – to meet the needs of the aging population, it is attracting a young community of students and professional migrants to the area.
The Wangaratta Project
Masterplan Summary

Key Initiatives

A broad Masterplan for the city was undertaken by the City of Wangaratta and Tract Consulting in early 2016. The Wangaratta Project was endorsed and adopted by council, with this project forming one of the first initiatives to flow from it. The below diagram summarises the key outcomes from the Masterplan for the Railway Precinct project site.
Historical Context
Early History of Wangaratta

Historical Snapshot

- 1830s: After settlement the area was initially known as Ovens Crossing Place before the local Aboriginal name of Wangaratta was adopted.
- Wangaratta is believed to mean either ‘Resting (or Nesting) Place of the Cormorants’ or ‘Meeting of the Waters’ in the language of the Panerang People.
- 1850: Wangaratta began to grow in earnest on the back of the regional gold rush
- 1873: The railway line reached Wangaratta facilitating further population growth and the establishment of a variety of churches, breweries, flour mills and other service related businesses

01 Wangaratta Railway Station and surrounds circa 1910
Sourced from State Library of Victoria archives

02 Billy cart racing, undated
Sourced from Wangaratta Historical Society

03 Lord Huntingfield and his party at the railway station circa 1935
Sourced from Lost Wangaratta Facebook group

04 Holy Trinity Cathedral, undated
Sourced from Wangaratta Historical Society

05 Cycling race - Wangaratta, undated
Sourced from Wangaratta Historical Society
Historical Context
Maps of 1800s Wangaratta

Maps

The historical maps of Wangaratta below are shown in relation to the current alignment of Docker, Norton and Cusack Streets.

1850s

1824 1836 1843 1852 1871-73 1883

- Pre-Colonisation
- First European contact, Hume and Hovell pass through
- Sir Thomas Mitchell surveys the area and names it Ovens Crossing Place.
- 1838 Thomas Rattray becomes the first settler establishing a punt service across the river
- Ovens Post Office opens
- Gold is discovered in areas surrounding Wangaratta and as the goldfields flourish, the town grows to service the industry
- 1855 first bridge over the Ovens River is completed
- 1871 Wangaratta Hospital is established.
- 1873 Railway to Melbourne is opened
- Railway connected to Sydney
- Population reaches 1400
A closer look at some historical images of Norton St and Docker St show strong boulevard planting that would have provided shaded comfort and civil character for strolling on sunnier days.

Generous pedestrian walkways along either side of the road also serve to better balance the mix between pedestrian and vehicle.

The early arrangement of Norton St featured a wide open forecourt that provided the station a strong street presence and frontage – connecting the station and the street.
Historical Context
History of Site

Station Square

Research into historical documents led to the discovery of 1940-50s era town planning documents. These plans describe a public square to be known as Station Square as a future development opportunity a short distance from the location of the current station. The plan recognises the value in a civic space at the town entry and arrival point.

LEGEND

Project Boundary

Historical planning documents of Township of Wangaratta
Sourced from State Library of Victoria archives
A key impression of the site is the tremendous width of the streets. Norton, Cusack and Docker streets are a similar width to many major arterial roads, however these streets carry significantly less traffic.

The impression of street width is bolstered by the generous setbacks of the adjacent properties which increase the sense of openness.

Top: View down Docker St toward Ovens St
Middle: View down Norton St towards water tower
Bottom: View down Norton St towards Cusack St
All photographs by HASSELL
Site Impressions
‘Big Sky’

Working in tandem with the generous street width, another key impression of site, is the overwhelming ‘bigness’ of the sky. Unimpeded by narrow streets and tall buildings, the view of the sky is impressive and further enhances the impression of openness and generosity of space. This sense of openness is a key character of the precinct.
Whilst Docker St presents a legible street fabric, Norton and Cusack streets are made up of a vast array of materials and finishes. Collectively, the streets lack a cohesive, continuous character. One consequence of the numerous edges, edge types, and materials is that distances feel greater when walking because the journey is disjointed. The abundance of edges also leads pedestrian to feel constrained to the footpath.
Site Sections
Docker Street

Street Width and Space Allocations

Despite generous street widths and deep building setbacks, the pedestrian experience is generally poor, while needs of vehicular traffic are over-catered. The cross sections indicate that the allocation of space dedicated to car parking and road carriageway significantly outweighs that dedicated to pedestrians.
Further interrogation of the street shows that actual space dedicated to pedestrians within the site boundary is only 17%. Within the project site vehicle parking occupies 15% whilst the roadway is close to 60% of the total site area.
Ample on street and off street parking is available both on the site and within a 5 minute walk.
Axe of Movement

Traffic and movement is generated by the station, TAFE and Library. In addition, drivers and cyclists use Norton St and Docker St as shortcuts into and out of town.

