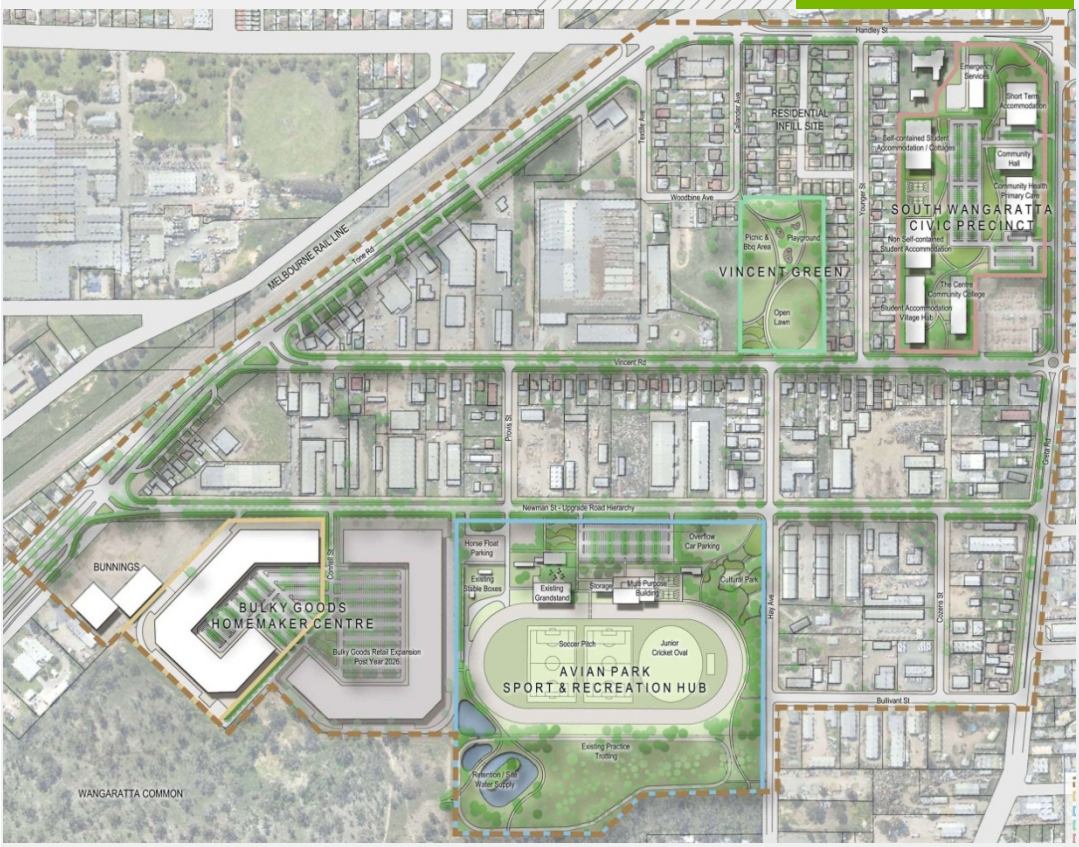

Project: South Wangaratta Urban Renewal Strategy

PART 2 – Master Plan

Reference: 225548

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Revision: 4

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DEPARTMENT OF BUSINESS AND INNOVATION

State Government Victoria

RURAL CITY OF WANGARATTA

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South Wangaratta Urban Renewal Strategy

DEPARTMENT OF BUSINESS AND INNOVATION
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Contents

Appendices

1 Introduction

The Urban Renewal Master Plan for South Wangaratta represents the final stage of the project brief which responds to the recommendations outlined in the Background Paper. The Background Paper undertook an analysis of the existing conditions, review of relevant literature including the Wangaratta Planning Scheme, summary of stakeholder engagement, and the findings of the market demand assessments. This initial investigation allowed for the identification of urban design principles, key issues, Strategic Master Plan Options and recommendations for the preferred master plan.

The South Wangaratta Urban Renewal Strategy Master Plan presents a series of principles which define the desired vision for the precinct. These will be presented and analysed through the following Strategic Directions:

- Land Use
- Urban Design and Landscaping
- Access & Movement
- Economic Development
- Infrastructure & Services

The Strategic Directions will be followed by planning scheme amendment recommendations, detailed development assessments and 7-10 year financial assessments of each of the four key sites, and an action and implementation plan for the Master Plan.

It is envisaged that the findings of the Master Plan will provide the Rural City of Wangaratta with a clear framework for how land use and development should occur within the interim period, and guidance on how to implement the framework including necessary changes to the Wangaratta Planning Scheme.

At the Ordinary Meeting of the Wangaratta Rural City Council held on 26 June 2012, Council resolved to adopt the South Wangaratta Urban Renewal Strategy Masterplan.

Refer to Appendix F for the Council Meeting Agenda and Minute Extracts (June 2012)

2 Urban Renewal Master Plan

2.1 Strategic Directions

The urban renewal aims for the project are to reinvigorate the inner urban area and maximise its potential by planning for the future efficient and sustainable pattern of use and development in South Wangaratta. This will assist in containing urban sprawl by focussing new development within the existing urban area of Wangaratta. A series of broad study area wide principles have been developed based on land use, urban design and landscaping, access and movement, economic development and infrastructure and servicing, together with specific recommendations for each of the four key sites, which will assist in achieving the urban renewal goals for South Wangaratta.

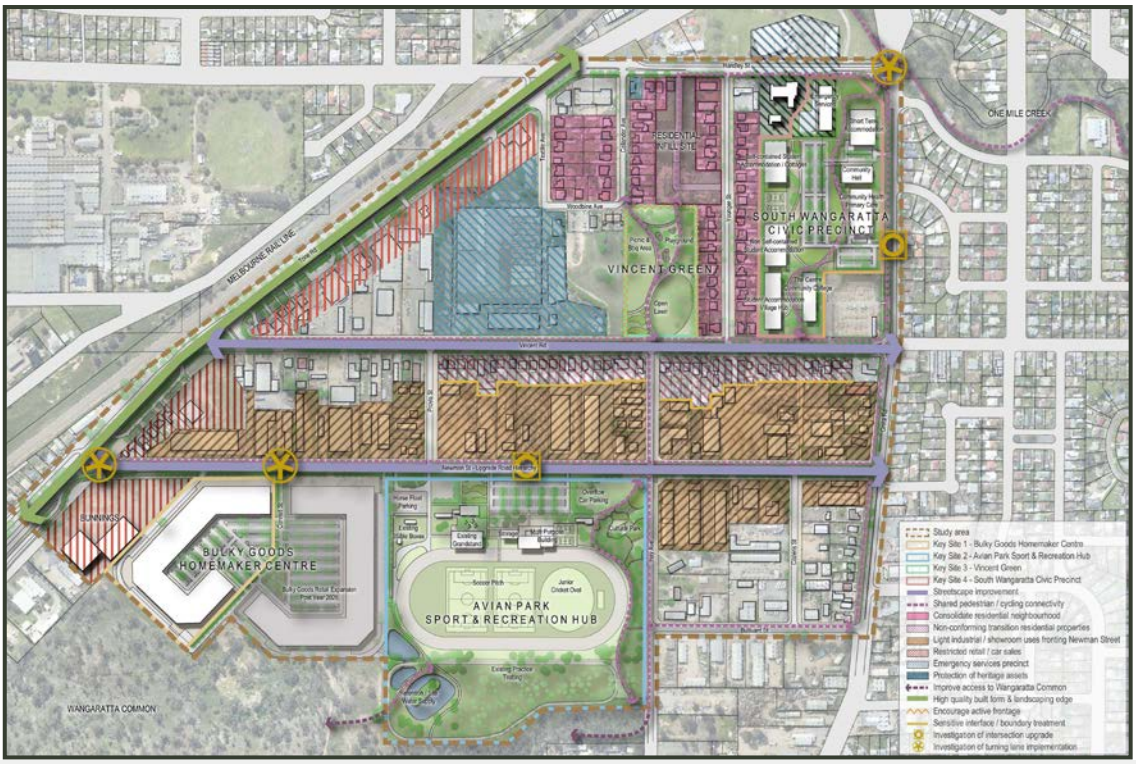


Figure 1 | South Wangaratta Urban Renewal Master Plan

Refer to Appendix A for the Urban Renewal Master Plan

2.1.1 Master Plan Principles

Land Use

Support the provision of a vibrant mix of land uses within South Wangaratta to maximise the use of land within the urban area and the benefits of close proximity to the Wangaratta Central Activities Area (CAA), while minimising land use conflict. Key land use principles include:

- Retain the primary use of land in the study area as industrial and light industrial/commercial to support the future industrial land requirements of Wangaratta.

- Protect the extent of the residential zoned neighbourhood within Younger Street, Woodbine Avenue, Callander Avenue and Textile Avenue and support residential infill development, including the development of the vacant land parcel at 18-20 Handley Street and 18-20 Younger Street, subject to any required site remediation works associated with the adjoining former landfill site.

- Provide for the future use of the four key sites as follows:
  - Bulky Goods Homemaker Centre within Key Site 1, together with the adjoining Bunnings site. Future expansion opportunities into the Council depot and RSPCA depot sites should be explored.
  - Avian Park Sport and Recreation Hub within Key Site 2, to accommodate rejuvenated harness racing facilities together with sport, recreation and community infrastructure to deliver greater community benefit to South Wangaratta.
  - Vincent Green Local Park within Key Site 3, subject to any required site remediation works associated with the former landfill.
  - South Wangaratta Civic Precinct within Key Site 4, to incorporate a range of health, education, community, emergency services, student and short term accommodation and recreational uses.

- Light industrial and showroom uses such as floor and garden tiles, cabinet makers, garden centres and repair services displaced from the town centre to be encouraged to locate within industrial land parcels on either side of Newman Street, in association with an upgrade to the Newman Street road hierarchy and streetscape improvements.

- Properties fronting Tone Road to continue to play a role in providing a suitable gateway to Wangaratta. Support the continuation of the restricted retail and car sales land uses along this frontage.

- Support the establishment of an emergency services precinct in Handley Street to maximise the synergies between the various emergency services land uses.

- Non-conforming residential uses on the south side of Vincent Road to continue to play a transitional role between industrial and residential land uses.

- Address land use conflict, residential amenity and the interface between conflicting land uses with common boundary design treatments including screening, vegetation buffers, acoustic fencing, building setbacks or other design treatments.

- Have regard to the environmental assessment process and findings associated with the former landfill within Key Site 3, including any implications for the future use and development of land within the study area.

Urban Design & Landscaping

- Rationalise and unify the land use pattern within the precinct to improve the quality of the urban environment, consistent with the land use principles above.

- Encourage progressive and sustainable development within the precinct including:
  - Adopt Water Sensitive Urban Design Principles for new development, where practical.
  - High quality built form that achieves the urban renewal goals for the precinct.
  - Ensure new development within the precinct is responsive to the aesthetic character of adjoining and nearby development schemes.
  - Prepare design and sustainability guidelines to encourage the incorporation of ESD principles into new development.
  - Protect identified heritage places and areas of potential aboriginal cultural heritage significance.

- Connect and strengthen the pedestrian and bicycle network by:
  - Developing and connecting the pedestrian and bicycle network to provide continuity of access along key access ways and desire lines.
  - Using new and developed areas of community infrastructure and open space to provide pedestrian and bicycle connection through the precinct.
  - Creating safe crossings of key access roads.

- Create and strengthen community infrastructure by improving the provision of civic uses and passive and active recreation facilities within the South Wangaratta Civic Precinct, Vincent Green and Avian Park.

- Improve wayfinding and access infrastructure by:
  - Acknowledging Tone Road as a primary gateway boulevard for the precinct through landscaping enhancement works.
  - Reinforce wayfinding throughout the precinct by developing ‘arrival statements’ and ‘directional signage’ to key destinations.
  - Using streetscaping to emphasise the access hierarchy and movement network particularly at key decision making points.

- Enhance amenity and biodiversity value through:
  - Creating safe, attractive and functional public streets and open space that help define the character of South Wangaratta and become the activity hubs of the community.
  - Appling Sustainable Urban Design principles and strategies to the development of community open space recreational facilities and streetscaping.
  - Creating opportunities to improve biodiversity and habitat through the use of indigenous species and sustainability principles.
  - Appling CPTED (Community Planning Through Environmental Design) Principles to the development of community infrastructure and access networks.
  - Using public art and cultural storytelling in the development of community open space and streetscaping.

Refer to Appendix B for the Urban Design and Landscaping Concept Plan.

Access & Movement

- Facilitate improvements in pedestrian and cycling movement through the South Wangaratta Urban Renewal Precinct by undertaking the following:
  - Developing north-south pedestrian and cycling linkages through the precinct incorporating the key sites including Avian park, Vincent Green and the South Wangaratta Civic Precinct.
  - Integrating the proposed pedestrian and cycling network with the established One Mile Creek pathway, linking the precinct with the Wangaratta CAA.
  - Construction of footpaths along Connell Street, Newman Street, Tone Road, Hay Avenue (south) and Vincent Road.
  - Consideration of the implementation of a pedestrian crossing along Greta Road, adjacent to the South Wangaratta Civic Precinct to improve pedestrian safety and connectivity.

- Undertake major streetscape improvement works to improve the quality and safety of the road network within South Wangaratta including:
  - Upgrading the Newman Street road hierarchy to an Urban Collector Road, comprising an 8 metre wide sealed and line marked roadway with sealed shoulders to accommodate car parking. Roadway verges should comprise footpaths and roadside planting.
  - Works within the Vincent Road road reserve including the provision of an 8 metre wide sealed and line marked roadway with sealed shoulders to accommodate car parking. Roadway verges should comprise footpaths and roadside planting.

- Undertake to investigate intersection upgrades and/or turning lane implementation associated with proposed development of the key sites or as otherwise required to improve safety and accommodate increased traffic volumes at:
  - Newman Street & Tone Road including signalised intersection.
  - Newman Street & Connell Street including turning lanes, roundabout or signalised intersection.
  - Greta Road and Handley Street including a roundabout or signalised intersection.
  - Key Site 2 vehicular access to Newman Street including turning bays along Newman Street.
  - Key Site 4 vehicular access points to Greta Road including turning bays along Greta Road.

- Investigate the feasibility of local public transport network expansion in order to provide services to/from key sites, reducing private vehicle travel within the precinct.

- Provision of suitable pavement design and road geometry (including localised widening at individual intersections and property access) to accommodate heavy freight/industrial vehicles associated with future development of individual properties within South Wangaratta.

- Sealing and extension of Connell Street to provide sufficient conditions for car park and servicing access associated with the use and development of Key Site 1.

Figure 2 | Streetscape improvement works in Newman Street and Vincent Road

Economic Development

- Protect the extent of existing industrial zoned land within the South Wangaratta urban renewal area for industrial land use to provide for industrial infill growth and investment certainty, with the exception of Key Site 1 and 3.

- Stimulate investment in industrial infill development within South Wangaratta through beautification works including streetscape improvements and the upgrading of Newman Street within the road hierarchy to urban collector, and upgrades to civil infrastructure.

- Support the designation of the existing Bunnings site and Key Site 1 as a Bulky Goods Homemaker Centre to service future bulky goods retailing demand and encourage local bulky goods spending.

Infrastructure & Servicing

- Work with North East Regional Water Authority to identify issues with the current sewerage and water supply services in South Wangaratta through the preparation of Water Plan #3, and effectively plan for the upgrading of ageing infrastructure.

- Develop a Stormwater Management Plan for South Wangaratta to address low lying and poorly drained areas.

- Ensure that new development within the precinct is connected to available reticulated infrastructure.

- Encourage Water Sensitive Urban Design (WSUD) and water re-use within South Wangaratta to achieve sustainable development principles, where practical.
- Have regard to Council's Infrastructure Design Manual (2010) when planning, designing and constructing new infrastructure and services in South Wangaratta.

2.1.2 Key Site Directions

Refer to Appendix C for the Key Site Concept Plans.

Key Site 1 – Bulky Goods Homemaker Centre

There is strong policy and economic support for the establishment of a bulky goods retailing homemaker centre within Key Site 1. The market demand assessment found that there is demand for additional bulky goods retail floorspace in Wangaratta based on current and project growth in the Wangaratta LGA.

Key Site 1, alongside the existing Bunnings outlet, has the ability to act as a bulky goods homemaker destination for Wangaratta, which in itself will stimulate additional floorspace and allow for local comparison shopping. The market demand assessment found that Key Site 1 has the ability to accommodate bulky goods retail floorspace demand until at least 2026, after which an area for future expansion is likely to be required. It is recommended that the adjoining Council Depot site and RSPCA depot be investigated for future bulky goods retail development at such time as demand permits.

The master plan recommends the following for Key Site 1:

1. The creation of a Wangaratta Bulky Goods Retail Homemaker Centre incorporating the existing Bunnings site at 95-103 Tone Road and Key Site 1, in order to accommodate projected demand for new bulky goods retailing floor space.
2. Rezone Key Site 1 and the existing Bunnings land to Business 4 Zone (B4Z) to facilitate bulky goods development. Refer to Section 2.2 Planning Scheme Recommendations below.
3. The redevelopment of Key Site 1 to be facilitated by the private sector in consultation with relevant Council departments including statutory planning, economic development and infrastructure.
4. Post 2026, or at such time as demand permits, investigate opportunities for the relocation of the Council depot and RSPCA depot in order to facilitate the expansion of bulky goods retailing to the east of Connell Street.

Figure 3 | Key Site 1 Concept Plan

Key Site 2 – Avian Park Sport & Recreation Hub

As a result of the master plan process it is recommended that the future use of Avian Park focus around rejuvenated harness racing facilities together with complementary sport, recreation and community infrastructure.

The current use of the land including the underutilised harness racing track and redundant greyhound racing facilities has been in decline for a number of years and does not represent an efficient use of the land and does not generate adequate community benefit. The greyhound racing infrastructure was removed from the site in 2010 and would require substantial investment in order to facilitate the return of greyhound racing to the site. In addition, the design and construction of any future track would require substantial modifications to the existing harness racing track.

Harness racing returned to Avian Park in March 2012 for the first of many annual meetings, and was attended by approximately 4,000 people. There is the potential to build on this success with the support of the wider Wangaratta community in order to satisfy local demand for harness racing and deliver community benefit. This will require ongoing marketing, community buy-in and investment by the Avian Park Committee of Management to achieve viable spectator numbers, including

- Marketing campaigns within the broader Wangaratta community.
- Obtaining community buy-in to the events, including local school involvement in sausage sizzles or similar activities.
- Ensuring that the event remains affordable to a variety of spectators.
- Measures to attract and entertain a wide range of spectators, such as incorporating activities for children.
- Obtaining the support of the broader harness racing community including trainers.
- Maintaining an ongoing partnership with Harness Racing Victoria (HRV).

The consultation process associated with the preparation of the master plan also identified recreational need for soccer pitches, cricket oval facilities, together with the fire brigade running track. Further investigation will however be required in order to determine identified sport and recreation needs within Wangaratta. It is submitted that the creation of a mixed use sport and recreation hub at Avian Park will provide for a more efficient use of the land and will result in greater community benefit. In particular, the use of land inside of the existing harness racing track will enable a more efficient land use outcome for the site, and will improve the viability of the harness racing operation through the sharing of site maintenance and investment costs.

It is proposed to develop a new club room with function space, change rooms and gymnasium to support the new sport and recreation facilities on-site and provide a meeting point for local sporting clubs. In addition, the ongoing use of the site by community groups and the regular Sunday market is encouraged as a means of increasing the public use of the site.

The master plan recommends the following for Key Site 2:

1. Retain the designation of the site for '*Public Recreation'* under the *Crown Land (Reserves) Act (1978)* and provide for the creation of a sport and recreation hub at Avian Park to service South Wangaratta.
2. Support the return of harness training to satisfy local demand. It is anticipated that over time, the number of annual harness racing meetings at Avian Park could increase to three or more, with associated stabling, catering, entertainment and betting facilities.
3. Undertake a sport and recreation needs assessment for South Wangaratta having regard to the existing provision of facilities in South Wangaratta, with specific reference to Avian Park. This assessment should identify the preferred sport and recreation facilities for the site. Preliminary options include:
    a. Soccer pitches.
    b. Junior cricket oval.
    c. Multi-purpose indoor/outdoor basketball/netball courts.
    d. Club/function rooms, gymnasium and change rooms.
    e. Fire brigade running track.
4. Undertake a detailed master planning process for the site to determine the most appropriate land use and layout option, costings and implementation options.
5. Work with the Department of Sustainability and Environment and other stakeholders to obtain the necessary statutory approvals and facilitate the redevelopment of the site.
6. Identification of the investment and maintenance responsibilities associated with the existing and proposed facilities on the site.

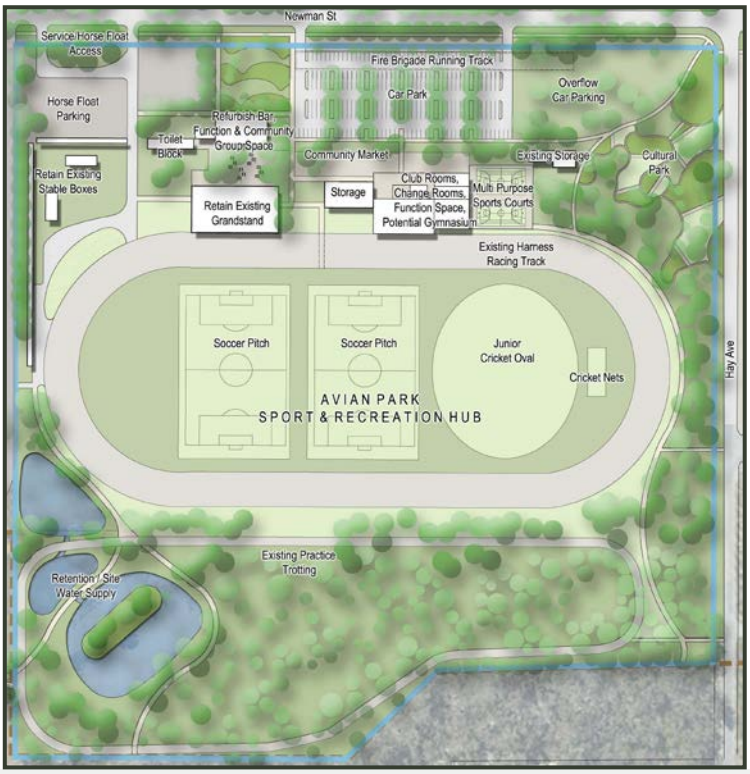


Figure 4 | Key Site 2 Concept Plan

Key Site 3 – Vincent Green

Key Site 3 presents a number of challenges in considering future land use opportunities, notably the historic use of the land for landfill that may have resulted in contamination of the site, together with the challenges associated with providing a supportive base for any future building foundations. In addition the site directly adjoins sensitive residential land uses.

In considering these challenges and the urban renewal goals for the precinct, it is submitted that the most appropriate future use of the land is as a local park. A local park offers the ability to create a focus for the residential neighbourhood at the northern end of the study area, increasing the provision of public open space, providing for north-south pedestrian and cycling links and buffering the residential neighbourhood from any future industrial development to the west along Vincent Road.

The master plan recommends the following for Key Site 3:

1. Application of the Environmental Audit Overlay (EAO) over the site to ensure that appropriate site investigation works are carried out prior to any future change in land use. Following this, the land should be rezoned to a Public Park and Recreation Zone (PPRZ) to secure the future use of the land as a public park. Refer to Section 2.2 Planning Scheme Recommendations below.
2. Continue the environmental assessment of the former landfill site in association with the Environmental Protection Authority to investigate any site contamination and the means by which to provide for site remediation.
3. Undertake the necessary site remediation works prior to any future use of the land.
4. Facilitate the future use of the land as a public park. Consider the following facilities:

a. North-south pedestrian and cycling links from Vincent Road through to the vacant residential zoned property to the north at 18-20 Younger Street and 18-20 Handley Street.
b. Passive recreation space including picnic and barbeque area and open lawn.
c. Active recreation including playground and/or cricket training nets.
d. A landscaping theme for the park.

Figure 5 | Key Site 3 Concept Plan

Key Site 4 – South Wangaratta Civic Precinct

Key Site 4 has generated significant interest from a range of stakeholders throughout the consultation process; including health, education, emergency services organisations, and the community group South Wangaratta Action Group (SWAG).

The market demand assessment prepared for housing and student accommodation found that although Wangaratta is experiencing steady demand for new housing, there is already an adequate supply of new housing, and "affordable" housing. However the assessment did highlight the demand for short term accommodation within Wangaratta for students and other users such as business travellers or sports competitors. The demand for student accommodation in Wangaratta will grow over time as education providers such as GOTAFE and Charles Sturt University increase their education offer. Key Site 4 offers the ability to locate a dedicated student accommodation village within close proximity to services and infrastructure within Wangaratta.

It is therefore recommended that Key Site 4 be used to accommodate a range of civic/community uses, together with private short term accommodation facilities and student accommodation.

The master plan recommends the following for Key Site 4:

1. Establish a delivery agent to facilitate the project. The delivery agent would be responsible for purchasing the land from the Department of Education and Early Childhood Development

(DOEECD), or working with the Department to prepare the site for redevelopment. The agent could be the Rural City of Wangaratta or an alternative suitable organisation.

2. Undertake a detailed master planning and investigation process for the site, including:
    a. Establishing the land use requirements. The preliminary research carried out as a result of the master planning process suggests that the site could accommodate the following:
        i. The Centre Community College
        ii. Community Hall/Youth Centre
        iii. Community Health Primary Care Facility
        iv. Emergency Services Incident Response Centre/alternative emergency services facilities
        v. Short Term Accommodation based on the Quest model
        vi. Student Accommodation Village (longer term)
        vii. Associated open space and recreation facilities.
    b. Undertake detailed facility planning/business case for each of the civic uses in associated with the respective organisations (e.g. student accommodation and community health primary care facility).
    c. Undertake a detailed investigation into the extent to which the existing buildings on-site could be re-used, and the associated costs with undertaking any required upgrade works.
3. Rezone the site to a Special Use Zone to secure the future use of the land for civic uses. Refer to Section 2.2 Planning Scheme Recommendations below.
4. Facilitate the land transfer/sale and development of Key Site 4 as the South Wangaratta Civic Precinct.

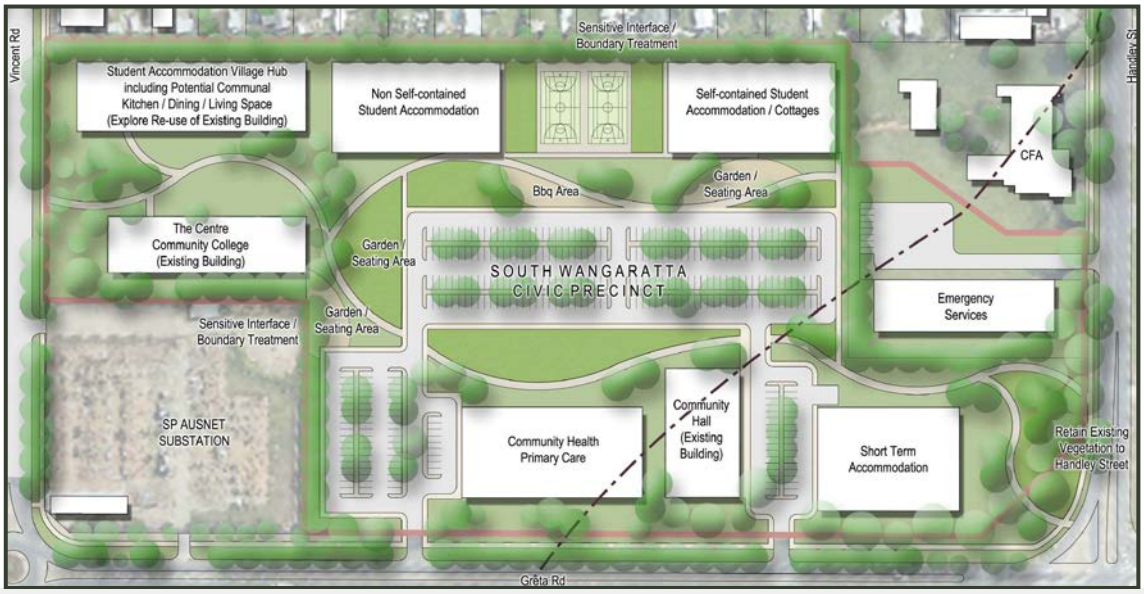


Figure 6 | Key Site 4 Concept Plan

2.2 Planning Scheme Recommendations

This section of the report outlines the recommendations for implementing the South Wangaratta Urban Renewal Strategy through the Wangaratta Planning Scheme. The proposed amendments to the planning scheme build upon the findings of the Background Paper and the strategic directions identified for the master plan.

2.2.1 Municipal Strategic Statement

It is important that the findings of the South Wangaratta Urban Renewal Strategy are given weight within the structure of the Municipal Strategic Statement (MSS). This will assist in providing the strategic basis for policies and controls in other sections of the planning scheme.

The MSS is structured such that it sets out a number of strategic directions which are each linked to a local planning policy. It is considered appropriate to include the South Wangaratta Urban Renewal Area as a strategic direction within the MSS, which is linked to a local planning policy, thus providing a suitable planning assessment tool to assist in implementing the strategy.

Clause 21.04 Strategic Directions

It is appropriate to identify the South Wangaratta Urban Renewal Area as a Strategic Direction within Clause 21.04 of the MSS. After the dot point 'Infrastructure and community', it is proposed to add:

- South Wangaratta Urban Renewal Area

South Wangaratta Urban Renewal Area

Create a new Strategic Direction within the MSS for the South Wangaratta Urban Renewal Area. In accordance with the established Wangaratta MSS format, the new clause should address the following:

- Context.
- Issues.
- Strategic Directions.
- Other relevant strategies and policies.
- Further work.

Clause 21.12 Reference Documents

This Clause lists a series of local reference documents for the Municipal Strategic Statement. It is considered appropriate that reference is made to *the South Wangaratta Urban Renewal Strategy (2012)* within this Clause.

2.2.2 Local Planning Policies

It is submitted that an appropriate means by which to implement the South Wangaratta Urban Renewal Strategy is through the application of local planning policies in the assessment of future use and development within the study area. The following amendments and additions are proposed within the Wangaratta Planning Scheme:

Clause 22.05 Industry & Business

Clause 22.05 currently provides sufficient support for the infill of Industrial 1 zoned land in South Wangaratta, consistent with the land use master plan principles. In particular the objectives of the policy establish that North Wangaratta has the potential to provide for a range of small, medium and

large industrial areas to protect the economic potential and performance of industry in the municipality, and that:

> *Remaining industrial areas have available land and potential for small to medium sized industrial developments associated with existing uses and developments.*

In addition, the policy provides adequate support for addressing amenity issues between industrial and residential uses (including noise), and encourages industrial land use that requires a buffer of 300 metres or less to locate in South Wangaratta industrial areas. No policy amendments are proposed for Clause 22.05.

New Local Policy –South Wangaratta Urban Renewal Area

The establishment of a new South Wangaratta Urban Renewal Area Strategic Direction above provides suitable basis to develop a new local planning policy for the strategy consistent with the established Wangaratta MSS format.

The policy should set out the master plan objectives for South Wangaratta, and provide a planning assessment tool to assist in controlling future use and development within the study area. In particular the new local policy should set out the:

- Area to which the policy applies.
- Basis for the policy.
- Objectives of the policy.
- Policy provisions based on the land use, urban design and landscaping, access and movement, economic development and infrastructure and servicing themes of the urban renewal master plan, together with the key use and development outcomes proposed for each of the four key sites.
- Decision guidelines and Policy references to include the *South Wangaratta Urban Renewal Strategy (2012).*

2.2.3 Zones

The Master Plan advocates a zoning change to Key Sites 1, 3 & 4, and a minor amendment to the zoning control for Key Site 2 as follows:

Business 4 Zone (B4Z)

It is recommended that Key Site 1 – Bulky Goods Homemaker Centre at 71-81 Newman Street and 2 and 4 Connell Street, together with the existing Bunnings site at 95-103 Tone Road be rezoned to Business 4 (B4Z) to facilitate the future bulky goods retailing development of Key Site 1, and to assist in creating a designated Wangaratta Homemaker Centre.

The purpose of the Business 4 Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage the development of a mix of bulky goods retailing and manufacturing industry and their associated business services.*

The rezoning of these parcels, together with the inclusion of references to the Bulky Goods Homemaker Centre within the Municipal Strategic Statement, will assist in directing new bulky goods development to this preferred location within Wangaratta. This will have the effect of limiting adhoc bulky goods development within Wangaratta, and protecting the town centre for more intensive retail, commercial and entertainment uses.

Public Park and Recreation Zone (PPRZ)

It is recommended that Key Site 3 be rezoned from Industrial 1 (IN1Z) to Public Park and Recreation (PPRZ) to facilitate the future use of the land as a public park.

The purpose of the Public Park and Recreation Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To recognise areas for public recreation and open space.*
- *To protect and conserve areas of significance where appropriate.*
- *To provide for commercial uses where appropriate*

It is noted that the site may be subject to land contamination as a result of the historic use of the land as a Council landfill. The proposed change of use and application of the PPRZ should not be undertaken until the necessary environmental assessment and site remediation works are complete. This will ensure that the site is declared suitable for use as a public park, and will negate any potential risk to future users.

Special Use Zone – Schedule 3 (SUZ3)

The current Special Use Zone – Schedule 3 (SUZ3) that applies to Key Site 2 provides for the use of the land as a Trotting Track. The current purpose of the zone is as follows:

- *To provide for the use of the Wangaratta Trotting Track and a range of entertainment, recreational, commercial and community activities.*
- *To ensure that the combination of uses, their density, and the scale and character of any development do not prejudice the amenity of surrounding land.*

It is submitted that the purpose of Schedule 3 together with the table of uses provide an appropriate framework in which to implement the proposed sport and recreation master plan for Avian Park. In particular it is noted that "Leisure and recreation" is a Section 2 - Permit required use, ensuring that any future use and development of the site for additional sport and recreation facilities will be controlled through the planning permit process.

Given the future mixed land use direction advocated for the site, it is appropriate to update the title of Schedule 3 from "Trotting Track" to "Avian Park Sport and Recreation Hub" so as to adequately communicate the vision for the site within the Wangaratta Planning Scheme.

Special Use Zone – Schedule 6 (SUZ6)

Key Site 4 and the adjoining CFA site are currently within the Public Use Zone 2 (PUZ2) which provides for the public use of land for education purposes. Given the closure of the former Ovens College Campus site and the imminent sale of the land by the Department of Education and Early Childhood Development, the PUZ2 is considered to be redundant.

It is recommended that a new Schedule to the Special Use Zone (Schedule 6) be applied to Key Site 4 and the adjoining CFA site in order to facilitate the future use and development of the land for a range of civic uses. In accordance with the VPP Practice Note '*Applying the Special Use Zone'*, the application of the Special Use Zone should be considered when:

- *An appropriate combination of the other available zones, overlays and local policies cannot give effect to the desired objectives or requirements.*
- *The site adjoins more than one zone and the strategic intent of the site, if it was to be redeveloped, is not known and it is therefore not possible to determine which zone is appropriate.*

The strategic land use direction for the site has been established through the urban renewal master planning process; however the range and type of land uses is to be determined through a detailed site master planning and investigation process. It is considered that other available zones and overlays

and local policies cannot give effect to the civic land use direction for the site, and the Department of Education and Early Childhood Development is seeking to rezone the site to facilitate its disposal.

It is therefore prudent that the future primary use of the site for civic land uses is secured through a rezoning of the land to the Special Use Zone. The new Schedule to the zone can outline the purpose of the land and provide a range of land use and development planning controls tailored to the site.

It is recommended that the Schedule to the Special Use Zone be titled '*South Wangaratta Civic Precinct'*, and the purpose be:

- *To provide for the creation of a civic precinct to incorporate a range of health, education and training, community, emergency services, accommodation and recreational uses.*
- *To ensure that the combination of uses, their density, and the scale and character of any development do not prejudice the amenity of surrounding land.*

It is recommended that the remainder of the Schedule be constructed as follows:

- *1.0 Table of Uses* – given the broad range of land uses proposed, the large site area and residential context it is recommended that the table of uses provide Council with the ability to control the future operation of land uses through the necessary planning permit process and associated planning permit conditions. As such, the table of uses should provide for the significant land uses including the health, education, accommodation and emergency services, to be included in *Section 2 – Permit required* uses.

- *2.0 Use of Land* – this clause should include information requirements and decision guidelines for land use planning applications, and include measures to address the impact of proposed land uses on the amenity of the surrounding neighbourhood.

- *3.0 Buildings and works* – this clause should include information requirements and decision guidelines for building and works planning applications.

- *4.0 Advertising Signs* – it is recommended that the subject site be allocated within *Category 3 - High Amenity Areas* of Clause 52.05 Advertising Signs. The context of the site is primarily residential, and Category 3 requires advertising signage to be orderly, of good design and not detract from the appearance of the building on which a sign is displayed or the surrounding area.

2.2.4 Overlays

The Master Plan advocates the application of one new overlay for the study area, of which is discussed below:

Environmental Audit Overlay (EAO)

It is recommended that the Environmental Audit Overlay (EAO) be applied to Key Site 3 – Vincent Green, being 86 Vincent Road. The purpose of the EAO is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

This will ensure that the necessary environmental assessment process is undertaken prior to the future sensitive use of the land.

3 Development Assessment

3.1 Overview

This section provides a detailed assessment of the indicative development schemes prepared for the four key sites, providing guidance in relation to the following:

- Land use planning, including the relevant provisions of the Wangaratta Planning Scheme.
- Urban design principles that apply to each site.
- Transport engineering assessment.

The assessments contain a number of assumptions around the future use and development of each site. It is noted however that the development schemes are indicative only and are subject to detailed site planning and investigation.

Refer to Appendix D for the detailed Transport Planning Assessments for Key Sites 1, 2 and 4.

3.2 Key Site 1 – Bulky Goods Homemaker Centre

The indicative development planning for Key Site 1 provides for the provision of new bulky goods retailing floorspace with associated car parking, loading/unloading, servicing, landscaping and advertising signage, including:

- Approximately 19,400sqm of “big box” bulky goods floorspace fronting Newman Street to the north, and wrapping around the western and southern side boundaries.
- Showroom frontage to Newman Street with landscaping and commercial signage visible from both Newman Street and Tone Road.
- Sealing of the Connell Street road reserve so as to provide for the primary vehicular access to the site.
- Central car and bicycle parking accessible from Connell Street, providing convenient access to the retail stores.
- Rear service vehicle circulation road with loading/unloading bays servicing the retail tenancies, from Connell Street to Newman Street.

The following planning, urban design and transport considerations are relevant for Key Site 1.

3.2.1 Planning

The bulky goods development scheme should have regard to the relevant provisions of the Wangaratta Planning Scheme, notably:

- Key Site 1 is proposed to be rezoned to Business 4 (B4Z) to facilitate the use and development of the land for bulky goods retail. The planning assessment outlined below relates to the provisions

of the Business 4 Zone (B4Z) and not the Industrial 1 Zone (IN1Z) that currently applies to the site.

- Bulky goods retailing is defined as '*Restricted retail premises'* at Clause 74 of the Wangaratta Planning Scheme. Restricted retail premises includes *land used to sell or hire:*

  a) automotive parts and accessories;
  b) camping, outdoor and recreation goods;
  c) electric light fittings;
  d) animal supplies including equestrian and pet goods;
  e) floor and window coverings;
  f) furniture, bedding, furnishings, fabric and Manchester and homewares;
  g) household appliances, household electrical goods and home entertainment goods;
  h) party supplies;
  i) swimming pools;
  j) office equipment and supplies;
  k) baby and children's goods, children's play equipment and accessories;
  l) sporting, cycling, leisure, fitness goods and accessories; or
  m) goods and accessories which:
  - *Require a large area for handling, display and storage of goods; or*
  - *Require direct vehicle access to the building by customers for the purpose of loading or unloading goods into or from their vehicles after purchase or hire.*

  It does not include the sale of food, clothing and footwear unless ancillary to the primary use.'

- A planning permit is not required to use land for the purposes of restricted retail premises within the Business 4 Zone (B4Z), however a planning permit will be required to construct a building or construct or carry out works on the site.

- The layout of the bulky goods retail floorspace should provide for a high level of amenity for users, including:
  - Easily identifiable pedestrian entry points, accessible from the central car parking and bicycle parking area.
  - On-site facilities including ancillary food and drink premises and visitor and staff bathrooms.
  - Convenient and accessible staff and visitor bicycle parking.

- The presence and significance of any existing native vegetation on-site should be documented, and measures employed during the site layout process to avoid any adverse impacts on biodiversity values, particularly the clearance of native vegetation. Measures should also be taken to avoid native vegetation removal where possible in sealing the Connell Street road reserve.

- In accordance with Clause 34.04-4 of the Business 4 Zone (B4Z), any application for buildings and works on the site should provide a site landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.

- The future use and development of the site should provide for an appropriate stormwater treatment system in accordance with Clause 21.11 of the planning scheme, including investigation of the following:
  - Discharge of stormwater to meet pre-development flows, potentially into the Wangaratta Common.
  - If required, retention and treatment of stormwater on-site to meet Water Sensitive Urban Design (WSUD) principles.

- Potential to re-use and recycle water in consultation with North East Region Water Authority.
- Further investigation will be required during the detailed design stage, and on-site retention may result in a reduction in the retail floorspace yield for the site.