Cusack St is primarily a local cycling link to and from the train overpass.

There is pedestrian movement and informal bike access across the rail overpasses from the Health Precinct into the CBD.
Overall Regional Cycling Strategy

The existing communication regarding trail maps and local route maps is inconsistent. This is compounded by limited information in the Victoria’s High Country Cycle Guide and inadequate signage throughout the railway precinct. As the City of Wangaratta is an important regional cycling destination for bike tourists and others, a more cohesive cycling strategy could prove beneficial.
Existing Trees

Some Truly Enormous Trees

Throughout the project site there are several mature and seemingly healthy tree specimens, many of which along Docker Street are likely to have been planted during the original boulevard planting of these streets. These trees dominate the intersection of Docker and Ovens Streets, as well as the south side of Cusack St.

Various smaller trees are scattered throughout the site, although few are of significance.

An arborist’s report is required to gain a better understanding of the value of the trees within the project area.
Similar Rainfall to Melbourne, Much Hotter

Wangaratta and Melbourne experience similar amounts of rainy days throughout the year, however in addition to many 'comfortable days', Wangaratta has up to twice as many 'hot days' - where the temperature is above 30°C. It's worth noting that the sparsity of shade results in many of these pleasant days feeling much warmer than they actually are.

With the continuing effects of climate change these 'hot days' are likely increase in intensity and occur more regularly. Similarly, rainfall events are likely to become more erratic and severe.
Active Frontages

**Activation**

Whilst the urban form of each street has a strong character, there are few activated street frontages. Limited or no activation results in long stretches of the street feeling vacant and uninviting, this is coupled with intermittent activation from a few frontages during limited opening hours.
Community Engagement

What Was Said

Community Input

Capturing community sentiments and feedback on the Railway Precinct is an important step in the design process. This allows for the integration of ideas from the people that regularly use the site. This process also encourages the local community to consider their aspirations for what the precinct can be.

Drop-in Session (November, 2017)

A drop-in session was held during the Concept Design phase to incorporate community knowledge, attitudes and ideas toward the project area. There was significant interest with more than 50 participants coming by to discuss issues and opportunities within the precinct.

The community were presented with a broad array of material that gauged their current sentiments as well as inviting them to share the successful parts of the precinct as well as the areas that are currently under-performing.

Key Community Sentiments

Key community takeaways include:
- the precinct is too hot, and lacks shade
- intersections throughout the precinct are unsafe to negotiate as pedestrians and often difficult as a driver
- cycling connections to the rail trail are hard to find and difficult to navigate
- local bike connections between Health Precinct and Town Centre are lacking
- the streets feel disjointed and ‘desolate’, with many obstacles cluttering the streetscapes
- flooding issues around the corner of Cusack and Docker Streets
- it feels unsafe at night, largely due to lack of activity
- the space to the north of the railway tracks is wasted and not contributing, rail buildings should be utilised for community benefit (out of scope)
- the overpasses are old and rickety, unsightly, and hard to cross on bike or with a pram (out of scope)

In one word, describe the railway precinct area as you see or experience it today.

Community Consultation Drop-in Session
Photos: Martin Klopper
Collaborative Mapping Exercise

In order to help the community express their thoughts on the precinct, the drop-in session included a participatory mapping activity, through which individuals were able to more pointedly locate suggestions and issues.

The summary map at right collates the numerous comments and input from attendees to the consultation session. This process also highlighted the community-wide attitude toward the railyard space to the north west of the project site (out of scope).

Community Consultation Collaborative Mapping Activity
Photo: Martin Klopper
Community Engagement
Key Findings

Making Sense of It All

Integrating the community feedback into the precinct concept is critical to achieving a sense of place and creating a sense of ownership for the current and future users. The feedback received was translated into key principles, which were carried into the further design.

01 - Greener & Shadier
Incorporating more vegetation, more trees, more shade and more comfortable walking experiences addresses the expanses of open space, and will help reduce the heat of the asphalt roadway and combat the desolate nature of the space.

02 - Wayfinding
Creating stronger, clearer and better sign-posted connections to the rail trail, town centre, health precinct and more will improve the welcome experience for locals and visitors arriving by train and bus. The water tower definitely has a role to play in this.