- Clause 52.06 Car Parking, Clause 52.07 Loading and Unloading and Clause 52.34 Bicycle Facilities set out the requirements for the site in relation to site access, parking and vehicular circulation. Refer to the transport engineering considerations below.

- Future buildings and works on the site should provide for connection to available reticulated services in consultation with utility providers and the Rural City of Wangaratta.

- Advertising signage requirements for land within the B4Z are *Category 1 – Business areas* of Clause 52.05 – Advertising Signs. Having regard to the nature of the proposed retail use, it is likely that the site frontage to Newman Street will provide for large business identification signage visible from both Newman Street and Tone Road, together with internal signage visible from the central car parking area. Directional signage should also improve accessibility to the retail premises for vehicles, cyclists and pedestrians. The site context is primarily commercial and adequate opportunity should be provided to advertise the retail premises on-site, whilst ensuring that the signage does not dominate the landscape, impact on road safety or on the amenity of nearby properties. The design and location of advertising signage on the site should have regard to the decision guidelines for advertising signage at Clause 52.05-3, including:
  - The character of the area.
  - Impacts of the signage on views and vistas.
  - The relationship to the streetscape, setting or landscape.
  - The relationship to the site and building.
  - The impact of structures associated with the signage.
  - The impact of any illumination, including to the safety of pedestrians or vehicles or to the amenity of surrounding properties.
  - The impact of any logo box associated with the signage.
  - The need for identification and the opportunities for adequate identification on the site or locality.
  - The impact on road safety.

3.2.2 Urban Design

The following urban design principles are recommended for Key Site 1:

- The bulky goods facility shall be designed to present well to Newman Street with a showroom frontage providing visual interest and an active frontage to Newman Street.
- The bulky goods precinct should represent an exemplar building within the light industry/showroom precinct along Newman Street, stimulating investment and high quality built form within South Wangaratta.
- The building facades and form shall be articulated in elevation and plan where possible to assist in breaking down the scale and bulk of the structure with varying materials and colours assisting the proportions and presentation of the buildings.
- Car parking should incorporate:
  - Landscaped walkways on key access ways and pedestrian priority at key crossings to the retail edge.
  - Landscape swales and shade trees between parking rows.
- A landscaped buffer shall be provided at the boundaries of the site to help manage the bulk of the structure, and to assist in blending the building into the local landscape.

3.2.3 Transport

The following transport engineering considerations are relevant to Key Site 1:

Car and Bicycle Parking

- The proposed Bulky Goods Homemaker Centre development has a statutory parking requirement for 1,554 car parking spaces.
- The estimated parking demand (calculated using empirical assessment) is between 300 and 369 spaces.
- 8 car parking spaces should be designated for people with disabilities.
- The statutory bicycle parking requirement is 61 spaces.

Access and Service Requirements

- The proposed Bulky Goods Homemaker Centre car park will be accessed by one or two ingress/egress locations along Connell Street with required total widths (including entry/exit lanes and median separation) between 11 m (two locations – minimum width) and 19 m (one location – maximum width)
- Service/freight vehicles accessing the proposed development are likely to include 19 m articulated trucks, 12.5 m service trucks and small/medium rigid vehicles. Detailed designs, in accordance with Australian Standards, will include appropriate localised widening at access points and key intersections to accommodate specific access requirements, once finalised.
- Service vehicles will access a two-directional circulation road at the southern end of Connell Street, with a minimum access width of 12.5 m (plus 1.5 m splays).
- The statutory loading area requirement for the proposed development is 207.4 m2

Traffic Generation

- The calculated peak hourly traffic generation rates were 382 (weekday peak) and 680 (weekend peak) trips, equally split between arrivals and departures.
- The calculated daily traffic generation rates were 4011 (weekday) and 680 (weekend) trips, equally split between arrivals and departures.

Traffic Distribution

- Trips were split 50/50 between left and right turns arriving at/departing from Connell Street due to the estimated catchment areas.
- Trips were split 60(north)/40(south) for movements at the intersection of Newman Street and Greta Road, based on estimated catchment areas.
- 5% of trips were estimated to be distributed within the South Wangaratta study area.

3.3 Key Site 2 – Avian Park Sport and Recreation Hub

The indicative scheme produced for Key Site 2 provides for the partial redevelopment of the current use of the land as a harness racing track and greyhound slipping track for:

- Retention of the harness racing track and associated infrastructure including stabling blocks, grandstand, restaurant/bar, toilet block and storage facilities.
- Two new soccer pitches and one junior cricket oval within the harness racing track.
- Multi-purpose sports courts.
- Combined club rooms, function space/restaurant, gymnasium and change rooms adjoining the existing grandstand to service the new sport and recreation facilities on-site.

- Fire Brigade Running Track adjoining Newman Street.
- Community use of the existing and proposed building on-site including the existing choir and bingo, together with the Sunday market.
- A Cultural park linking Avian Park with the South Wangaratta Urban Renewal Area.
- Ephemeral landscape water detention providing an on-site water supply for track/pitch/oval watering.
- Landscaped walking/jogging/cycling trails links into Wangaratta Common.
- Landscaped car and bicycle car parking and service vehicle access, including formalised horse float parking area and informal overflow car parking area.

It is recommended that a detailed master planning and sport and recreation needs process be undertaken to determine the individual sport and recreation needs and facility requirements for Avian Park to ensure that the facility generates maximum community benefit.

3.3.1 Planning

The detailed sport and recreation facility provision or layout are yet to be determined for Key Site 2; however the summary below provides an indication of the key issues relevant to the future detailed master planning and development layout.

In the first instance, the Department of Sustainability and Environment as the owners of the land and will need to approve any proposed use and development for the site. In summary, this will involve:

- Refinement of the use and development layout for Avian Park through detailed master planning and a sport and recreation needs assessment for the site.
- Thorough consultation with the Avian Park Committee of Management, the broader community, the Rural City of Wangaratta, the Department of Sustainability and Environment and other interested community groups and Government Departments on the proposal.
- Consideration of statutory approval requirements for the proposed works including under the *Planning and Environment Act (1987)*, *Native Title Act (1993)* and the *Aboriginal Heritage Act (2006) and other relevant Acts*.
- Obtaining approval of the proposed redevelopment of Avian Park from Department of Sustainability and Environment.

In considering the statutory planning approval considerations under the *Planning and Environment Act (1987),* the following provisions of the Wangaratta Planning Scheme are relevant:

- The use of the land for sport and recreation facilities can be defined as a Major Sports and Recreation Facility at Clause 74 of the Wangaratta Planning Scheme. A Major Sports and Recreation Facility includes:

  Land used for leisure, recreation or sport, and where there is substantial provision made for spectators, such as a grandstand, and to which spectators are usually charged admission.

- It is proposed to retain Schedule 3 to the Special Use Zone within the Wangaratta Planning Scheme in order to control the future use and development of the site. It is noted that 'Leisure and recreation' which includes a 'Major Sport and Recreation Facility' is included as a Section 2 - Permit required use within the Table of Uses. This will ensure that planning approval is required for future use and development of the site, which will provide Council with the ability to manage the ongoing nature of the use through the planning permit process.

- The detailed master planning process for the site should provide a high level of on-site amenity for future users, including:

- Easily identifiable pedestrian entry points, accessible from the car parking and bicycle parking areas.
- On-site facilities including visitor and staff bathrooms.
- Provision of appropriate change rooms and equipment storage for sporting clubs.
- Public open space that provides for passive recreation opportunities for visitors to complement the active recreation facilities on-site.

- The location of the site does not directly adjoin sensitive land use zones, however regard should be given during the planning process to the effect that the operation of the more intensive use of the site will have on the amenity of adjoining and nearby properties and the broader South Wangaratta area. This will be particularly relevant should be facility become a major regional harness racing and/or sporting destination. In particular regard will need to be given to:
  - The generation of noise, particularly through public address systems or the playing of music.
  - The generation of traffic and provision of car parking.
  - The appropriateness of allowing the function space to operate as an independent use or whether the space should be entirely ancillary to the sport and recreation use of the land.
  - Ensuring that appropriate traffic and/or spectator management is employed during large event days, for example directing the parking of vehicles within the overflow car parking area.

- The presence and significance of the existing established native vegetation on-site should be documented, and measures employed during the site master planning process to avoid any adverse impacts on biodiversity values, particularly the clearance of native vegetation. In particular the established vegetation at the rear of the site should be protected to assist in creating a transition to the Wangaratta Common. A landscaping concept plan including the cultural park layout should be developed during the detailed master planning for the site.

- The future use and development of the site should provide for an appropriate stormwater treatment system in accordance with Clause 21.11 of the planning scheme, including investigation of the following:
  - If required, retention and treatment of stormwater on-site to meet Water Sensitive Urban Design (WSUD) principles.
  - Re-use and recycle water using an ephemeral landscape water detention system on-site.
  - Further investigation will be required during the detailed master planning stage, including on-site retention opportunities.

- Clause 52.06 Car Parking, Clause 52.07 Loading and Unloading and Clause 52.34 Bicycle Facilities set out the requirements in relation to site access, parking and vehicular circulation. Refer to the transport engineering considerations below.

3.3.2 Urban Design

The following urban design principles are recommended for Key Site 2:

- Landscaped treatments will fulfil the urban design principles and be a mixture of more formal landscaping for the cultural park and sports facilities transitioning to a more informal natural landscape to integrate with the Wangaratta Common.

- A network of walkways, bicycle tracks and walking trails will provide access to and through Avian Park, providing connection to the Wangaratta Common and the broader South Wangaratta precinct to the north.

- The form of the sport and recreational facilities on the site should be developed in consultation with the Wangaratta sport and recreation community, and provide for functional infrastructure to enhance community participation in sport and secure Wangaratta as a regional sporting destination.

- Community involvement in the design of the cultural park is recommended to identify community need and create community ownership. The cultural park should incorporate cultural landscape features and public art to create a story telling environment illuminating the indigenous and non-indigenous cultural themes of the community.

- New built form should provide for modern, integrated and high quality facilities ancillary to the sport and recreation function of the site.

3.3.3 Transport

The following transport engineering considerations are relevant to Key Site 2:

Car and Bicycle Parking

- Car parking for approximately 300 vehicles currently exists on the Avian Park site, with approximately 3,100m2 of overflow parking area.
- The conservatively estimated parking demand (using empirical assessment) for the proposed development is 290 spaces for typical use; however it is considered likely that peak parking demand will be lower, allowing for varying usage times for each facility. A more comprehensive review of similar recreation facilities and community markets will be required at later design stages.
- The estimated parking demand for harness racing events is estimated to be approximately 1,500 spaces. However, we have assumed that a maximum of 5 events could be held on annual basis. It is expected that appropriate traffic management measures will be in place to accommodate the additional parking requirement when harness racing meets occur.
- 2% of the car parking spaces should be designated for people with disabilities.
- 53 bicycle parking spaces are recommended.

Access and Service Requirements

- The proposed Sport & Recreation Hub car park will be accessed by two ingress/egress locations along Newman Street with a required total width (including entry/exit lanes and median separation) between 11 and 15 m.
- Service/freight vehicles accessing the proposed development are likely to include small and medium rigid vehicles. Detailed designs, in accordance with Australian Standards, will include appropriate localised widening at access points and key intersections to accommodate specific access requirements, once finalised.
- Service vehicles will access a two-directional access road from Newman Street, with a minimum access width of 9.0 m (plus 1.5 m splays).
- The statutory loading area requirement for the proposed development is 45.4 m2

Traffic Generation

- Traffic generation rates for a typical day (i.e. other sporting activities, functions and the community market) has been assessed, as it is understood that harness racing meets are likely to be held up to 5 times a year. It is assumed that appropriate traffic management measures will be in place to accommodate the additional traffic expected for harness racing meets.

- It is noted that some aspects of the site's existing functionality will remain after the redevelopment (community market and bar/community space). As such, the traffic generated by these existing uses will not change.
- The calculated additional peak hourly traffic generation rates were 68 (weekday peak) and 136 (weekend peak) trips, equally split between arrivals and departures.
- The calculated additional total daily traffic generation rates were 226 (weekday) and 450 (weekend) trips, equally split between arrivals and departures.

Traffic Distribution

- Trips were split 45/55 between west and east arrivals/departures respectively, due to the estimated catchment areas.
- 5% of trips were estimated to be distributed within the South Wangaratta study area.

3.4 Key Site 3 – Vincent Green

Vincent Green will create a safe, family based park setting servicing the informal recreational needs of the local neighbourhood. The landscaped park will incorporate:

- An open lawn area for family sporting and informal recreational activities.
- A picnic and BBQ area.
- A community playground with a range of facilities for varying ages.
- Active recreation facilities such as cricket nets if required.
- North-south pedestrian and cycling shared links from Vincent Road through to Callander Avenue and the residential infill site to the abutting north.

3.4.1 Planning

The public park proposed for Key Site 3 should have regard to the relevant provisions of the Wangaratta Planning Scheme, notably:

- A public park is defined as '*Informal outdoor recreation*' at Clause 74 of the Wangaratta Planning Scheme. Informal outdoor recreation includes:

  Land open to the public and used by non-paying persons for leisure or recreation, such as a cycle track, picnic or barbecue area, playground, and walking or jogging track.

- The rezoning of Key Site 3 to Public Park and Recreation Zone (PPRZ) will secure the future use of the land as a public park. Use of land as informal outdoor recreation is a *Section 1 – No permit required* use under Clause 36.02-1 of the PPRZ. In addition, a planning permit is not required to construct a building or to construct or carry out works carried out by the public land manager (i.e. Rural City of Wangaratta) under the *Local Government Act (1989).* The detailed design and construction of the public park will therefore be managed by the Rural City of Wangaratta as the public land manager.

- Any potential site contamination must be resolved through the necessary environmental assessment process prior to the use of the land as a public park.

- The detailed design of the public park should ultimately provide for a buffer between residential zoned land to the east and north, and the industrial zoned land to the west of the site, through vegetation screening and visual separation of land uses.

- The following should be considered in the detailed design of the public park:

- Design of a suitable drainage system including Water Sensitive Urban Design (WSUD) Principles in accordance with Clause 21.11 of the planning scheme.
- Retention of any existing native vegetation on-site and incorporation into the design and layout of the new local park.

3.4.2 Urban Design

The following urban design principles shall inform the detailed design for the new local park:

- Landscaping shall fulfil the urban design principles and be a mixed of formal and informal treatments providing shade, high amenity and variety.

- A key function of the park will be to provide safe and ready access to Vincent Road and the adjacent neighbourhood for pedestrian and bicycles, improving north-south connectivity through the South Wangaratta precinct.

- Community involvement in the design of the park is recommended to develop community ownership of the facilities and to ensure the local community need is met.

3.4.3 Transport

Vincent Green will serve as a local park to surrounding residential properties and businesses. It is not envisaged that the park will generate significant vehicle movements and it is considered that there is adequate on-street car parking availability within the surrounding road network to accommodate any short-term car parking demand for the park. Provision should however be made for service vehicle access to the park from Vincent Road via a vehicle crossover.

To promote the use of the park and active lifestyles amongst the local community, it is recommended that a minimum of 2 bicycle parks are provided at Vincent Green. This will also encourage the use of sustainable transport within the broader South Wangaratta area.

3.5 Key Site 4 – South Wangaratta Civic Precinct

The South Wangaratta Civic Precinct will provide a landscaped setting for a set of community facilities within existing and proposed buildings, including:

- Investigations into the re-use of existing buildings on the site for:
  - Student Accommodation Village Hub including communal kitchen, dining and living space (approximately 2,400sqm).
  - The Centre Community College (approximately 1,694sqm).
  - Community hall/ youth centre (approximately 1,450sqm).
- New facilities will include:
  - Community Health Primary Care (approximately 4,000sqm over two levels).
  - Short term accommodation (approximately 4,000sqm comprising 70 apartments over two levels).
  - Emergency Services Incident Response Centre (approximately 1,400sqm over two levels).
  - Future Student Accommodation Village comprising self contained and non self-contained accommodation (up to approximately 4,550sqm) and outdoor passive recreation space including barbeque and seating areas.
  - Local open space and pedestrian and cycling links.

It is recommended that a detailed master planning process be undertaken to determine the individual facility requirements for the precinct.

3.5.1 Planning

The detailed facility requirements are yet to be determined for Key Site 4; however the summary below provides an indication of the key issues relevant to the future detailed master planning and development layout.

The South Wangaratta Civic Precinct proposed for Key Site 4 should have regard to the relevant provisions of the Wangaratta Planning Scheme, notably:

- Site specific controls are recommended for the site in the form of a Special Use Zone (SUZ). The Special Use Zone will secure the future use of the land for primarily civic uses, and will tailor use and development requirements for the site. As recommended in Section 2.2.3 above, the table of uses within the Schedule should provide Council with the opportunity to control the future use and development of the significants land uses on the site including health, education, accommodation and emergency services. It is therefore likely that many of the use and development proposals for the site will require planning permission.

- The site comprises a mix of civic and private land uses that are each defined within Clause 74 of the Wangaratta Planning Scheme as follows:

Key Site 1 – Clause 74 Land Use Terms of the Wangaratta Planning Scheme	
Proposed Use	**Land Use Term – Wangaratta Planning Scheme**
Student Accommodation Village	Residential building/residential village
The Centre Community College	Tertiary Institution
Community hall/youth centre	Hall
Community Health Primary Care	Medical Centre
Short term accommodation	Residential hotel
Emergency Services Incident Response Centre	Office
Outdoor meeting space/open space	Informal outdoor recreation

  Regard should be given to the above land use definitions when formulating the Schedule to the Special Use Zone for Key Site 4.

- The detailed master planning process for the site should aim to achieve the following objectives:
  - Clause 15.01-2 Urban design principles by creating urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity (refer to site specific urban design principles below).
  - Clause 15.01-1 Design for safety, ensuring that the site design improves community safety and makes people feel safe.
  - Improvement in the energy efficiency of on-site buildings in accordance with Clause 15.02-1 Energy and resource efficiency.

- The site is located within an area of Aboriginal Cultural Heritage sensitivity under the *Aboriginal Heritage Act (2006)*, being the land within proximity of the corner of Handley Street and Greta Road which is within 200 metres of One Mile Creek. In accordance with Clause 15.03-2 of the

Wangaratta Planning Scheme, it is recommended that investigations be undertaken to identify, assess and document any places of Aboriginal cultural heritage significance on the site, in consultation with relevant Registered Aboriginal Parties and Aboriginal Affairs Victoria (AAV). This may necessitate the preparation of a Cultural Heritage Management Plan for the site. Any future planning permit issued for the use and development of the site should align with the recommendations of any required Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act (2006)*.

- Given the location of the site directly adjoining existing residential properties to the west and east over Greta Road, regard should be given during the planning process to the effect that the operation of the proposed uses will have on the amenity of surrounding properties. Measures that could be used to minimise off-site amenity impacts include:
  - Controlling the operating hours of the uses, for example limiting early morning, late night and weekend operation. Regard should be given to the relevant State Environment Protection Noise Policies.
  - The construction of noise barriers including acoustic fencing and landscaping along the western site boundary.
  - Locating car parking, loading and unloading areas and other noise sources away from the common boundary with residential properties to the west.
  - Limiting the use of the land for late night or entertainment facilities associated with the accommodation uses.

- The layout of the civic precinct should provide for a high level of on-site amenity for future users, including:
  - Easily identifiable pedestrian entry points, accessible from the car parking and bicycle parking areas.
  - On-site facilities including visitor and staff bathrooms.
  - Public open space to provide for rest and relaxation, to encourage the public use of the site.

- The presence and significance of any existing native vegetation on-site should be documented, and measures employed during the site layout process to avoid any adverse impacts on biodiversity values, particularly the clearance of native vegetation. In particular the indicative master plan for Key Site 4 provides for the retention of the established vegetation fronting Handley Street.

- The future use and development of the site should provide for an appropriate stormwater treatment system in accordance with Clause 21.11 of the planning scheme, including investigation of the following:
  - Discharge of stormwater to the urban stormwater system to meet pre-development flows.
  - If required, retention and treatment of stormwater on-site to meet Water Sensitive Urban Design (WSUD) principles.
  - Potential to re-use and recycle water in association with North East Region Water Authority.
  - Further investigation will be required during the detailed master planning stage, including on-site retention opportunities.

- Clause 52.06 Car Parking, Clause 52.07 Loading and Unloading and Clause 52.34 Bicycle Facilities set out the requirements in relation to site access, parking and vehicular circulation. Refer to the transport engineering considerations below.

- Advertising signage requirements are at Clause 52.05 Advertising Signage of the Wangaratta Planning Scheme. Under the proposed Schedule to the Special Use Zone, Key Site 4 will be within Category 3 – High Amenity Areas at Clause 52.05-9. The context of the site is primarily residential, and advertising signage should be orderly, of good design and not detract from the appearance of the building on which a sign is displayed or the surrounding area. The layout, size and type of signage displayed within Key Site 4 should acknowledge the desired use of the site as a civic precinct, and not a commercial centre.

3.5.2 Urban Design

- The design of the new civic facilities shall be high quality, integrating with existing facilities to provide a themed 'family' of buildings to provide strong branding for the civic precinct. Careful consideration shall be given to the design and proportioning of new building and architectural treatments (forms, colour and materials) on existing buildings, particularly at entrances will help integrate new and existing to provide a strong sense of place and integrated character.

- The landscaping shall fulfil the urban design principles and provide an integrated setting for the new and existing structures with a mixture of retained and new landscapes of both formal and informal character. The landscape will provide shade, amenity and strengthen the character of the centre and assist in softening the new built form within the existing residential surrounds.

- Communal outdoor areas including seating and barbeques will act as a meeting point for students both within The Centre Community College and also within the Student Accommodation Village.

- Landscaping buffers should be provided along the sensitive interface along the western site boundary shared with existing residential properties, and adjoining the SPAusNet site to assist in screening the substation from the civic precinct.

- A centrally located landscaped car park will service all facilities and will integrate with a network of integrating pathways to link the facilities and provide a high level of permeability through the civic precinct.

3.5.3 Transport

The following transport engineering considerations are relevant to Key Site 4:

Car and Bicycle Parking

- The proposed South Wangaratta Civic Precinct development has a statutory parking requirement for 850 car parking spaces.
- The estimated parking demand (calculated using empirical assessment) is 241 spaces, distributed across two car parks as follows:
  - 53 parking spaces within the short term accommodation car park; and
  - 188 parking spaces within the main mixed use car park.
- 6 car parking spaces should be designated for people with disabilities, allocated as follows:
  - 2 parking spaces within the short term accommodation car park; and
  - 4 parking spaces within the main mixed use car park.
- The statutory bicycle parking requirement is 66 spaces across all building uses.

Access and Service Requirements

- Access to the South Wangaratta Civic Precinct will be gained from two joint ingress/egress locations on the western side of Greta Road. The northern ingress/egress location will provide access to the short-term accommodation car-park (53 spaces) and the southern ingress/egress location will provide access to the mixed-use car-park (188 spaces).The required widths for the two car-park access points are as follows:
  - Northern (short-term accommodation car-park) access: 6.0 m entry width and between 4.0 and 6.0 m exit width, with a 1-3 m lane separation median (total width between 11 and 15 m).
  - Southern (mixed-use car park) access: between 6.0 and 8.0 m for both entry and exit widths, with a 1-3 m lane separation median (total width between 13 and 19 m).
- Service/freight vehicles accessing the proposed development are likely to include small and medium rigid vehicles. Detailed designs, in accordance with Australian Standards, will include appropriate localised widening at access points and key intersections to accommodate specific access requirements, once finalised.
- Service vehicles will access a two-directional access road from Vincent Street, with a minimum access width of 12.5 m (plus 1.5 m splays).
- The total statutory loading area requirement for the proposed development is approximately 240 m2, with specified areas allocated to each separate building on the site.

Traffic Generation

- The calculated peak hourly traffic generation rates were 314 (weekday peak) and 219 (weekend peak) trips, equally split between arrivals and departures.
- The calculated daily traffic generation rates were 1,256 (weekday) and 874 (weekend) trips, equally split between arrivals and departures.

Traffic Distribution

- Trips were split 60/40 between north and south arrivals/departures respectively, due to the estimated catchment areas.
- Trips were split 50/50 between turning and through movements at the intersection of Handley Street and Greta Road, based on estimated catchment areas.

4 7-10 Year Financial Assessments

This section of the strategy report incorporates high-level financial assessments of the proposed use and development outcomes for each of the four key sites. The assessments have been prepared by Matters More Consulting and assume a 7-10 year development horizon. Furthermore, a high-level feasibility assessment is provided for future industrial infill development in the remainder of the study area.

Refer to Appendix E for the Financial Assessment document prepared by Matters More Consulting.

4.1 Key Site 1 – Bulky Goods Homemaker Centre

Key Site 1 is proposed to be used for a bulky goods development and previous analysis indicates that there is demand for more than 11,900m^2 of floorspace by 2026.

Table 1 **|** Key Site 1 development costs

Key Site 1 – Financial Assessment			
Cost item	**Description**	**Quantity**	**Cost Estimate**
Bulky goods floorspace	Single storey standard shell construction including plasterboard ceilings, shop fronts, fit-out shell, and air-conditioning. Low end of range used, indexed for regional location, including design & project management 10% and 20% contingency.	19,400m²	$28.6m
Civil costs	Drainage and drainage extension, road pavement, road landscaping, lighting, traffic lights, and Newman Street and Connell Street upgrade. Including design & project management 10% and 20% contingency.	Site extending to 13,455m² and 4,500m² of Newman Street	$2.8m
Total	**Site development costs**		**$31.4m**

Assessment of the capacity of Key Site 1 indicates that there is capacity for approximately 19,400m2 of bulky goods floorspace at this location. This amount of floorspace is well in excess of the identified demand for the 7-10 year time horizon of this financial assessment. However, this amount of floorspace in a single centre is in line with state-wide trends in the size of bulky goods/homemaker developments that have been undertaken in recent years. Centres seem to need to combine a number of stores in a single location to be more attractive for shoppers and to enable comparison shopping. The proposed bulky goods/homemaker development on Key Site 1 would be similar in nature to the existing Shepparton and Wodonga bulky goods developments.

As the development of a bulky goods centre would need to be undertaken by a private developer and the land needed for development is in private ownership, a detailed feasibility assessment of such a development has not been undertaken. However, high level indicative information is provided about the relevant key assessment variables in the Wangaratta market as a starting point for a financial analysis to be undertaken by any interested developer.

Cost of land: There are few vacant lots in the Wangaratta South Precinct and most sales in Wangaratta are for smaller sites where the value per m² is likely to be different from a large site. Smaller lots on Key Site 1 have been offered for sale for some time, but there has been limited interest and no sales have been concluded. The cost of land would be subject to a market valuation.

Cost of construction: Estimated at $31.4million as identified in Table 1. However, this development cost is based on costings per square metre for a neighbourhood shop. A developer may be able to achieve economies of scale with this development and reduce the construction costs significantly which would change the feasibility of the bulky goods development.

Return on investment: As a guide, it is assumed that a developer would require a return on investment that is commensurate with the risk that is accepted to undertake the development. To establish the return on investment, a comparison to the return on investment used to value existing bulky goods developments has been made and an extra risk margin added to cover the development risk. Based on valuations of bulky goods developments for sale or traded in recent years, a return on investment between 8.6% and 9.75% would be expected once the development is completed. An additional risk reward for undertaking the development of 5 – 10% is likely to be required for the development to proceed.

N**et leasing income:** Income to the owner of the bulky goods development would come either in the form of surplus of rent over expenses, through the sale of land in association with the development, or the sale of the completed development. Net leasing income for properties offered for lease in Wangaratta indicates that leases range from approximately $25 per square metre to $275 per square metre, where the latter is for a small 65m² floorspace in the town centre, with a median of $182 per square metre per annum. Note that the cost per square metre of a lease in Wangaratta's town centre is not directly comparable with a lease in a bulky goods centre. In a bulky goods centre, the land values are likely to be lower and for bulky goods, the floorspace requirements are significantly higher which leads to lower costs per square metre.

4.2 Key Site 2 – Avian Park Sport and Recreation Hub

On Key Site 2 it is proposed to retain the harness racing track and construct a multi-purpose building for recreational use which comprises multiuse courts, change rooms and toilets, and a restaurant/cafe/ function room/clubhouse.

The site is also proposed to have the following outdoor recreational facilities developed:

- 1 x junior cricket oval and 2 x soccer fields within the existing harness track;
- Multi-purpose sports courts; and
- Other civil works including onsite water retention, horse float parking and service vehicle access.

Table 2 **|** Key Site 2 development costs

Key Site 2 – Financial Assessment			
Cost item	**Description**	**Quantity**	**Cost Estimate**
Clubhouse	Clubhouse and change room/toilet building, single storey standard construction and finishes with large bar and lounge, small kitchen, dining area, change area and adjoining toilet/showers, no air-conditioning. Low end of range used, indexed for regional location. Design & project management 10% and contingency 20%.	Clubhouse & foyer 740m² Change rooms/ toilets 800m²	$4.6m
Multi-use courts	Basic developer standard courts, no air conditioning. Design & project management 10% and contingency 20%.	1,440m²	$2.4m
Outdoor recreation facilities	Cricket oval and 2 x soccer fields within the harness racing track. Including design & project management 10% and contingency 20%.	1 x cricket pitch, 2 x soccer fields, drainage & earthworks	$1.0m
Civil costs	Horse float parking, drainage, road pavement and Newman Street upgrade. Including design & project management 10% and contingency 20%.	On site 17,255m², Newman Street 4,500m²	$1.8m
Total	**Site development costs**		**$9.8m**

The development costs are indicative, and additional costs including landscaping should be determined through detailed master planning.

4.3 Key Site 3 – Vincent Green

Key Site 3 is proposed to accommodate a new local park connecting Vincent Road to the south with the residential infill site to the north. The park will comprise:

- Shared pedestrian and cycling paths
- Landscaping
- Picnic/BBQ area and playground; and
- Other informal recreation facilities.

Table 3 **|** Key Site 3 development costs

Key Site 3 – Financial Assessment			
Cost item	**Description**	**Quantity**	**Cost Estimate**
Landscaping and drainage	Park landscaping and ancillary works, and footpaths.	Landscaping of 22,600m²	$0.76m
Drainage, access and lighting	Site drainage works, service vehicle entry, street lighting and park lighting	Double vehicle entry and lighting	$0.10m
Total	**Site development costs**		**$0.86m**

The costs above are indicative and final costs including playgrounds, informal recreation facilities etc. to be determined through detailed costing. The above costs do not incorporate any required site remediation works.

4.4 Key Site 4 – South Wangaratta Civic Precinct

On Key Site 4 it is proposed that several services are accommodated; some of which will be accommodated in existing refurbished buildings and some in newly constructed facilities. The site is proposed to have the following buildings developed or refurbished:

- Emergency services incident response centre;
- Community health primary care centre;
- Community hall/youth centre;
- The Centre Community College;
- Short-term accommodation; and
- Student accommodation buildings comprising Village Hub, dorm style and self contained accommodation.

Table 4 **|** Key Site 4 development costs

Key Site 4 – Financial Assessment			
Cost item	**Description**	**Quantity**	**Cost Estimate**
Emergency services incident response centre	Office building, two levels, fully serviced, air-conditioned and fitted out. Including design & project management 10% and contingency 20%.	1,400m²	$4.6m
Community health care centre	New facility over two levels to accommodate Ovens and King Community Health.	Approximately 4,000m²	Up to $10m
Community hall/youth centre	Accommodated within existing hall.	1,450m²	Existing building refurbishment costs to be determined.
The Centre Community College	Existing building.	1,694m²	Existing building refurbishment costs to be determined.
Short term accommodation	70 apartments over 2 levels, high standard. High end of range used for fit out. Includes design & project management 10% and contingency 20%.	4,000m²	$17.1m
Student accommodation	50 apartments in total over two buildings, basic standard. Low end of range used for fit out. Includes design & project management 10% and contingency 20%.	4,550m² over two buildings.	$14.0m
Student Village Hub	Proposed accommodated within existing building (Vincent Road frontage). Redevelopment costs to be determined.	To be determined.	Existing building refurbishment costs to be determined.
Civil costs	Drainage, road pavement, car parking and landscaping. Includes design & project management 10% and contingency 20%.	Road pavement & car parking in excess of 11,400m² and Landscaping of 13,180m²	$1.5m
Total	**Site development costs**		**In excess of $47.2m**

The costs above are indicative and final costs to be determined through detailed costing.

4.5 Industrial Infill Development

The majority of the land in the South Wangaratta Urban Renewal Precinct is proposed to remain within the Industrial 1 Zone (IN1Z). The IN1Z provides for the manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities. As much of the land is already developed, the feasibility of further development of the precinct relies on the area being sufficiently attractive for industrial development to outweigh the additional costs of working within existing building footprints or retrofitting /upgrading to suit new purposes, in comparison with vacant IN1Z land available in other areas of Wangaratta.

A review of the market for industrial land in Wangaratta and of key variables that determine the feasibility of redeveloping the land for continued industrial purposes has been undertaken to determine the feasibility of this use over the next 7 – 10 year period.

Table 5 **|** Financial Assessment for Light Industrial Development

Light Industrial Development – Feasibility Assessment	
Key Assessment Variables	**South Wangaratta Urban Renewal Precinct**
Cost of land	Undeveloped light industrial land in Wangaratta is available at approximately $60/per square metre in the Sinclair Road estate currently under development. These lots are located in a court and do not have major or secondary road exposure and would therefore be less attractive than a similar vacant lot in the renewal precinct. Lots with main road exposure offered at over $150/per square metre.
Cost of construction	The cost to construct a single storey warehouse or factory (tilt concrete, metal roof, roller shutters) ranges from $625 -$675 per square metre according to Rawlinsons. Total cost of development of a 350m² warehouse or factory including 20% contingency is estimated at approximately $275,000, whereas a smaller warehouse of 225m² is estimated to cost approximately $175,000.
Cost of existing warehouses	Developed industrial land is generally offered for sale at prices that are lower than the cost to develop a vacant lot (lowest land price + cost of construction). This indicates that businesses are willing to pay a premium to develop a site to own specifications or that Rawlinsons' construction costs guide over estimates the actual costs of construction.

A review of the industrial land for sale, vacant and developed, shows the following:

- Vacant land prices (very small sample) range from approximately $60/m² to $150/m², with higher prices paid for lots with main road exposure;
- The location premium paid for main road exposure shows that lots on the main road, near the town centre can command at least a 100% -150% premium compared to lots in a court location with no significant road exposure;
- The buildings that are found on smaller industrial land lots are quite standard and typically consist of a shed/warehouse/factory with metal roof with high roller doors for truck access and loading, a small office and toilet facilities and car parking. Most of the existing building footprint per site range between 100m² and 350m² in size.
- Based on a very small sample, the location premium for Tone Road exposure appears to be approximately 90%. Lots in Newman Street or Vincent Road would be expected to command a premium of less than 90%. However, as precinct development proceeds, this premium is expected to increase although it is not expected to exceed the Tone Road premium.

The review of the commercial real estate market in Wangaratta indicates that there is vacant industrial land for sale at a relatively low cost. However this land is not in a location that provides visibility to passing traffic and easy access for customers. Land with this type of exposure commands a premium

which reflects the importance of visibility to passing traffic to the success of the business. The Newman Street/Vincent Road location commands a low premium, but this premium is estimated to increase with streetscaping and a higher emphasis on Newman Street as a connecting road between Tone Road and Greta Road. As nearly all land with proximity to the town centre and highway frontage is already developed, businesses that rely on a high degree of visibility to passing traffic need to consider other locations where similar exposure can be achieved but at a cost that is commensurate with the importance to their business model. Industrial land in the renewal precinct offers proximity to the town centre and will become increasingly important for businesses that require some exposure to passing traffic. The precinct will therefore remain viable as a location for light industrial type uses.

5 Action and Implementation Plan

5.1 Overview

The illustrated Master Plan sets out a vision to guide the future use and development of the study area including the four key sites. In order to achieve the vision a number of actions have been identified that will require intervention from Council, Government departments, authorities, private landowners and other stakeholders. The delivery chapter of this report is divided into two sections:

Key Sites

The Master Plan sets out the future land use and development outcomes for each of the four key sites at a strategic level. Specific follow up initiatives will be required in order to progress the recommendations further.

Study area wide initiatives

This section identifies the key master plan delivery initiatives for the broader study area, outlining the initiative, delivery, timing and responsibility. The initiatives are grouped by Strategic Direction, including:

- Land Use
- Urban Design and Landscaping
- Access and Movement
- Economic Development
- Infrastructure and Services

Table 6 **|** Master Plan Implementation Table Summary

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
Strategic Direction			
Identifies a key initiative of the Master Plan.	Describes how and where the strategy will be delivered (action).	**Short:** Intervention to the delivered within 5 years. **Medium:** Intervention to be delivered within 5-10 years. **Long:** Intervention to the delivered within 10+ years.	Nominates an agency or stakeholder who is key in the delivery of the initiative.

5.2 Key Sites

5.2.1 Key Site 1 – Bulky Goods Homemaker Centre

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
Key Site 1 – Bulky Goods Homemaker Centre			
Preliminary investigations and site preparation	• Site preparation/clean up. • Preliminary discussions with Council Departments regarding bulky goods demand and future development layout for the site.	Short	Landowner
Development approval and construction	• Prepare site layout plans and specialist reports and obtain planning approval. • Construction of bulky goods development (potentially in stages). • Sealing and extension of Connell Street and any required intersection or upgrade works to Newman Street.	Short-long	Landowner/Council
Future expansion of bulky goods	Investigate opportunities to relocate the Council Depot and RSPCA Depot to provide for expansion of the bulky goods homemaker centre to the eastern side of Connell Street.	Long	Council

5.2.2 Key Site 2 – Avian Park Sport & Recreation Hub

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
Key Site 2 – Avian Park Sport and Recreation Hub			
Sport and Recreation Needs Assessment	Undertake Sport and Recreation Needs Assessment for Avian Park to identify facility requirements as input into the detailed master planning process.	Short	Council
Detailed Master Planning	• Establish detailed site master plan including facility requirements and costing. • Liaise with DSE to confirm the statutory approval process. • Identify funding options.	Short-Medium	Council/DSE/local sporting groups
Statutory Approval Process	• Obtain the necessary approval from the landowner (DSE) for the redevelopment. • Obtain the necessary statutory approvals under (but not limited to) the *Planning and Environment Act (1987), Native Title Act (1993)* and the *Aboriginal Heritage Act (2006).*	Medium	Council/DSE/local sporting groups
Redevelopment	Undertake redevelopment of the site including the necessary intersection upgrades at the Newman Street frontage.	Medium-Long	Council/local sporting groups/contractor

5.2.3 Key Site 3 – Vincent Green

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
Key Site 3 – Vincent Green			
Environmental Assessment	Undertake an environmental assessment of the former landfill site in association with the Environmental Protection Authority, and identify site remediation measures.	Short	Council
Site Remediation Works	Undertake the necessary site remediation works required to allow the future sensitive use of the land.	Short	Council
Design and construction of local park	• Undertake the design and layout process for the site including obtaining community input. • Physical works to construct the local park.	Short-medium	Council/contractor

5.2.4 Key Site 4 – South Wangaratta Civic Precinct

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
Key Site 4 – South Wangaratta Civic Precinct			
Delivery Agent	Establish a delivery agent for the project to either: • Purchase the land from DEECD; or • Work with DEECD to prepare the site for redevelopment; and • Manage the detailed master planning process.	Short	Delivery Agent/Council/DEECD
Detailed Master Planning	Undertake detailed master planning for the site in order to: • Confirm the land use requirements. • Undertake facility planning/business cases for each of the civic uses. • Investigate the extent to which the existing buildings on-site could be re-used. • Determine the end users (whether public or private organisations) for each component of the site.	Short-medium	Delivery Agent/Council/other organisations with a vested interest
Land transfer/sale	Facilitate the land transfer/sale and development of Key Site 4.	Medium	Delivery Agent/Council/DEECD