03 - Activation
Increasing the amount of activity and people using the streets and the precinct is necessary to make the precinct feel more active and also safer. This includes encouraging more retail activity along Norton St.

04 - Cycling
Stronger cycling links and dedicated bike paths throughout the Railway Precinct is vital to increasing bike usage among locals. Additionally, improving the connection to the rail trail for visiting cyclists.

05 - Wider Footpaths
Expanding the pedestrian edges of the precinct to provide more comfortable walking environments and rebalance the current dominance of the vehicle on the streetscape.

Precedent projects, left to right:
Lucy Redman School of Garden Design, Suffolk, U.K.
Monash University Caulfield Campus, Melbourne, Australia
Governors Island, New York City, U.S.A.
Frome St bike signage, Adelaide, Australia
Dawson St Streetscape Improvements, Melbourne, Australia
Following site analysis and community consultation, the proposed concept plan was developed as a blueprint for the creation of a vibrant, welcoming and comfortable railway precinct.
CONCEPT EXPLAINED
OVERVIEW

The concept is a compilation of public realm strategies that will create high quality spaces for people.
**Three Streets, Three Approaches**

**Docker St**
The proposed design for Docker Street harnesses the distinct civic character of the south side of the street and significantly expands the footpath into a continuous vegetated path. The space in front of the library will host a comfortable bus stop in a small paved plaza space.

**Norton St**
The proposed design for Norton Street will improve the pedestrian experience of train and bus passengers through a station arrival forecourt. A thickened pedestrian edge along the retail side will feature vegetated shade pergolas, passively-irrigated garden beds and places to sit and be.

**Cusack St**
The proposed design for Cusack Street will focus on implementing an off-road bike lane to the north side of the road as well as formalised perpendicular parking. The footpaths to the south will be formalised and additional garden beds will feature throughout the streetscape.
An inviting, shady and verdant place - to sit, walk and be.
Docker Street Green Link
A Return to the Past

**Boulevard for People**

A closer look at some historic images of Norton St and Docker St show strong boulevard planting that would provide well shaded amenity on sunnier days.

A return to more generous planting and pedestrian walkways would serve to better balance the mix between pedestrian and vehicle.

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Docker St. circa 1920s
Source: Wangaratta illustrated history of the town and district 1838-1927

Docker St. likely 1960s
Source: Victorian Places online gallery
Docker St Green Link

Features:

- Green, vegetated pedestrian link
- Cooler footpaths in summer, warmer in winter
- Filtered light and less wind
- Improved biodiversity
- Passive irrigation to garden beds
- Harvesting and filtration of rainwater
- Cohesive civic street character
- Comfortable pedestrian environment
- Consolidated roadway to encourage slower vehicle movement
Aspiration

Look and Feel

These precedent images are examples of how the proposed design might start to take form on Docker St. These exemplars allude to the desired look and feel for the street.

Clockwise from top left:
Groove @ Central World, Bangkok, Thailand
Passeig de St. Joan, Barcelona, Spain
Buffalo Niagara Medical Campus Streetscape, Buffalo, U.S.A.
Columbia University Medical Center and the New York-Presbyterian Hospital, New York City, U.S.A
Instituto Cultural Tampico, Tampico, Mexico
The proposed design for Docker Street is focused on creating a more comfortable, enjoyable walking experience from the town centre to the Railway Precinct. The vegetated corridor will be well shaded by dense tree planting that provides shade through the warmer months and allows filtered light during the cooler months. A wide shared user path will make walking to/from the library, TAFE or the train station more comfortable.

Improved bus stops on both sides of the road will offer greater amenity for waiting passengers. The bus stop on the south side will be situated in a paved plaza and double as an extended library forecourt.

The angled parking along the south side will feature saw-tooth garden beds with cut kerbs to passively irrigate the vegetation. And pedestrian outstands will be enlarged to slow traffic and reduce crossing lengths.

The demarcation of two pedestrian crossings will improve safety for pedestrians and offer additional traffic calming benefit.