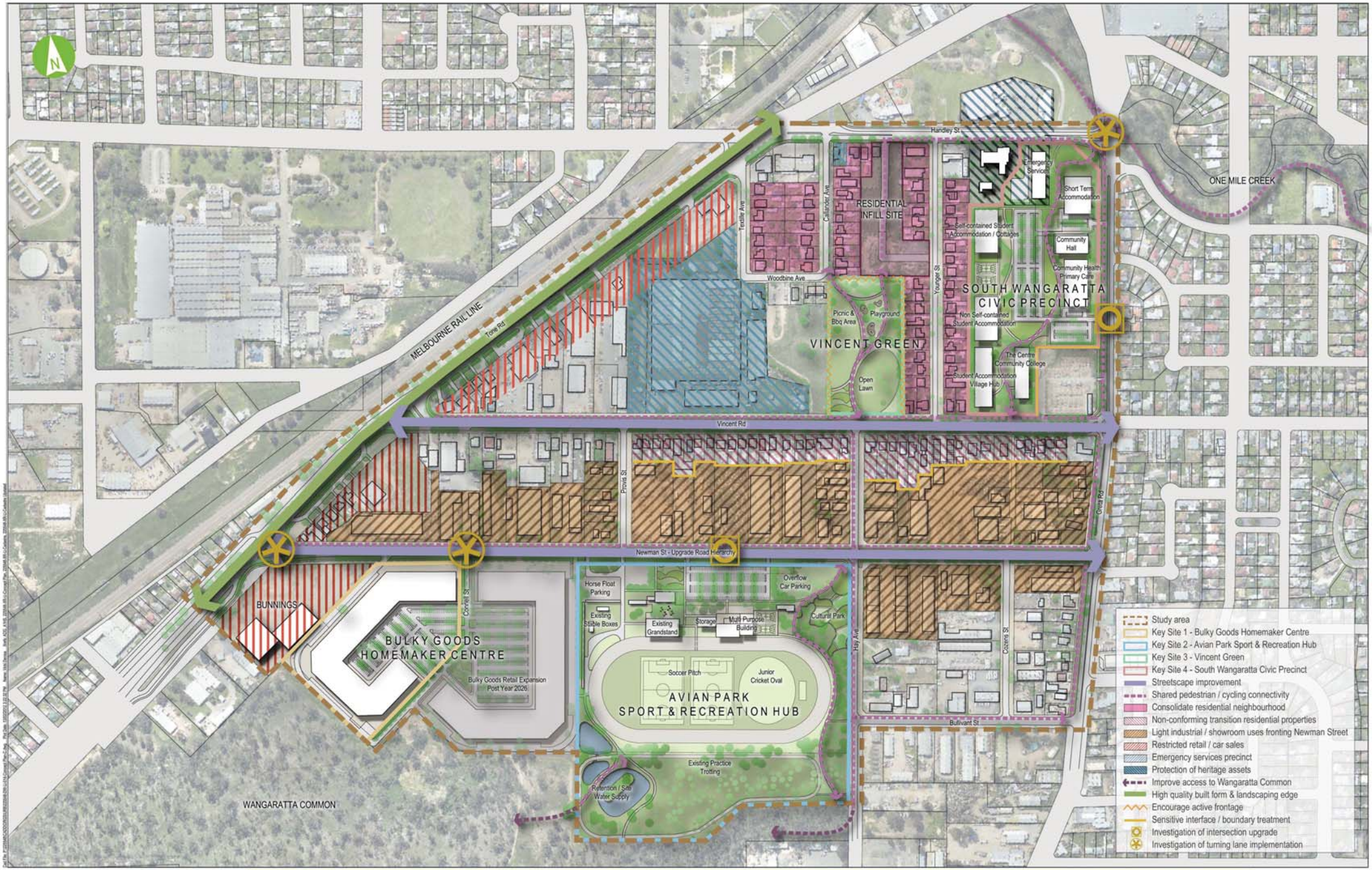
5.3 Study Area wide Initiatives

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
Land Use			
Planning Scheme Amendment	Prepare the necessary planning scheme amendment documentation in order to: • Incorporate the recommendations of the South Wangaratta Urban Renewal Strategy into the Wangaratta Planning Scheme. • Facilitate the necessary zoning and overlay changes to the key sites.	Short	Council
Key Site Implementation	Progress the recommendations for the future use and development of the Key Sites (refer to Key Site Actions)	Short-Medium	Council/DSE/DEECD/Private landowners
Urban Design & Landscaping			
Streetscape Improvement Works	Undertake major streetscape improvement works within the precinct, including: • Upgrade the hierarchy of Newman Street to Urban Collector road, and provide for re-sealing and beautification works including a landscape theme, on-street parking and footpaths. • Undertake major streetscape improvement works in Vincent Road including re-sealing and beautification works comprising a landscape theme, on-street parking and footpaths. • Developing a consistent planting theme for Tone Road using indigenous vegetation to improve the appearance of the Wangaratta gateway.	Short-medium	Council/Vic Roads
Design and Sustainability Guidelines	Develop guidelines to ensure that Environmentally Sustainable Design is incorporated into new development within South Wangaratta (and the municipality as a whole).	Short	Council
Reinforce Wayfinding	Reinforce wayfinding within the precinct by: • Developing a signage strategy for new signage within public and private land in South Wangaratta. • Design and implement a directional signage theme within the precinct, highlighting the location of key sites.	Short-medium	Council
Public Art & Storytelling	Investigate opportunities to utilise public art within open spaces throughout the precinct to celebrate the indigenous and non-indigenous themes of the community.	Short-medium	Council/local artists
Access & Movement			
Public Transport Network	Investigate the potential expansion of public transport network into the South Wangaratta	Short-Medium	Council, Department of Transport, V/Line,

Master Plan Initiative	Initiative Delivery	Timing	Responsibility
	precinct to encourage sustainable transport and reduce private vehicle usage.		Wangaratta Coachlines and/or other potential service providers.
Pedestrian /Cycling Connectivity Improvement	• Design and construction of new footpaths along Connell Street, Newman Street, Tone Road, Hay Avenue (south) and Vincent Road. • Consideration/investigation of pedestrian crossing adjacent to Key Site 4 on Greta Road. • Improvement in north-south bicycle connectivity through the precinct, providing for connectivity with the Wangaratta CAA.	Short-medium	Council/Vic Roads.
Intersection upgrades	Investigate the potential upgrade of Newman Street/Connell Street, Nemman Street/Tone Road, Newman Street/Greta Road and Handley Street/Greta Road intersections.	Short-long	Council/Vic Roads
Economic Development			
Development enquires	Record bulky goods retail and industrial development enquiries to assist in identifying future development opportunities in South Wangaratta.	Short-long	Council
Land availability	Manage business (including bulky goods) and industrial land availability by tracking developed and undeveloped land.	Short-long	Council
Infrastructure & Services			
Stormwater Management Plan	Undertake a Stormwater Management Plan for South Wangaratta to address low lying and poorly drained areas.	Short-Medium	Council/NERWA
Water and sewerage infrastructure	Work with North East Regional Water Authority to identify issues with the current sewerage and water supply services in South Wangaratta through the preparation of Water Plan #3, and effectively plan for the upgrading of ageing infrastructure.	Short-long	Council/NERWA

Appendices

Appendix A
Urban Renewal Master Plan



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C	13.02.12	DRAFT MASTER PLAN	AR
B	11.01.12	DRAFT MASTER PLAN	AR
A	20.12.11	PRELIMINARY ISSUE	CC

DRAWN: V.DENISA
DESIGNED:
CHECKED: A.RUSSELL
APPROVED:
DATE:

PROJECT: SOUTH WANGARATTA URBAN RENEWAL STRATEGY
TITLE: URBAN RENEWAL MASTER PLAN

PRELIMINARY
NOT FOR CONSTRUCTION
PROJECT No. 225548
SCALE: 1:2500
SIZE: A1
DRAWING No.: DW-U-014
REV: D

Appendix B
Urban Design & Landscaping Concept Plan

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REV	DATE	REVISION DETAILS	APPROVED
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C	13.02.12	DRAFT MASTER PLAN	AR
B	11.01.12	DRAFT MASTER PLAN	AR
A	20.12.11	PRELIMINARY ISSUE	CC

DRAWN: V.DENISA
DESIGNED:
CHECKED: A.RUSSELL
APPROVED:
DATE:

PROJECT: SOUTH WANGARATTA URBAN RENEWAL STRATEGY

TITLE: URBAN DESIGN & LANDSCAPE CONCEPT PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT No.: 225548

SCALE: 1:2500
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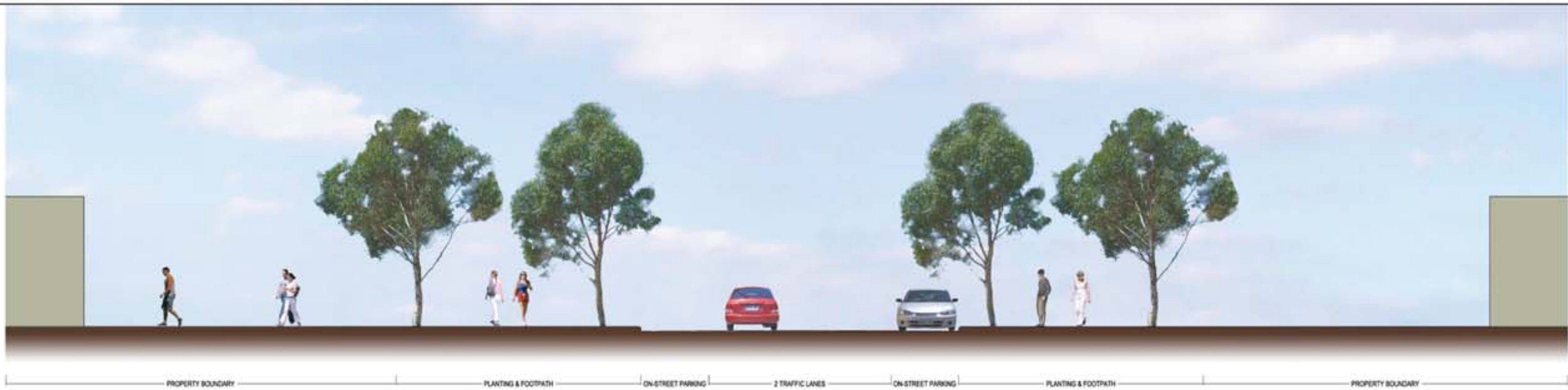
DRAWING No.: DW-U-015
REV: D



NEWMAN STREET
PROPOSED STREETSCAPE

VINCENT ROAD
PROPOSED STREETSCAPE

TONE ROAD
PROPOSED STREETSCAPE

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CHECKED	
A.RUSSELL	
APPROVED	
	DATE

PROJECT
SOUTH WANGARATTA
URBAN RENEWAL STRATEGY

TITLE
STREETSCAPE SECTIONS

PRELIMINARY
NOT FOR CONSTRUCTION

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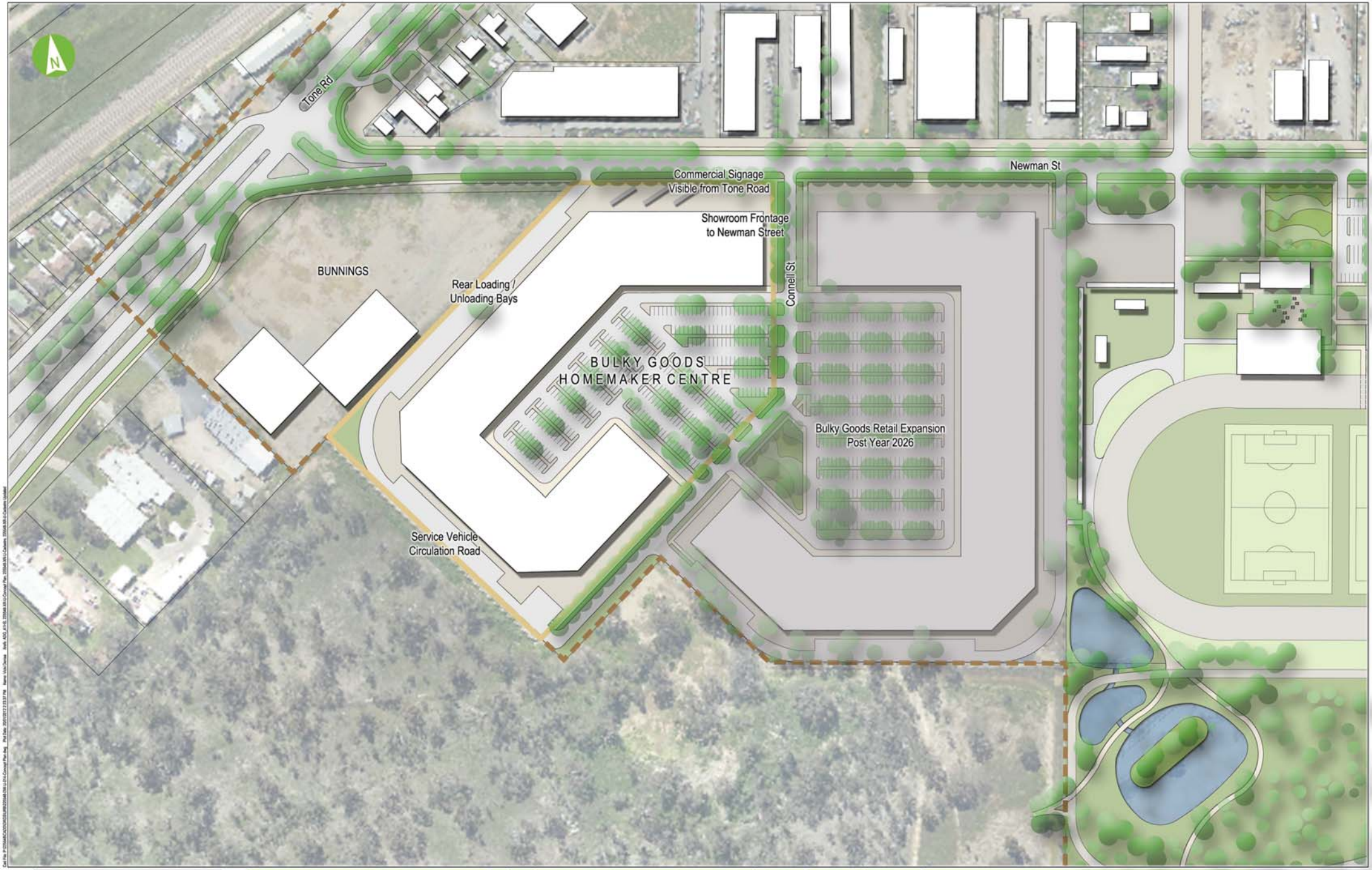
Appendix C
Key Site Concept Plans



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CHECKED C.CALCRAFT
APPROVED
DATE

PROJECT
SOUTH WANGARATTA
URBAN RENEWAL STRATEGY

TITLE
CONCEPT PLAN
KEY SITE 1 - BULKY GOODS HOMEMAKER CENTRE

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT No.
225548

SCALE 1:1000 | SIZE A1

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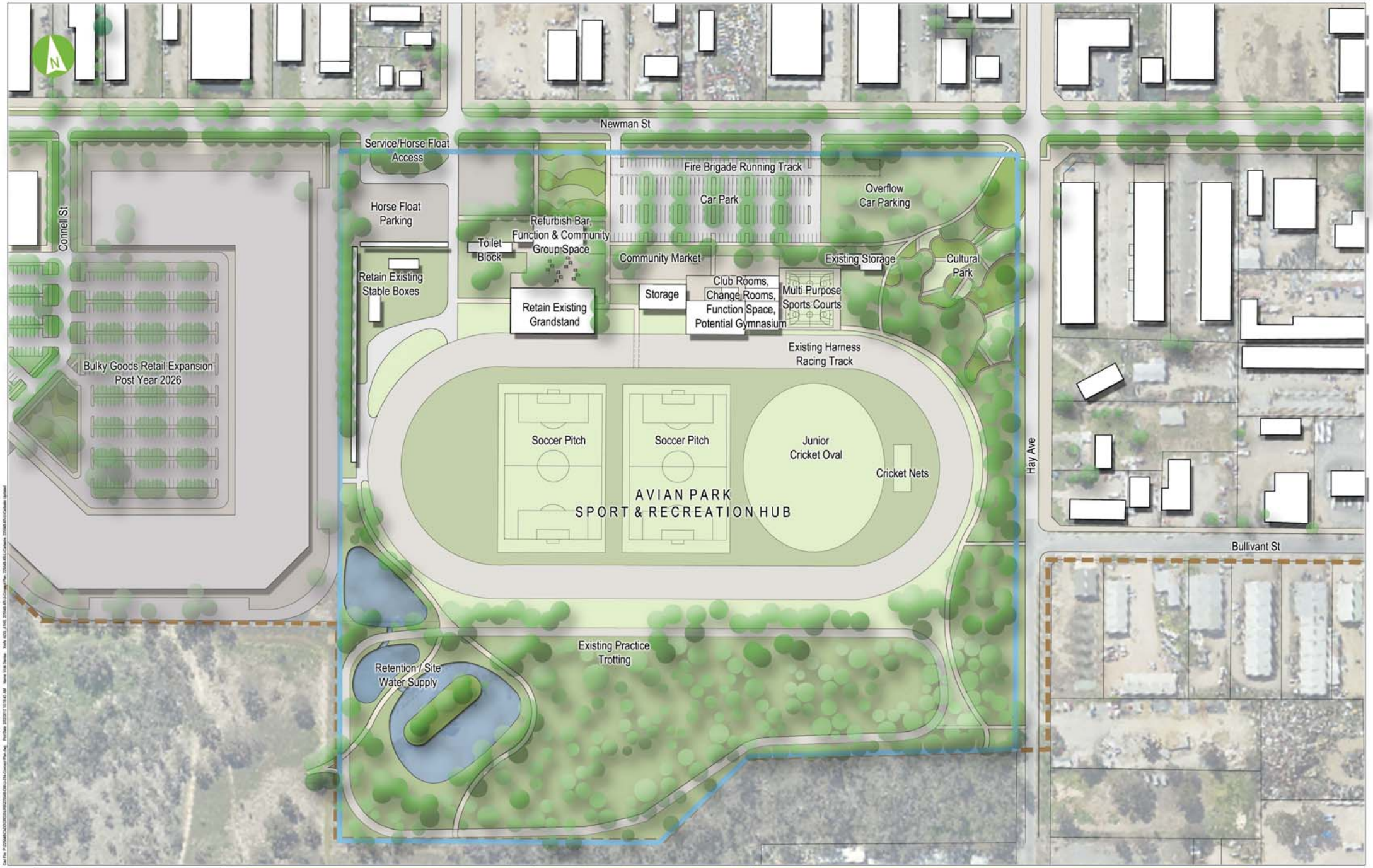

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A	11.01.12	PRELIMINARY ISSUE	CC

DRAWN V.DENISA | DESIGNED
CHECKED A.RUSSELL
APPROVED
DATE

PROJECT
SOUTH WANGARATTA
URBAN RENEWAL STRATEGY

TITLE
CONCEPT PLAN
KEY SITE 2 - AVIAN PARK SPORT & RECREATION HUB

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT No.	
225548	
SCALE	SIZE
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DRAWING No.	REV
DW-U-017	C

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A	11.01.12	PRELIMINARY ISSUE	CC

DRAWN: V.DENISA
DESIGNED:
CHECKED: C.CALCRAFT
APPROVED:
DATE:

PROJECT
SOUTH WANGARATTA
URBAN RENEWAL STRATEGY

TITLE
CONCEPT PLAN
KEY SITE 3 - VINCENT GREEN

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT No.
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SCALE	SIZE
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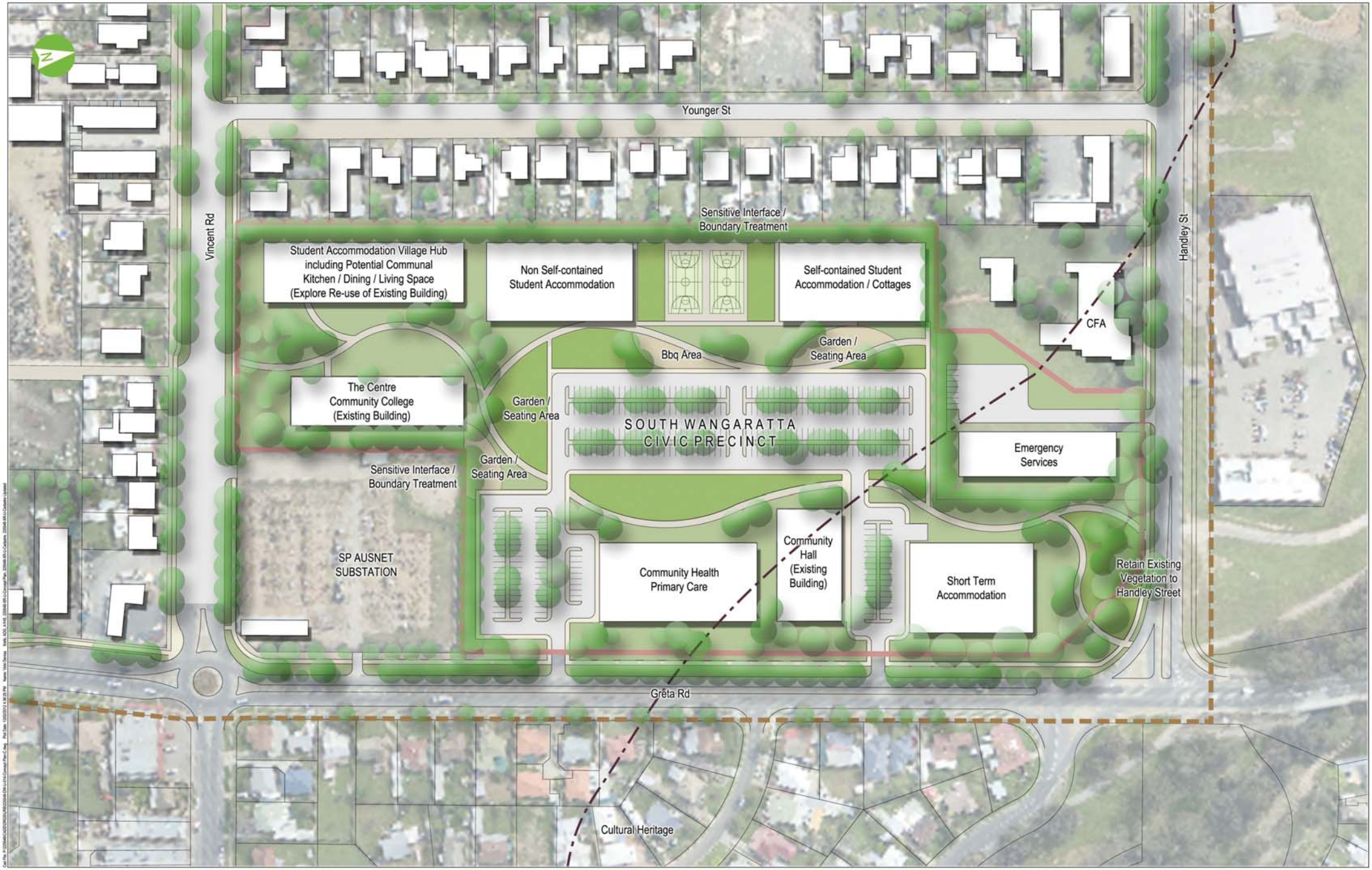

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A	11.01.12	PRELIMINARY ISSUE	CC

DRAWN V.DENISA | DESIGNED
CHECKED A.RUSSELL
APPROVED
DATE

PROJECT
SOUTH WANGARATTA
URBAN RENEWAL STRATEGY

TITLE
CONCEPT PLAN
KEY SITE 4 - SOUTH WANGARATTA CIVIC PRECINCT

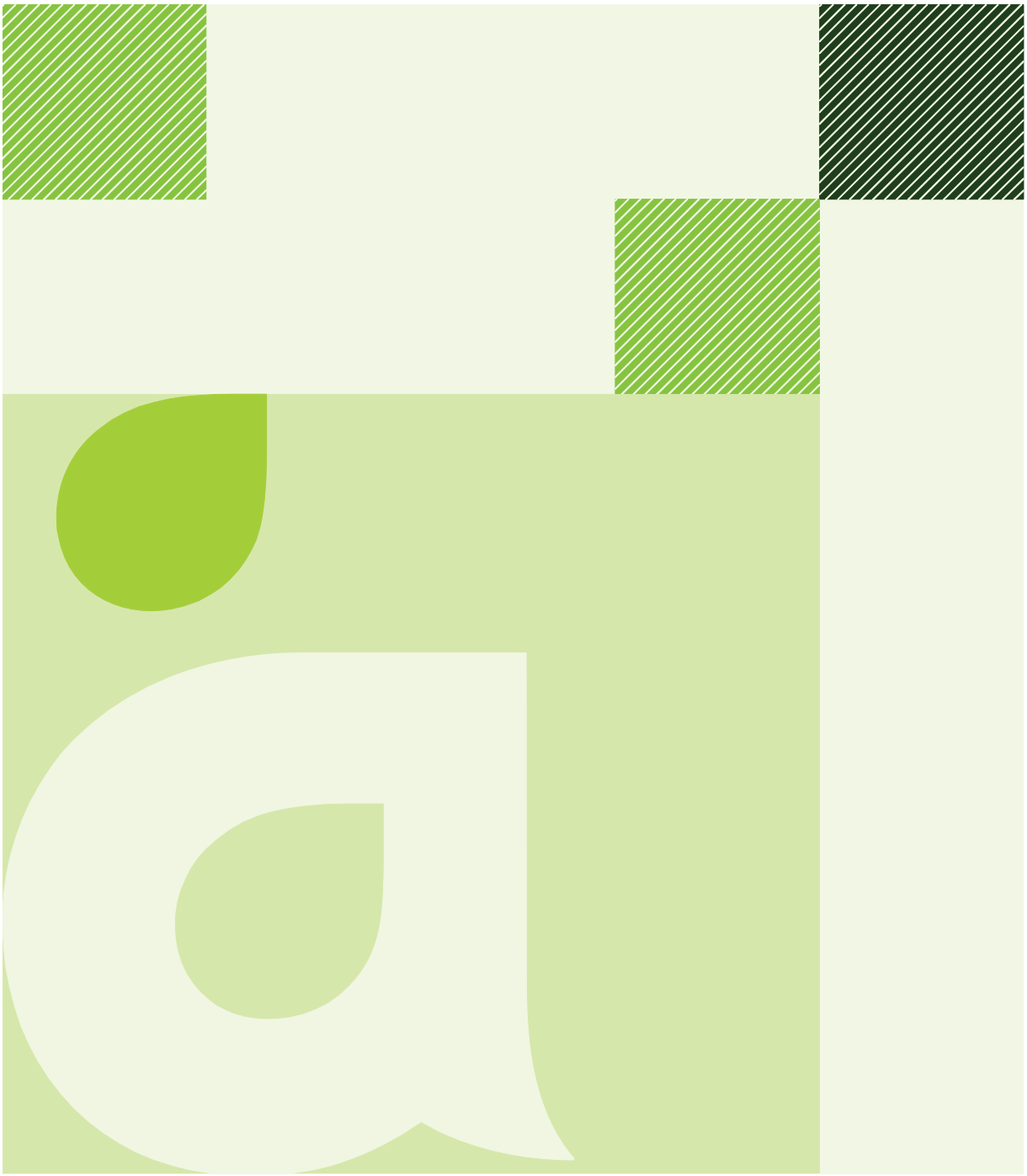
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT No.
225548

SCALE 1:750 | SIZE A1

DRAWING No. DW-U-019 | REV D

Appendix D
Transport Planning Assessments



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Project: South Wangaratta Urban Renewal Strategy

Transport Planning Assessments – Key Sites 1, 2 & 4

Reference: 225548

Prepared for: Rural City of Wangaratta

Revision: 1

20 April 2012

Site 1: Bulky Goods Homemaker Centre

1. Car Parking, Access and Service Requirements

1.1. Statutory Car Parking Requirements

The proposed development is best defined under Clause 52.06 of the Wangaratta Planning Scheme as a "Shop" and therefore has a specified statutory parking rate of 8 spaces per 100 m^2 of leasable floor area.

Based on the floor area proposed for the bulky goods centre of 19,419 m^2, application of the above parking rate suggests a **statutory parking requirement for 1,554 car parking spaces**.

1.2. Decision Guidelines

The Wangaratta Planning Scheme also provides decision guidelines to reduce or waive the statutory parking requirement if the applicant can satisfy the responsible authority that reduced provision can be justified due to:

- "Any relevant parking precinct plan.
- The availability of car parking in the locality.
- The availability of public transport in the locality.
- Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
- Any car parking deficiency or surplus associated with the existing use of the land.
- Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement.
- Local traffic management.
- Local amenity including pedestrian amenity.
- An empirical assessment of car parking demand.
- Any other relevant consideration."

Based on these guidelines, with particular reference to an empirical assessment of the proposed development, it is considered that a reduction in the statutory parking requirements can be justified.

1.3. Empirical Assessment of Parking Demand

1.3.1. RTANSW Guide to Traffic Generating Developments

This is Australia's most comprehensive traffic and parking generation data set for developments. Bulky Goods retails is considered within section 5.7.8 of this document however no specific parking demand rate is nominated for this type of use. The document states that a range of 0.3 – 5.1 spaces per 100 m^2 leasable floor area have been observed for developments of this nature, with an average of 1.9 spaces per 100 m^2.

1.3.2. Surveys

Based on a number of car parking surveys undertaken of bulky goods and restricted retail outlets as compiled by various Melbourne traffic consultants, it was found that car parking demand ranged from 0.71 to 1.06 spaces per 100 m^2 during weekdays and 0.88 to 1.70 spaces per 100 m^2 during weekends for developments of a similar size. Taking the 85th percentile weekend parking demand rate suggests a car parking requirement of 1.54 spaces per 100 m^2 leasable floor area. This is a more suitable rate to adopt than the average weekend rate (1.21) due to the limited public transport that will be able to be used to access the proposed development.

1.3.3. Recommended Parking Demand Rate

Based on the two parking demand rates mentioned above, it is recommended that a rate between 1.54 (85th percentile surveyed rate) and 1.90 (average RTA rate) is adopted for the proposed Bulky Goods Homemaker Centre. When applied to the total leasable floor area of 19,419 m^2, the total parking demand for the proposed development is **between 300 and 369 car parking spaces.** As such, it is recommended that the number of car parks supplied at the proposed development exceeds this number.

This rate may need to be reviewed if a restaurant/café is to be included within the development proposal as such an addition would have a higher parking demand rate than the bulky goods retail centre.

1.3.4. Parking for People with Disabilities

It is important that the development provides sufficient parking spaces for people with disabilities. The Building Code of Australia requires that a development of this nature (Class 6 – Shop or other building for the sale of goods by retail or the supply of services direct to the public) provides 1 space for every 50 car parking spaces (or part thereof) for car parks with up to 1000 spaces. The proposed car park must therefore include **8 car parking spaces for people with disabilities** (based on a car park size of 370-400 spaces)

1.3.5. Bicycle Parking and Facilities

Bicycle parking facilities are required in accordance with Clause 52.34 of the Wangaratta Planning Scheme. The statutory requirements are outlined in Table 1.1 on the following page.

Table 1.1: Bicycle facilities requirements

Use	Size (m^2)	Facility	Rate		Requirement	
			Employee	Shopper	Employee	Shopper
Shop	19,419	Bicycle Parking	1 per 600 m^2	1 per 500 m^2	32	29
		Showers	1 shower for first 5 employee spaces plus 1 to each 10 employee spaces thereafter	None	4	-
		Change Rooms	1 change room or direct access to a communal change room for each shower	None	4	-

Exemption from the above requirements could be considered if a reduced bicycle parking rate can be justified against the decision guidelines in the Wangaratta Planning Scheme. However, given the emphasis on sustainable transport modes, particularly for employees, it is recommended that the above requirements are met.

There are many options for bicycle parking arrangements and several of these are efficient in their use of space. Aurecon is able to provide further advice on the options available for this development when more specific requirements are known.

1.4. Access and Service Requirements

1.4.1. Car Park Access

Access to the Bulky Goods Homemaker Centre will be gained from joint ingress/egress locations along the western side of Connell Street. Either one or two accesses to the car park can be constructed depending on the desired layout. If only one access is constructed, the required widths are between 6.0 and 8.0 m for both the entry and exit with a 1-3 m lane separation median (total width between 13 and 19 m). If two accessways are constructed, the required widths are reduced to 6.0 m for the entry and 4.0-6.0 m for the exit with a 1-3 m lane separation median.

Note that this requirement can be reduced if detailed design analysis using computer software such as SIDRA Intersection 5.0 can justify narrower widths.

1.4.2. Service Vehicle Access and Circulation

Service vehicles will obtain access to a circulation road (used to access loading/service bays) using access provided at the southern end of Connell Street. Vehicles will circulate in a clockwise direction around the rear of the proposed retail centre to access loading/unloading bays. Departing vehicles will circulate anti-clockwise.

The requirements for circulation roadway widths vary depending on the nature of the road (one-way, two-way, and intervisibility) and the curve radius. The range of values are summarised in Table 1.2 on the following page. It is recommended that a two-directional circulation roadway is used to prevent ingress/egress of service vehicles to/from Newman Street.

Table 1.2: Circulation roadway width requirements

Curve radius (m)	Single lane (m)	Two-way - with intervisibility (m)	Two-way - without intervisibility (m)
<40	No generalised width – separate analysis required	No generalised width – separate analysis required	No generalised width – separate analysis required
40 - 49	5.2	8.1	10.1
Straight	3.5	6.5	6.5

In addition to the above requirements, the service vehicle access must have a width of 12.5 m (with 1.5 m splays on either side), reducing (at 1:5) to the appropriate width from the table above.

The requirements for circulation road grades for articulated vehicles are as follows:

- Maximum roadway/ramp grade = 1:6.5 (15.4%)
- Maximum rate of change of grade = 1:16 (6.25%) in 10 m travel

1.4.3. Loading Facilities

Likely service/freight vehicles requiring access to the loading/unloading bays include:

- 19m articulated vehicles
- 12.5m service trucks
- Small and medium rigid service/freight vehicles

To cater for these vehicles the Wangaratta Planning Scheme sets out the following requirement (shown in Table 1.3) for the provision of loading/unloading facilities, preventing loss of amenity and any adverse effect on safety and the flow of traffic on the circulation roadway:

Table 1.3: Loading area requirements

Floor Area of Building	Minimum Loading Bay Dimensions	
2,600 m^2 or less	Area	27.4 m^2
	Length	7.6 m
	Width	3.6 m
	Height Clearance	4.0 m
For every additional 1,800 m^2 or part	Additional 18 m^2	

Applying the rates mentioned above, the proposed Bulky Goods Homemaker Centre development has a statutory requirement to provide an area of **207.4 m^2** as a dedicated loading/unloading facility based on the leasable floor area of 19,419 m^2.

2. Traffic Generation

2.1. Peak Hour Volumes

Using traffic generation rates observed in surveys of similar developments, the following estimates for the Bulky Goods Homemaker Centre are proposed:

- Weekday Peak Hour 1.96 vehicle movements per 100 m^2 leasable floor area
- Weekend Peak Hour 3.50 vehicle movements per 100 m^2 leasable floor area

For the proposed floor area of 19,419 m^2 and assuming an equal split of arrivals and departures, these rates generate total traffic volumes as shown in the Table 2.1 below.

Table 2.1: Peak hour vehicle movements

Period	Vehicle Movements per Hour		
	Arrivals	Departures	Total
Weekday Peak	191	191	382
Weekend Peak	340	340	680

2.2. Daily Volumes

The daily traffic volumes produced by the proposed development can be estimated by scaling up the peak hour volumes. A scaling factor for similar sized developments, obtained from the RTA NSW guide to Traffic Generating Developments, is 10.5. This results in daily traffic generation of:

- Weekday: 4,011 movements
- Weekend: 7,140 movements

Combining the development traffic with the existing daily traffic volumes (obtained from 2011 traffic count data) results in the following daily traffic movements through the intersection of Connell Street and Newman Street:

- Weekday: 6,229 movements
- Weekend: 8,637 movements

3. Traffic Distribution

Given the limited traffic count information currently available, it is difficult to make detailed assumptions about the distribution of existing traffic and traffic generated as a result of the proposed development. Complete traffic movement surveys would be required for more accurate analysis of likely distribution.

The following assumptions have been for the purpose of developing a basic traffic distribution outline:

- All trips are considered to be single-purpose trips due to the nature of the development and the complexity of other assumptions
- All ingress and egress to the proposed car park will be via Connell Street
- Turning traffic into/out of Connell Street will be equally split between left and right turning movements (based on likely catchment areas)
- 5% of trips are distributed within the local study area

The distribution of traffic generated by the proposed development is estimated in the diagrams below for both the weekday and weekend peak hour periods. It is important to note that this distribution does not have the benefit of detailed traffic surveys to inform route choice assumption.

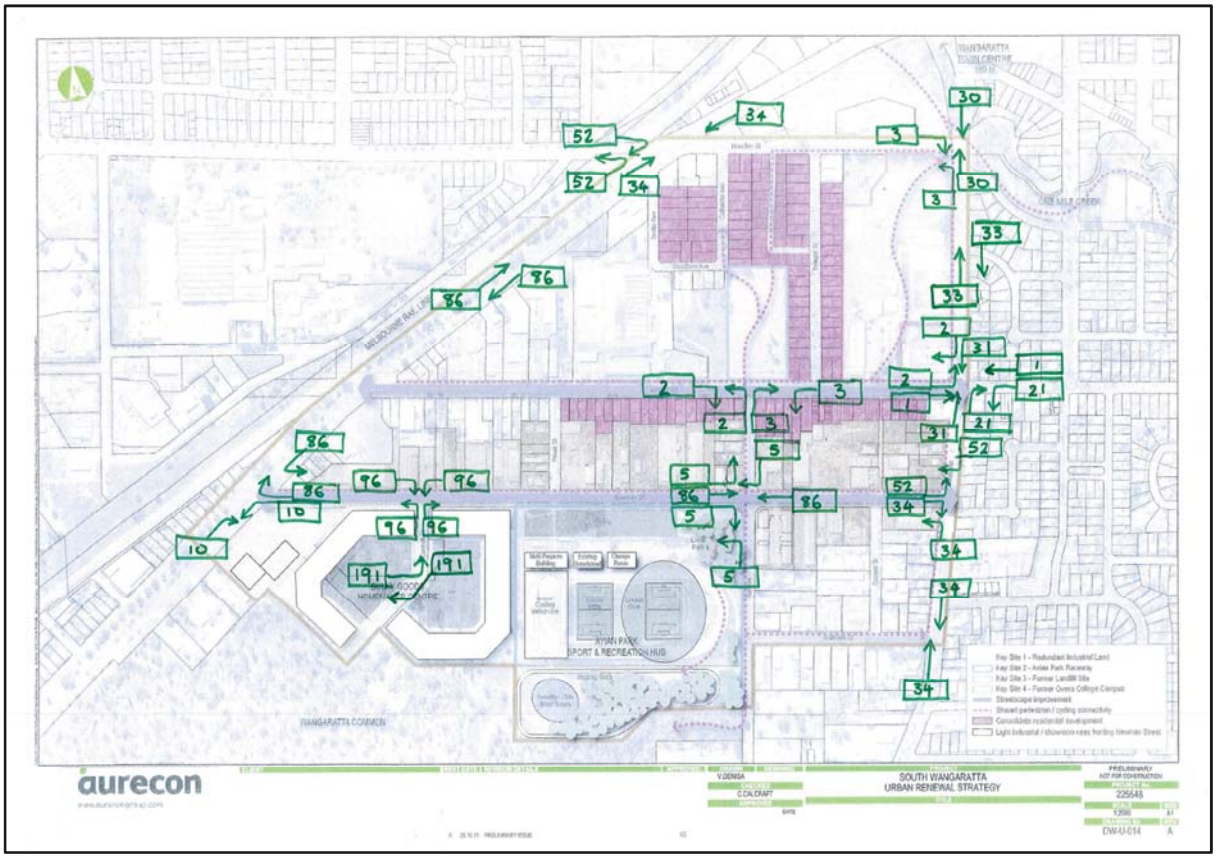

Figure 3.1: Distribution of weekday peak hour proposed development traffic

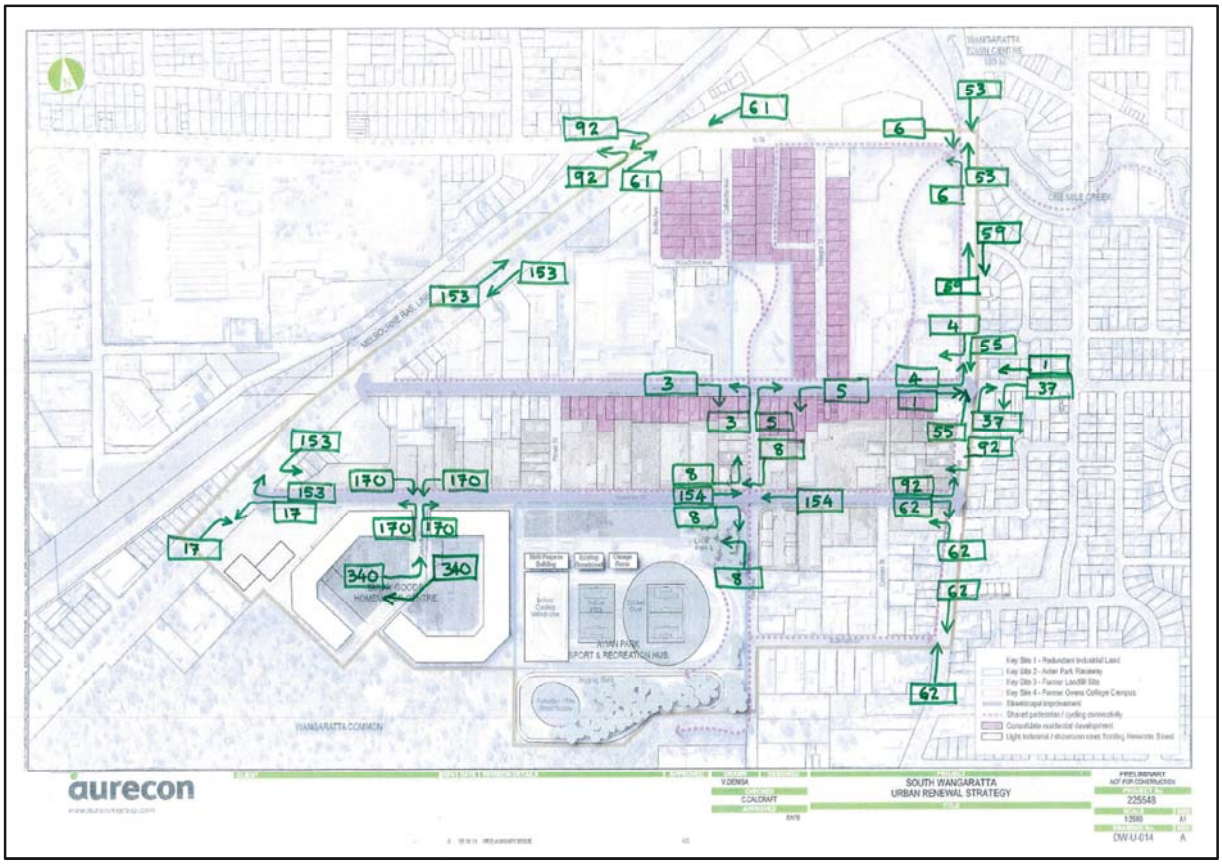

Figure 3.1: Distribution of weekend peak hour proposed development traffic

4. Key Issues for Further Investigation

4.1. Sealing and Extension of Connell Street

Access to the proposed development, its car park and service/loading areas is obtained from Connell Street. Currently Connell Street is only sealed along the northern section for approximately 100 metres. Resurfacing and line-marking of this road would be required along its entire length (approximately 300 metres) in order to meet access requirements for the proposed development. Any existing unsealed parking shoulders will need to be sealed and a range of streetscape improvements including drainage and kerbing will be required.