Overall, the design of Docker St will lead to a benchmark street typology that meets the needs of Wangaratta and enhances the Railway Precinct.
Docker St Green Link
A Closer Look

- Expanded library forecourt including new accessible bus stop and shade
- Improved pedestrian crossing in front of library
- Passively irrigated garden beds capture rainwater run-off from road reserve
- Enlarged outstands to slow traffic and minimise crossing distances, including garden bed and tree planting
- Parking on north side of Docker St. converted to parallel
- Shaded seating nook nestled amongst the vegetation
- Significant additional garden bed along Docker St. including dense tree planting to provide canopy cover to cool and shade pedestrian link
- Water tower to capitalise on prominent position with feature artwork treatment to be linked to art-focused initiative
Docker St Green Link
A Closer Look

- Shaded seating nook nestled amongst vegetation
- Accessible bus stop with improved comfort and safety
- Staged use path set in expanded pedestrian edge with dense vegetation to either side of path - connection from station to town centre
- Shaded seating areas along green link
- New pedestrian crossing to improve crossing safety
- Enlarged outstands to accommodate garden bed and tree planting, as well as minimised crossing distances
- Opportunity for future roundabout upgrades to improve pedestrian safety and crossing
Existing:

Proposed:

LEGEND

Footpath
(People space)

Road reserve
(Vehicle space)

Verge
(Vegetated)
ACTIVE NORTON STREET

Make Norton Street a comfortable place to linger longer.

Photo: North End Parks, Boston, U.S.A.
**Key Moves**

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**Thickened Pedestrian Edge**

More space for people to walk and sit, in the shade.

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**Railway Promenade**

Re-connect the railway station to Wangaratta.

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**Beacon for the Precinct**

An iconic landmark, re-imagined as a cultural asset and tourism generator.

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**Trailhead Support**

Consolidated infrastructure at a unified trailhead that solidifies Wangaratta as the regional centre for bike culture.

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*Precedent images, left to right:*
*Wisteria Tunnel, Berlin, Germany*
*Midland Railway Square, Perth, Australia*
*CBH Group Silos, Ravensthorpe, Australia*
*New Columbia Bike Repair Hub, Portland, U.S.A.*
Active Norton

**Thickened Pedestrian Edge**

- Outdoor dining and leisure space
- Pergolas to offer comfortable spaces, a unique street identity and shade
- Opportunity for tastes of the region: produce, beer + wine, cycling amenities

**Railway Promenade**

- Creating a sense of arrival
- Linking the station to the street
- Prioritise pedestrians
- Public space for events and markets

**Beacon for the Precinct**

- Water tower as town landmark and wayfinding aid
- Opportunity for drawcard artwork
- Activate tower for leisure activities, sightseeing

**Trailhead Support**

- A revitalised trailhead, at the train station
- Ample signage and directions to all regional trails
- Bike landing station and amenities
Aspiration

Look and Feel

These precedent images are examples of how the proposed design might start to take form on Norton St. These exemplars allude to the desired look and feel for the street.
The proposed design for Norton Street focuses on an improved arrival experience for bus and train passengers. The expansion of the existing footbridge will open up to a paved plaza set beneath a consistent canopy of trees. The plaza will continue across Norton St at level through the implementation of a raised section of roadway. The use of a consistent level for pedestrians helps shorten the distance across the road and functions as a clear cue to drivers that they are passing through a shared space.

The installation of a new vegetated pergola on the retail side will invite arriving passengers to safely cross the road at the new crossing. This will also provide immediate shaded respite for pedestrians, and occupiable space for retail patrons and future businesses.

Improved signage and wayfinding elements at the arrival plaza, supported by new bike infrastructure, will ensure a significantly improved experience for visiting cyclists as the Murray to Mountains trail will now begin at the train station plaza. The beginning of the linking journey toward Apex Park and onward will be set in a well vegetated buffer running along the top of the rail cutting through to the water tower.

Considered as a whole, the improved Norton St will exemplify the welcoming identity of Wangaratta by creating a streetscape and arrival experience that privileges pedestrians and comfort, and set a benchmark for rural cities.
Active Norton
A Closer Look

Optimised intersection to reduce speeding and improve pedestrian and cyclist safety

Additional parking and pick-up zone

Raised roadway to slow drivers and create continuous even surface from train station across

Formalised pedestrian crossing to train station

Paved arrival plaza, well-shaded by dense tree

Vegetated providing shade to the streetscape and creating occupiable outdoor spaces for amenity and hospitality

Existing street trees retained

Vegetated verge to provide shade and improve visual

Trailhead for Murray to Mountains rail trail at station forecourt, including signage and wayfinding improvements and possible inclusion of cycling facilities

Vegetated providing shade to the streetscape and creating occupiable outdoor spaces for amenity and hospitality

Formalised pedestrian crossing to train station
Active Norton
A Closer Look

- Bike path connection to Apex Park and Murray to Mountains Rail Trail
- Feature art treatment to water tower serves as landmark to the precinct
- Narrower lanes function as traffic calming device and prevent excessive speed
- Reduction in asphalt surfacing to combat urban heat island effects
- WSUD garden beds along street to catch, filter and slow water run-off
- Expanded pedestrian edge provides opportunity for occupation
- Additional street tree planting to shade pedestrians and increase comfort of street set in passively irrigated garden bed
- Vegetated buffer to help minimise hard surfaces and cool the street, also provides visual uplift to the street
Street Sections: Norton Street
Section B - BB

Existing:

Proposed:
Street Sections: Norton Street
Section C - CC

LEGEND
Footpath
(People space)
Road reserve
(Vehicle space)
Verge
(Vegetated)
Norton Street
Existing
A complete, and completely connected precinct.
Cusack Street Local Link

Features:

- Improved local connections
- Legible pedestrian path to south
- Maintain street function whilst improving residential edge
- Creation of a widened edge for a shaded footpath with new trees
- Off-road bike path to train overpass
- WSUD garden beds to assist mitigation of flooding
- Passive irrigation to garden beds
Aspiration

Look and Feel

These precedent images are examples of how the proposed design might start to take form on Cusack St. These exemplars allude to the desired look and feel for the street.

Clockwise from top-left:
The Rivermouth Milk Bar, Broulee, Australia
Tree-lined street, Southern California, U.S.A.
Kirov Central Park, St. Petersburg, Russia
Buxton Street, North Adelaide, Australia
The proposed design for Cusack Street focuses on enhancing the existing character of the street with improved safety and connections for locals. The primary move sees an expanded pedestrian edge to the north side that is made up of an improved pedestrian footpath and dedicated bike path. The parallel paths will be separated by a linear garden bed buffer featuring a continuous row of trees to shade the journey and cool the street.

The current parking arrangement will be upgraded by formalising the linemarking along the street and adjusting to perpendicular parking along both sides of the street. The larger outstands at Mackay St (TAFE parking entry) will improve pedestrian safety and help to slow traffic.

On the residential side of the street, the footpath will be extended all the way to Norton St. The intersection of Cusack and Norton will feature extensive WSUD garden beds to slow and filter water run-off from the road as well and to irrigate the planting.

The rhythm of tree planting on the south side will also be reinstated to further foster the tree-lined character of the street.

Collectively, these changes to the street will lead to safer and more comfortable journeys for all users whilst ensuring parking is not jeopardised.
Cusack Street Local Link
A Closer Look

- WSUD garden beds in areas prone to flooding
- Formalised footpath on south of Cusack St.
- Cusack St. bike path in keeping with Wangaratta Bike Loop
- Consolidated perpendicular parking allows for additional parking spaces
- Passive irrigation to garden beds and nature strips
- Retention of all significant existing trees
- Improved bus stop
Cusack Street Local Link
A Closer Look

- Expanded pedestrian outstands to minimise crossing distance and slow down motorists
- New pedestrian crossing for improved safety
- Linear garden bed to separate footpath and bike path
- New off-road bike path
- WSUD garden beds with broken kerb
- Veggie garden bed to be passively irrigated by rain from road reserve
Street Sections: Cusack Street
Section D - DD

Existing:

Proposed:
Additional input from specialist sub-consultants and engineers.
Summary

Traffic Engineers
SALT Traffic Management

- Current street arrangement and layout of parking and lanes is in line with requirements
- Handicapped (disabled) parking spaces throughout the project area are currently compliant with AS2890.5 (on-street parking). It may be preferable for these spaces to be designed to AS2890.6 (disabled parking). Kerb ramps connected to the footpath are required from all handicapped spaces.

Community Consultation / Stakeholder Engagement
Elton

- Broadly the precinct is viewed as uninviting, underutilised and in need of an upgrade
- The general perspective amongst respondents is that the precinct has potential, and could contribute positively to Wangaratta's appeal particularly for first time visitors
- The precinct is perceived as being hot with shade and landscaping identified as lacking
- The precinct is viewed as lacking in character and identity, and not providing visitors with a sense of Wangaratta's character.
- Signage, and way finding is identified as lacking.