4.2. Upgrade of Newman Street / Connell Street Intersection

Although predicted post-development daily traffic volumes are less than 10,000 during both the weekday and weekend peaks, it is recommended that turning lanes are implemented at the intersection of Newman and Connell Streets. This will cater for the high peak hour volumes and will improve the overall safety of the intersection. With future development within the precinct it is likely that the 10,000 movement limit is exceeded and as such, the implementation of turning lanes would future-proof against remedial works at a later date.

Given the likely development of sites immediately east of Connell Street, it is recommended that the possibility of a roundabout or signalisation upgrade at this intersection is also considered. A detailed analysis of the extent of future development would be required, however a signalised intersection, for example, would improve the safety of the intersection considerably (particularly for pedestrians) and would provide a ‘gateway’ for the retail precinct.

4.3. Resurfacing and Line-marking of Newman Street

The surface of Newman Street is currently variable and will need to be upgraded to a consistent sealed surface. Any existing unsealed parking shoulders will need to be sealed and a range of streetscape improvements including drainage and kerbing will be required.

4.4. Footpaths

In order to accommodate pedestrians, footpaths will need to be constructed along Connell Street, Newman Street and areas of Tone Road to ensure a connected walking route is established between the development site and the key precinct access points of Tone and Greta Roads.

4.5. Upgrade of Newman Street / Tone Road Intersection

The assessment of significant future development is necessary in order to determine the feasibility of signalising the intersection of Newman Street and Tone Road. Given the high post-development right-turn movement volumes from Newman Street into Tone Road, the safety of this intersection with further development may become an issue. Pedestrians accessing residential areas along Tone Road, south of Newman Street, would also benefit from the signalisation of this intersection.

Site 2: Avian Park Sport & Recreation Hub

1. Car Parking, Access and Service Requirements

1.1. Statutory Car Parking Requirements

Due to the nature of the proposed development, it is not possible to calculate a statutory parking requirement for the Avian Park Sport & Recreation Hub. The South Wangaratta Planning Scheme does not outline car parking requirements or recommendations for the majority of the facilities that will be located on this site.

For the purposes of this document it is only feasible to assess the parking demands of this facility using first principles analysis and surveys of similar local sites if available.

1.2. Empirical Assessment of Parking Demand

1.1.1. RTANSW Guide to Traffic Generating Developments

The RTANSW lacks recommendations for most facilities that will be provided at the Avian Park Sport & Recreation Hub.

A recommendation of 15 car parking spaces per 100 m^2 floor area is given for restaurant/café use is suggested however, giving a total recommended parking demand of **105 spaces for the 700 m^2 proposed restaurant/café/function space**.

Applying this same rate to the **refurbished bar, function and community space (approximately 560 m^2)**, a recommended parking demand of **84 spaces** is required.

The RTANSW also provides a parking demand rate for community markets. It recommends that a minimum of 2 spaces are provided for each stall. Advice from the Avian Park Community Market operators indicate that approximately 65 stalls operate every Sunday. As such, the recommended parking demand for the **community market is 130 spaces**.

1.1.2. Venue Observations

Table 1.1 outlines a number of observations of car parking supply at other local sport and recreation venues within Wangaratta.

Table 1.1: Observations of parking supply at Wangaratta sport/recreation venues

Venue	Facilities	Car Parking Supplied	Comments
Swan Street Recreation Complex	Cricket Oval Olympic-Size Swimming Pool Bowling Green	~3,800 m^2 (equivalent to ~150 parking spaces)	• Located within 2km of proposed development site

Venue	Facilities	Car Parking Supplied	Comments
Wangaratta Recreation Complex – Schilling Drive	4 x Cricket Ovals 17 x Netball Courts 15 x Tennis Courts Indoor Aquatic Centre YMCA Gymnasium Indoor Show Court	~150 spaces	• Unknown parking capacity in vacant areas across the site. • Site likely to have a significantly higher parking demand than the proposed development of Avian Park
Athletics Oval – Orkley Street	400m Athletics Track	8 spaces	-
Sisely Avenue Cricket Oval	Cricket Oval	No designated off-street parking	• On-street parking only
Bindall Avenue Cricket Ground	Cricket Oval	No designated off-street parking	• On-street parking only

1.1.3. Harness Racing

A harness racing meeting was held at Avian Park in March 2012. Observations indicate that the existing paved car park was fully utilised, with excess parking occurring in the adjoining overflow car parking area.

Attendance of this event in March was estimated to be approximately 4,800. It is understood that such an attendance is a one off occurrence, as it marked the return of the event after an absence of more than five years. When harness racing meets occur on a regular basis, for the purposes of this assessment it has been assumed that attendance will be less than 4,800.

According to the Harness Club Victoria Annual Report, country clubs ran a total of 430 meets with 1,588,000 people attending in 2011. This gives an average of approximately 3,700 attendees per meet.

Table 1.2 outlines a number of observations of car parking supply at other harness racing venues, including Avian Park, in regional Victoria.

Venue	Paved Car Parking Spaces Supplied (approximate)	Approximate informal / overflow car parking area	Comments
Avian Park, South Wangaratta	300	3,100 m^2	• Proposed capacities
Kilmore Racing Centre, Kilmore	100	10,500 m^2	• Unknown parking capacity in vacant areas across the site.
Quest Racing Complex, Shepparton	150	12,600 m^2	• Surrounded by greenfield / vacant area

Venue	Paved Car Parking Spaces Supplied (approximate)	Approximate informal / overflow car parking area	Comments
Dalvui Raceway, Terang	No apparent formal parking spaces provided	--	• Surrounded by greenfield / vacant area
Logan Park, Warragul	Limited formal parking is provided.	--	• On-street car parking • Other developments and park land surround the facility
Carisbrook Raceway, Maryborough	No apparent formal parking spaces provided	--	• Surrounded by greenfield / vacant area • Unclear where parking occurs

1.1.4. Recommended Parking Demand

For the purposes of recommending an overall peak parking demand for the Avian Park Sport & Recreation Hub, it is necessary to consider a 'worst-case' scenario when car parking demand is likely to be at its peak.

It is understood that other sporting activities and the community market will not be run at the same time as harness racing. As such, the parking demand for the following two scenarios will be assessed to determine the 'worst-case' scenario for the proposed development:

Scenario 1 – Worst-case 'typical use' concurrent activities:

- Cricket match
- 2 x Soccer matches
- 2 x Netball/Basketball matches (outdoor)
- Community market (Sundays only)
- Function at restaurant/function room
- Function at refurbished bar, function and community ground space

Scenario 2 – Harness racing:

- Harness racing

Applying first principles, the car parking demand can be estimated as shown in Table 1.3, below.

Table 1.3: Estimation of parking demand for individual uses

Facility & Event	Estimated Number of Participants	Estimated Parking Demand	Assumptions / Comments
Junior Cricket Oval – Cricket Match	50	25 spaces	• Assumes single event – no participant overlap due to successive matches (30 team members/coaching staff (2 teams) + 20 spectators) • Assumes parking demand rate of 0.6 spaces per participant/spectator
Soccer Fields – Soccer Matches	180	72 spaces	• Assumes both fields will be used • Assumes consecutive games – participant overlap due to successive matches (for each field: 60 team members/coaching staff, i.e. four teams) • Assumes 60 spectators • Assumes parking demand rate of 0.4 spaces per participant/spectator
Multipurpose Outdoor Courts – Netball/Basketball Matches	100	40 spaces	• Assumes two simultaneous games but no participant overlap due to consecutive matches (50 team members/coaching staff (four teams) + 50 spectators) • Assumes parking demand rate of 0.4 spaces per participant/spectator
Community Market	-	130 spaces	• Assumes 65 stalls • Assumes parking demand recommended by RTA NSW of 2 spaces per stall

Facility & Event	Estimated Number of Participants	Estimated Parking Demand	Assumptions / Comments
Refurbished bar, function and community ground space	240	10 spaces	• Assumes two thirds of the floor area (~375 m^2) is available for use by the public. This allows for approximately 240 seated guests • In practise, it is assumed that major functions would occur outside peak periods when other activities are being held in complex. For the purposes of this assessment, it has been assumed that only 10% additional function attendees would be on site at peak use times • Assumes 85% of these additional function attendees will arrive by car • Assumes an average car occupancy of 2.1
Restaurant/Function Room – General Function	300	13 spaces	• Assumes two thirds of the floor area (~470 m^2) is available for use by the public. This allows for approximately 300 seated guests • In practise, it is assumed that major functions would occur outside peak periods when other activities are being held in complex. For the purposes of this assessment, it has been assumed that only 10% additional function attendees would be on site at peak use times • Assumes 85% of these additional function attendees will arrive by car • Assumes an average car occupancy of 2.1
Harness racing	3,700	1,498 spaces	• Assumes that the number of participants/spectators includes those utilising the function spaces • Assumes 85% of participants/spectators will arrive by car • Assumes an average car occupancy of 2.1

The parking demands above give a maximum total parking requirement of either **290 spaces** or **1,498 spaces** for the proposed site with sporting activities, the community market and functions being held simultaneously or harness racing alone.

It is noted that it is likely that this estimate is very conservative and a lower capacity car park is likely to be justifiable with reference to the 'decision guidelines' for parking supply, outlined in Clause 52.06 of the Wangaratta Planning Scheme.

The existing car park and overflow car parking area at Avian Park contains approximately 300 car parking spaces and as such, this can accommodate sporting activities, functions and community market simultaneously.

However, based on this assessment, the 'worst-case' parking scenario will occur when harness racing is held.

It is understood that typically up to 5 harness racing meets could occur within a year.

It is understood that a car park overflow area (approximately 3,100m^2) which provides approximately 200 additional spaces. Taking the car park overflow area into consideration, to accommodate the parking demand for harness racing, an additional 1,000 spaces are required.

As such, it is expected that appropriate traffic management measures will be in place to accommodate the additional parking requirement when harness racing meets occur.

This rate will require review following a more comprehensive survey of similar existing sport and recreation facilities within Victoria however at this level of planning, the recommendation is considered to be appropriately conservative.

1.1.5. Parking for People with Disabilities

Given the varied nature of the proposed development, it is recommended that **2%** of car parking spaces be dedicated spaces for people with disabilities. This rate is consistent with the rate required (1 in 50) by the Building Code of Australia for buildings such as restaurants and public assembly buildings.

As such, it is recommended that at least **6 parking spaces** for people with disabilities are provided if the existing car park of approximately 300 spaces is to remain.

It is noted that when harness racing meets are held the parking demand will be higher. However, it is expected that appropriate traffic management will be in place to accommodate the additional parking demand.

1.1.6. Bicycle Parking and Facilities

It can be expected that the demand for bicycle parking and facilities will be higher with when sporting activities, functions and the community market will be held, in comparison to harness racing.

As such, the demand for bicycle parking and facilities when sporting activities, functions and the community market are held has been assessed.

Bicycle parking facilities are required in accordance with Clause 52.34 of the Wangaratta Planning Scheme. The statutory requirements are outlined in Table 1.4 below.

Table 1.4: Bicycle facilities requirements

Use	Size (m^2)	Rate		Requirement	
		Employee	Visitor	Employee	Visitor
Restaurant	700	1 to each 100 m^2 of floor area	2 plus 1 to each 200 m^2 of floor area if the floor area exceeds 400 m^2	7	6
Refurbished bar, function & community ground space[1]	560	1 to each 100 m^2 of floor area	2 plus 1 to each 200 m^2 of floor area if the floor area exceeds 400 m^2	6	5
Market	65 stalls	1 to each 50 stalls	1 to each 10 stalls	2	7
[1] *Assumed same rates as per restaurant*					

In addition to these requirements, it is recommended that bicycle parking be provided for the outdoor sporting venues: the cricket oval, soccer fields and netball courts. It is important that cycling is encouraged as a means of transport to this venue and in order for this to be an attractive option for users/visitors sufficient bicycle parking should be provided to cater for events such as mid-week training and weekend games that will run concurrently.

As such, bicycle parking is recommended to be allocated as follows:

- Statutory Requirement (above) 33 spaces
- Soccer field x 2 20 spaces
- Netball/Basketball court x 2 20 spaces
- Junior cricket oval 10 spaces
- **TOTAL** **53 spaces**

In terms of shower and change room provision, it can be assumed that these requirements will be easily exceeded by the proposed change rooms/toilets facility adjacent to the multipurpose indoor courts and restaurant/function facility.

Exemption from the above requirements could be considered if a reduced bicycle parking rate can be justified against the decision guidelines in the Wangaratta Planning Scheme. However, given the emphasis on sustainable transport modes and the sporting nature of the development, it is recommended that the above requirements are met.

There are many options for bicycle parking arrangements and several of these are efficient in their use of space. Aurecon is able to provide further advice on the options available for this development when more specific requirements are known.

1.3. Access and Service Requirements

1.1.7. Car Park Access

Access to the Avian Park Sport & Recreation Hub will be gained from joint ingress/egress locations along the southern side of Newman Street. There are currently four accessways to the existing car park (three from Newman Street and one from the corner of Newman Street and Hay Avenue) however it is recommended that this is reduced to two accessways, with both positions on Newman Street.

If two accessways are constructed, the required widths are 6.0 m for the entry and 4.0-6.0 m for the exit with a 1-3 m lane separation median.

Note that this requirement can be reduced if detailed design analysis using computer software such as SIDRA Intersection 5.0 can justify narrower widths.

1.1.8. Service Vehicle Access and Circulation

It is recommended that a service vehicle roadway be constructed to access the buildings (multi-purpose courts, restaurant, function area, change rooms) from Newman Street.

The requirements for circulation roadway widths vary depending on the nature of the road (one-way, two-way, and intervisibility) and the curve radius. The range of values are summarised for 8.80 m service trucks (eg. Rubbish collection trucks) in Table 1.4 below. It is recommended that a two-directional circulation roadway is constructed to allow for simultaneous ingress/egress to/from the loading bay which will be provided at the termination of the roadway.

Table 1.4: Circulation roadway width requirements for an 8.80 m medium rigid vehicle (MRV)

Curve radius (m)	Single lane (m)	Two-way - with intervisibility (m)	Two-way - without intervisibility (m)
<25	No generalised width – separate analysis required	No generalised width – separate analysis required	No generalised width – separate analysis required
25 - 39	3.9	6.8	7.5
Straight	3.5	6.5	6.5

In addition to the above requirements, the service vehicle access must have a width of 9.0 m (with 1.5 m splays on either side), reducing (at 1:5) to the appropriate width from the table above.

The requirements for circulation road grades for medium rigid vehicles are as follows:

- Maximum roadway/ramp grade = 1:6.5 (15.4%)
- Maximum rate of change of grade = 1:16 (6.25%) in 7.0 m travel

1.1.9. Loading Facilities

Likely service/freight vehicles requiring access to the loading/unloading bays include:

- Small and medium rigid service/freight vehicles

To cater for these vehicles, Clause 52.07 of the Wangaratta Planning Scheme sets out the following requirement (shown in Table 1.5) for the provision of loading/unloading facilities, preventing loss of amenity and any adverse effect on safety and the flow of traffic on the circulation roadway:

Table 1.5: Loading area requirements

Floor Area of Building	Minimum Loading Bay Dimensions	
2,600 m^2 or less	Area	27.4 m^2
	Length	7.6 m
	Width	3.6 m
	Height Clearance	4.0 m
For every additional 1,800 m^2 or part	Additional 18 m^2	

Applying the rates mentioned above, the proposed buildings to be constructed as part of the Avian park Sport & Recreation Hub development result in a statutory requirement to provide an area of **45.4 m^2** as a dedicated loading/unloading facility based on the combined floor area (excluding the existing grandstand) of 2,980 m^2.

Further, it is noted that the existing horse float parking area will be retained for harness racing events. It is understood that this parking area is suitable for the demand and with the redevelopment, will be upgraded to an extent.

2. Traffic Generation

Web based research indicates that regional Victorian harness racing meets and trials can be held on either weekdays or weekends, during the day, twilight or night.

However, it is understood that up to 5 events will be held on an annual basis. As such, traffic generation rates for a typical day (i.e. other sporting activities, functions and the community market) has been assessed. It is assumed that appropriate traffic management measures will be in place to accommodate the additional traffic expected for harness racing meets.

In the absence of detailed survey information from similar sport and recreation sites, it is appropriate to estimate traffic generation rates based on assumed car park utilisation. A **weekend** car park utilisation rate of 2.5 – 3.0 movements per car parking space per day has been assumed based on likely activity for the various proposed facilities. For the purposes of estimating the total traffic generation, the conservative rate of **3.0 movements per car parking space per day** will be adopted.

It is estimated that the **weekday** car park utilisation rate will be **50%** of this weekend rate, without the community market parking demand, which operates every Sunday.

Based on a car park size of 290 spaces and 160 spaces with and without the community market respectively, and assuming 30% of daily activity occurs during peak hour, the following traffic generations (shown in Table 2.1) for daily and peak hour movements are estimated:

Table 2.1: Total vehicle movements summary

Period	Vehicle Movements		
	Arrivals	Departures	Total
Weekend Daily	435	435	870
Weekday Daily	120	120	240
Weekend Peak Hour	131	131	262
Weekday Peak Hour	36	36	72

Since the community market already exists; the traffic that it generates will be captured within the existing traffic volumes and as such, will not generate additional traffic. Further, although the existing bar and community space will be refurbished, it is also not expected to attract additional traffic.

As such, the additional vehicle movements generated by the redevelopment are estimated as shown in Table 2.2 (based on a car park size of 150 spaces, without the community market and refurbished bar / community space parking requirement).

Table 2.2: Additional vehicle movements summary

Period	Vehicle Movements		
	Arrivals	Departures	Total
Weekend Daily	225	225	450
Weekday Daily	113	113	226
Weekend Peak Hour	68	68	136
Weekday Peak Hour	34	34	68

2.1. Total Daily Volumes

Combining the development traffic with the existing daily traffic volumes (obtained from 2011 traffic count data) results in the following daily traffic movements along Newman Street:

- Weekday: 2,444 movements
- Weekend: 1,947 movements

It is important to remember that the above generations are high level estimates. A full traffic impact assessment would benefit from surveys of similar sport and recreation sites within Victoria.

3. Traffic Distribution

Given the limited traffic count information currently available, it is difficult to make detailed assumptions about the distribution of existing traffic and traffic generated as a result of the proposed development. Complete traffic movement surveys would be required for more accurate analysis of likely distribution.

The following assumptions have been for the purpose of developing a basic traffic distribution outline:

- All trips are considered to be single-purpose trips due to the nature of the development and the complexity of other assumptions
- All ingress and egress to the proposed car park will be via Newman Street
- Turning traffic into/out of the car park will be split 45/55 between left and right turning movements respectively (based on likely catchment areas)
- 5% of trips are distributed within the local study area

The distribution of traffic generated by the proposed development is estimated in the diagrams below for both the weekday and weekend peak hour periods. It is important to note that this distribution does not have the benefit of detailed traffic surveys to inform route choice assumption.