The community believes the precinct has a lot of potential and would like to see:
- An innovative, and interesting gateway to Wangaratta
- Use of signage and wayfinding, and street art to tell the story of Wangaratta (connection to local artists encouraged)
- An improvement in the quality of the environment to ensure it is a safe, comfortable environment with a focus on cyclists and pedestrians as well as comfortable walking settings

VicTrack were consulted in a meeting to gauge their interest in the project.
- Support for notion of developing railway assets for community benefit was provided
- Possibility of undertaking further masterplanning of station in conjunction with RDV was suggested as a route to use of VicTrack land
- VicTrack preference was for developing high-value land with financial return

Civil Engineers
Oxley + Co Engineers

- The precinct largely drains toward the north
- The two main stormwater outfall alignments are in Baker Street heading north to the Ovens River, and various underground drains associated with the railway corridor generally drain toward the Ovens River.
- It is thought that there are existing capacity issues within the catchment zone and it is likely that augmentation and installation of new infrastructure will be required in places
- The drainage network within the rail corridor is in excess of 100 years old and there is suggestion that some of the infrastructure may have collapsed or failed
- At this early stage it is recommended that allowance is made to replace any sections of water main that are asbestos cement with new PVC mains
- Current electricity arrangements may impact on Docker St green link and possible species selections (height of overhead power lines)

Quantity Surveyors
ZINC Cost Management

- First round of preliminary high-level costing has been undertaken (currently under review)
SUMMARY

A lush, connected and comfortable precinct-wide experience for the people and visitors of Wangaratta.
Summary

PEDESTRIAN AREA

EXISTING: 17%

PROPOSED: 51%

CANOPY COVER

EXISTING: 16%

PROPOSED: 47%

PARKING

EXISTING:

DOCKER STREET 135
NORTON STREET 104
CUSACK STREET 96

TOTAL 335 PARKING SPOTS

PROPOSED:

DOCKER STREET 101
NORTON STREET 68
CUSACK STREET 131

TOTAL 300 PARKING SPOTS

EXISTING:

NOMINAL REDUCTION +2500 NEARBY PARKING SPOTS

PROPOSED:

10% REDUCTION
Stage 01

The widening, greening and paving of pedestrian footpaths in front of the station and most active street frontages is anticipated to have the following benefits:

- Comfortable spaces for on-street dining around the existing Cafe Derailleur will likely increase the sense of on-street activity and be of immediate benefit to the community.
- The creation of a legible gateway to Wangaratta from the station.
- Consolidation of the roadway and Cusack St intersection is likely to calm traffic and reduce instances of speeding.
- Treatment of the water tower will signal improvements to the precinct and serve as an immediate wayfinding tool for the whole town.

Next Steps

Preliminary Staging Options

- A phased process will allow the project to be delivered in stages over consecutive years as Council budget allows.
- By staging the project there will also be an opportunity to review the success of built works and make informed alterations to future proposed works if necessary, resulting in a higher quality public realm that fully supports the needs of the local community.
- The proposed staging options are ordered according to priority and anticipated precinct impact.
- A quantity surveyor has reviewed the concept plan and developed a cost plan which will be used to further inform project staging.
Stage 02

The creation of a continuous and comfortable pedestrian green link from the town centre along the southern, civic edge of Docker St and through Norton St is anticipated to have the following benefits:

- formalise the bike network trailhead by creating a direct cycling connection along the railway corridor to the Murray to Mountains Rail Trail,
- reduce expanse of roadway asphalt paving and improve pedestrian comfort by increasing vegetation, canopy cover and shade,
- promote pedestrian usage and walking throughout the precinct,
- increase the amount of available parking along Norton St whilst adding a green buffer in front of the rail cutting,
- create safer crossings and intersections for pedestrians and vehicles.
Stage 03

Improvements to the public realm of Cusack St form the final part of the precinct upgrade, operating primarily as a local link for the community. Anticipated benefits are:

- dedicated off-road cycling path from the railway overpass to Ovens St.
- formalised footpaths along the length of the street,
- shaded pedestrian walkway along civic edge
- implementation of rainwater mitigation elements including passive irrigation and WSUD garden beds.
## Connected Opportunities

<table>
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<tr>
<th>01. Northwest Railyards</th>
<th>02. Railyard Buildings</th>
<th>03. Overpass Improvements</th>
<th>04. Ovens/Docker Roundabout Upgrade</th>
<th>05. Upgraded War Memorial Interface</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integration of community gardens</td>
<td>Activation of railyard buildings for community activities/benefit</td>
<td>Refreshing/replacing rail overpasses to facilitate stronger connections across the tracks and to/from health precinct</td>
<td>Expanded consideration of pedestrian and vehicular flows through this intersection with an eye to pedestrian friendly re-design</td>
<td>Renewal works to war memorial surrounds to accommodate more flexible arrangements for services and community events</td>
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## Community Interests

The consultation process raised various issues and concerns surrounding the current precinct scope. Specific interest in the below items was reiterated.