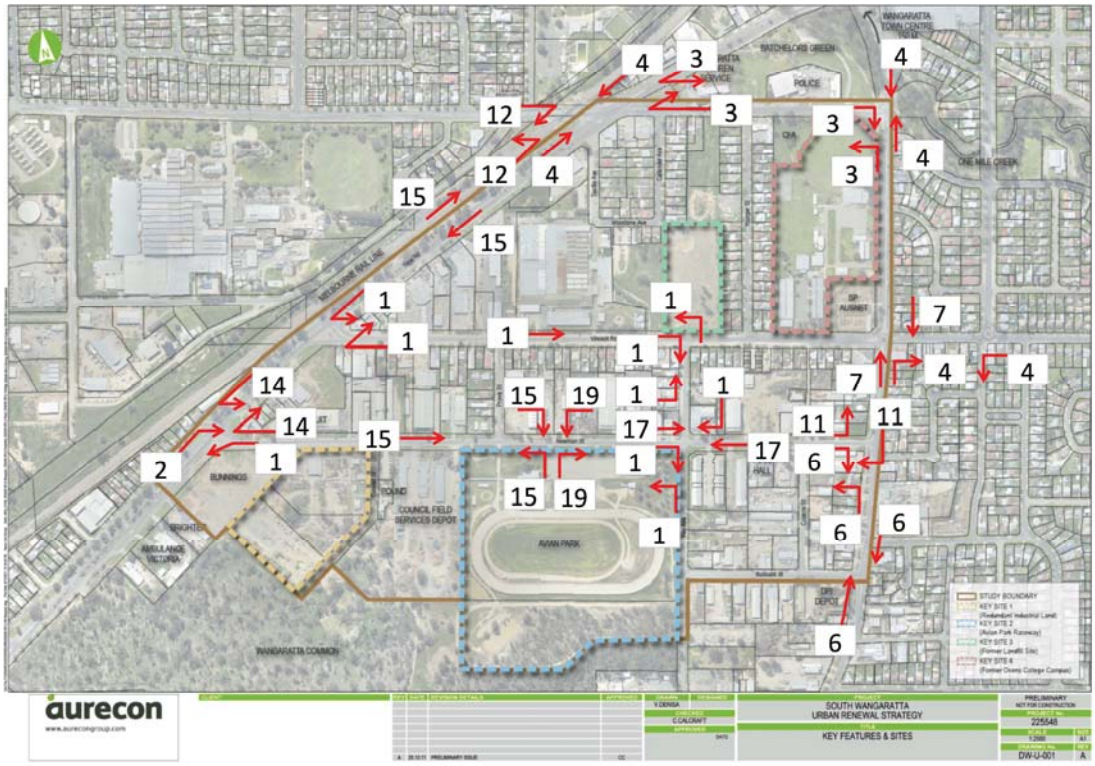

Figure 3.1: Distribution of weekday peak hour proposed development traffic

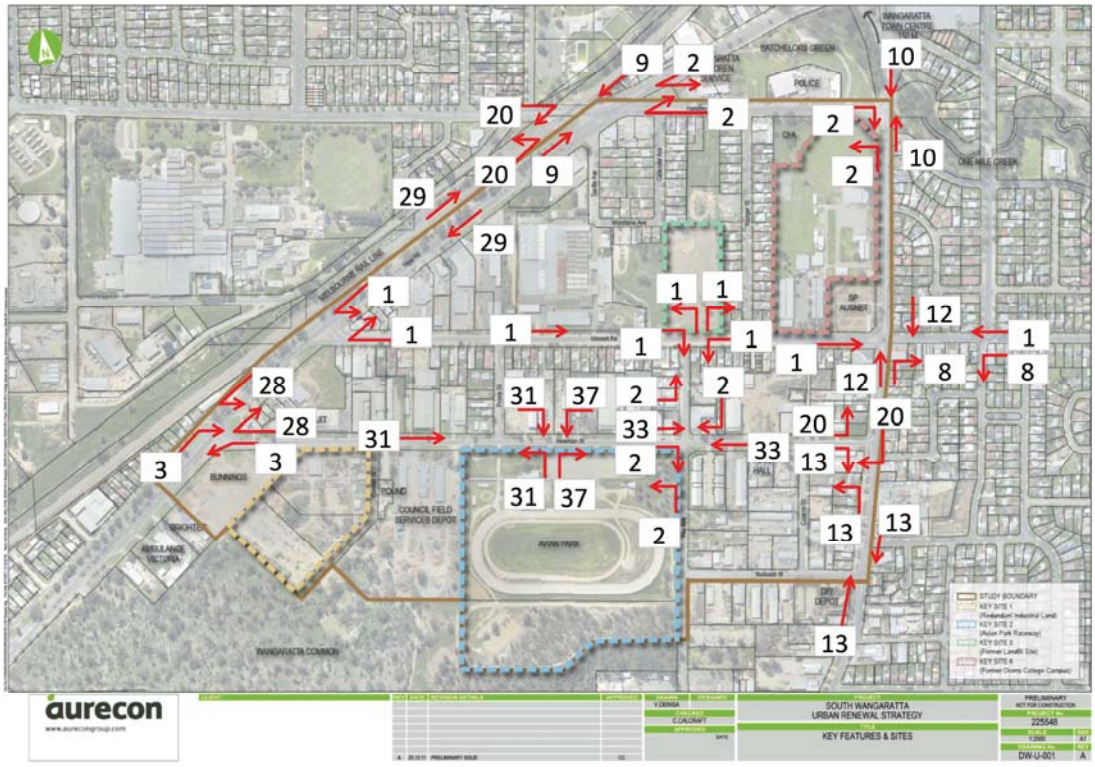

Figure 3.1: Distribution of weekend peak hour proposed development traffic

4. Key Issues for Further Investigation

4.1. Implementation of Turning Lanes

Turning lanes are not required for access into the Avian Park Sport & Recreation Hub car park as daily traffic flows along Newman Street remain significantly less than 10,000 during both weekdays and weekends.

It is recommended, however, that consideration is given to provision of turning lanes in the future due to increased daily traffic volumes as a result of further development within the South Wangaratta Urban Renewal Strategy study area. This would cater for the higher peak hour volumes and could improve the overall safety of the access for both vehicles and pedestrians, with the possible implementation of a pedestrian crossing to coincide with a median strip.

4.2. Resurfacing and Line-Marking of Newman Street

The surface of Newman Street is currently variable and will need to be upgraded to a consistent sealed surface. Any existing unsealed parking shoulders will need to be sealed and a range of streetscape improvements including drainage and kerbing will be required.

4.3. Footpaths

In order to accommodate pedestrians, footpaths will need to be constructed along Newman Street and Hay Avenue (south) to ensure a well-connected walking route is established between the development site and the key precinct access points of Tone and Greta Roads.

4.4. Upgrade of Newman Street / Greta Road Intersection

Given the likely extent of future development within the precinct, it is recommended that an upgrade of the intersection of Newman Street and Greta Road is considered. Given the high post-development turning movement volumes at this intersection, the safety of this intersection with further development may become an issue. The intersection already includes a right-turn bay from Greta Road into Newman Street however the benefits of both roundabout and signalised treatments should be investigated to assess future performance.

4.5. Upgrade of Newman Street / Tone Road Intersection

The assessment of significant future development is also necessary in order to determine the feasibility of signalising the intersection of Newman Street and Tone Road. Given the high post-development right-turn movement volumes from Newman Street into Tone Road, the safety of this intersection with further development may become an issue. Pedestrians accessing residential areas along Tone Road, south of Newman Street, would also benefit from the signalisation of this intersection.

4.6. Public Transport

It is recommended that investigation is made into the provision of regular bus services to/from the Avian Park Sport & Recreation Hub during peak hours. Discussions with local service providers around the feasibility of public transport to the area will be an important step in reducing private vehicle travel within the South Wangaratta precinct.

Site 4: South Wangaratta Civic Precinct

1. Car Parking, Access and Service Requirements

1.1. Statutory Car Parking Requirements

The proposed development comprises a series of buildings incorporating a range of different uses. The proposed uses, floor areas, parking rates and statutory requirements are outlined in Table 1.1, below.

Table 1.1: Building use statutory parking requirements (Wangaratta Planning Scheme)

Building	Planning Scheme Classification	Floor Area (m^2)	Parking Rate	Statutory Requirement	Comments
Short-Term Accommodation	Residential building - Motel	4,400	1 parking space to each apartment + 1 space per resident employee + 2 spaces per 100 m^2 non-public floor area	80	• Based on proposal for 70 short-term apartments, 5 resident employees and 250 m^2 non-public floor area
Emergency Services Incident Response Centre	Office	1,400	3.5 parking spaces to each 100 m^2 of floor area	49	• Assumes car occupancy of 1.19 and mean employee density of 4.75 per 100 m^2
Community Healthcare Facility	Medical Centre	4,000	5 parking spaces to each practitioner	200	• Based on assumption of 40 practitioners (out of a total of 80 staff)
Community Hall / Youth Centre	Place of assembly	1,450	0.3 parking spaces to each m^2 of floor area	435	• Most appropriate classification in the planning scheme however this rate is considered excessive
Centre Community College	Tertiary Education	1,694	0.6 parking spaces to each full-time student	36	• Based on assumption of 60 students
Future Student Accommodation Village	Residential building (not specified)	4,025	1.0 parking spaces to each lodging room	50	• Based on assumption of 50 apartments

Based on the floor areas and parking demand rates provided above, the proposed development has a **statutory parking requirement for 850 car parking spaces**.

1.2. Decision Guidelines

The Wangaratta Planning Scheme also provides decision guidelines to reduce or waive the statutory parking requirement if the applicant can satisfy the responsible authority that reduced provision can be justified due to:

- "Any relevant parking precinct plan.
- The availability of car parking in the locality.
- The availability of public transport in the locality.
- Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
- Any car parking deficiency or surplus associated with the existing use of the land.
- Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement.
- Local traffic management.
- Local amenity including pedestrian amenity.
- An empirical assessment of car parking demand.
- Any other relevant consideration."

Based on these guidelines, with particular reference to an empirical assessment of the proposed development, it is considered that a reduction in the statutory parking requirements can be justified.

1.3. Empirical Assessment of Parking Demand

Table 1.2, on the following page, summarises the recommended empirical parking demand rates to be applied to the various building uses on the South Wangaratta Civic Precinct site. These rates take into account the likely utilisation of each category of allocated car parks during the overall site peak demand time, assumed to be a weekday evening.

Table 1.2: Recommended empirical parking demand rates

Building	Parking Generation Variable (eg. floor area)	Peak Parking Demand Rate	Peak Building Parking Demand	% Building Peak Parking Demand During Site Peak (weekday evening)	Net Parking Demand	Comments
Short-term accommodation	70 Apartments (floor area of 4,400 m^2)	0.76 spaces per occupied room	53	100	53	• Based on mean surveyed peak weekday rate (spaces/occupied unit) for serviced apartments in Victoria • 100% rate assumed due to separate car park
Emergency services incident response centre	1,400 m^2	3.23 parking spaces to each 100 m^2 of floor area	45	80	36	• Based on average peak parking rate for offices surveyed in metropolitan Victoria
Community Healthcare Facility	4,000 m^2	3.0 spaces per practitioner	120	62.5	75	• Based on surveyed rates of 3.85-4.5 (inc all staff demand). This rate has been reduced to 3.0 due to inclusion of 40 fleet vehicles • Based on 40 practitioners out of 80 total staff
Community Hall / Youth Centre	1,450 m^2	4.5 parking spaces to each 100 m^2 of floor area	65	60	39	• Based on minimum parking rate within a sub-regional area for a gymnasium • Considered the most comparable parking rate in the absence of relevant survey data

Building	Parking Generation Variable (eg. floor area)	Peak Parking Demand Rate	Peak Building Parking Demand	% Building Peak Parking Demand During Site Peak (weekday evening)	Net Parking Demand	Comments
Centre Community College	60 students 5 staff (floor area of 1,694 m^2)	0.3 spaces per student 0.4 spaces per staff member	20	70	14	• Based on average peak weekday demand (staff and students) for Tertiary Institutions surveyed within Victoria
Future Student Accommodation Village	50 Apartments (floor area of 4,025 m^2)	0.24 parking spaces per student	24	100	24	• Based on average rate of parking at surveyed Victorian student accommodation complexes • Assumed average of 2-bedroom apartments with one student per bedroom
TOTAL			**327**	74 (overall)	**241**	

1.1.1. Recommended Parking Demand Rate

Based the preceding table, it is recommended that 241 car parks are provided within the two car parks as follows:

- 53 car parks in short-term accommodation car park
- 188 car parks in mixed-use car park

1.1.2. Parking for People with Disabilities

It is important that the development provides sufficient parking spaces for people with disabilities. The Building Code of Australia requires that a development of this nature provides 1 space for every 50 (2%) car parking spaces (or part thereof) for car parks with up to 1000 spaces. As such, two spaces should be located within the short-term accommodation car park and four spaces located in the mixed use car park (based on car park sizes of 53 and 188 spaces respectively). The proposed car parks must therefore include **6 car parking spaces for people with disabilities** in total.

1.1.3. Bicycle Parking and Facilities

Bicycle parking facilities are required in accordance with Clause 52.34 of the Wangaratta Planning Scheme. The statutory requirements are outlined in Table 1.3, below.

Table 1.3: Bicycle facilities requirements

Building / Use	Generation Variable	Facility	Rate		Requirement	
			Employee / Resident	Visitor / Student	Employee	Visitor
Short-Term Accommo-dation	70 apartments	Bicycle Parking	1 per 40 rooms	None	2	-
		Showers	1 shower for first 5 employee spaces plus 1 to each 10 employee spaces thereafter	None	-	-
		Change Rooms	1 change room or direct access to a communal change room for each shower	None	-	-
Emergency Services Incident Response Centre	1,400 m^2 floor area	Bicycle Parking	1 per 300 m^2	1 per 1000 m^2	5	2
		Showers	See short-term accommodation	None	1	-
		Change Rooms	As above	None	1	-

Building / Use	Generation Variable	Facility	Rate		Requirement	
			Employee / Resident	Visitor / Student	Employee	Visitor
Community Healthcare Facility	40 practitioners	Bicycle Parking	1 per 8 practitioners	1 per 4 practitioners	5	10
		Showers	See short-term accommodation	None	1	-
		Change Rooms	As above	None	1	-
Community Hall / Youth Centre	1,450 m^2 floor area	Bicycle Parking	1 per 4 employees	1 per 200 m^2	1	8
		Showers	See short-term accommodation	None	-	-
		Change Rooms	As above	None	-	-
Centre Community College	60 students 5 staff	Bicycle Parking	1 per 20 employees	1 per 5 students	1	12
		Showers	See short-term accommodation	None	-	-
		Change Rooms	As above	None	-	-
Future Student Accommo-dation Village	50 Apartments (average 2-bedroom)	Bicycle Parking	1 per 10 lodging rooms	1 per 10 lodging rooms	10	10
		Showers	See short-term accommodation	None	Supplied in apartments	-
		Change Rooms	As above	None	Supplied in apartments	-

The above rates give a statutory requirement for **66 bicycle parking spaces**. It should be noted that the spaces allocated to each building should be located within a convenient distance to a main entrance of the respective building.

Exemption from the above requirements could be considered if a reduced bicycle parking rate can be justified against the decision guidelines in the Wangaratta Planning Scheme. However, given the emphasis on sustainable transport modes, particularly for employees, it is recommended that the above requirements are met.

There are many options for bicycle parking arrangements and several of these are efficient in their use of space. Aurecon is able to provide further advice on the options available for this development when more specific requirements are known.

1.4. Access and Service Requirements

1.1.4. Car Park Access

Access to the South Wangaratta Civic Precinct will be gained from a single joint ingress/egress location on the western side of Greta Road. The required widths for a 258 space car park with single access are between 6.0 and 8.0 m for both the entry and exit with a 1-3 m lane separation median (total width between 13 and 19 m).

Note that this requirement can be reduced if detailed design analysis using computer software such as SIDRA Intersection 5.0 can justify narrower widths.

1.1.5. Service Vehicle Access and Circulation

Service vehicles will obtain access to a circulation road (used to access loading/service bays) using access likely to be provided at the northern side of Vincent Street, immediately west of the student accommodation which is not self-contained.

The requirements for circulation roadway widths vary depending on the nature of the road (one-way, two-way, and intervisibility) and the curve radius. The range of values (assuming an 8.8 m medium rigid vehicle)are summarised in Table 1.4, below. It is recommended that a two-directional circulation roadway is adopted.

Table 1.4: Circulation roadway width requirements

Curve radius (m)	Single lane (m)	Two-way - with intervisibility (m)	Two-way - without intervisibility (m)
<25	No generalised width – separate analysis required	No generalised width – separate analysis required	No generalised width – separate analysis required
25 - 39	4.2	7.1	8.1
Straight	3.5	6.5	6.5

In addition to the above requirements, the service vehicle access must have a width of 12.5 m (with 1.5 m splays on either side), reducing (at 1:5) to the appropriate width from the table above.

The requirements for circulation road grades for medium rigid vehicles are as follows:

- Maximum roadway/ramp grade = 1:6.5 (15.4%)
- Maximum rate of change of grade = 1:16 (6.25%) in 7 m travel

1.1.6. Loading Facilities

Likely service/freight vehicles requiring access to the loading/unloading bays include:

- Small and medium rigid service/freight vehicles

To cater for these vehicles the Wangaratta Planning Scheme sets out the following requirement (shown in Table 1.5) for the provision of loading/unloading facilities, preventing loss of amenity and any adverse effect on safety and the flow of traffic on the circulation roadway:

Table 1.5: Loading area requirements

Floor Area of Building	Minimum Loading Bay Dimensions	
2,600 m^2 or less	Area	27.4 m^2
	Length	7.6 m
	Width	3.6 m
	Height Clearance	4.0 m
For every additional 1,800 m^2 or part there of	Additional 18 m^2	

Applying the rates mentioned above, the proposed South Wangaratta Civic Precinct development has a statutory requirement to provide the following areas (outlined within Table 1.6) as dedicated loading/unloading facilities based on the leasable floor areas of each building:

Table 1.6: Loading area requirements per building

Building	Floor Area (m^2)	Minimum Loading Bay Area (m^2)
Short-Term Accommodation	4,400	45.4
Emergency Services Incident Response Centre	1,400	27.4
Community Healthcare Facility	4,000	45.4
Community Hall / Youth Centre	1,450	27.4
Centre Community College	1,694	27.4
Future Student Accommodation Village	4,550	63.4

2. Traffic Generation

2.1. Daily Volumes

Using traffic generation rates observed in surveys of similar developments or estimated by first principles, the following estimates (shown in Table 2.1) for the South Wangaratta Civic Precinct are proposed:

Table 2.1: Daily vehicle movements per building

Building	Weekday		Weekend	
	Traffic Generation Rate	Estimated Traffic Generation	Traffic Generation Rate	Estimated Traffic Generation
Short-Term Accommodation	2.7 movements per occupied apartment (75% occ)	140	2.7 movements per occupied apartment (60% occ)	114
Emergency Services Incident Response Centre	11 movements per 100 m^2	154	11 movements per 100 m^2	154
Community Healthcare Facility	10 movements per parking space	750	6 movements per parking space	450
Community Hall / Youth Centre	2 movements per parking space	78	2 movements per parking space	78
Centre Community College	1.3 movements per student/staff member	85	0.5 movements per student	30
Future Student Accommodation Village	2 movements per parking space	48	2 movements per parking space	48

For the proposed overall development and assuming an equal split of arrivals and departures, these rates generate total development traffic movements as shown in the Table 2.1 below.

Table 2.1: Daily vehicle movements

Period	Vehicle Movements per Hour		
	Arrivals	Departures	Total
Weekday - Daily	628	628	**1,256**
Weekend - Daily	437	437	**874**

Combining the development traffic with the existing daily traffic volumes (obtained from 2011 traffic count data) results in the following daily traffic movements along Greta Road, adjacent to the South Wangaratta Civic Precinct:

- Weekday: 10,303 movements
- Weekend: 7,344 movements

2.2. Peak Hour Volumes

The peak hour traffic movements generated by the proposed development can be estimated by scaling down the daily volumes. An empirical rate of 25% of daily movements occurring during the peak hour has been applied, resulting in peak hour traffic generation of:

- Weekday Peak Hour: 314 movements
- Weekend Peak Hour: 219 movements

3. Traffic Distribution

Given the limited traffic count information currently available, it is difficult to make detailed assumptions about the distribution of existing traffic and traffic generated as a result of the proposed development. Complete traffic movement surveys would be required for more accurate analysis of likely distribution.

The following assumptions have been made for the purpose of developing a basic traffic distribution outline:

- All trips are considered to be single-purpose trips due to the nature of the development and the complexity of other assumptions
- The split of arrivals and departures is equal (50/50)
- All ingress and egress to the proposed car park will be via a single access on Greta Road
- Turning traffic out of the South Wangaratta Civic Precinct Car Park will be split 60/40 between left and right turning movements respectively (based on likely catchment areas)
- Traffic movements at the intersection of Greta Road and Handley Street will be split equally between right turning and through movements (based on likely catchment areas)

The distribution of traffic generated by the proposed development is estimated in the diagrams below for both the weekday and weekend peak hour periods. It is important to note that this distribution does not have the benefit of detailed traffic surveys to inform route choice assumption.

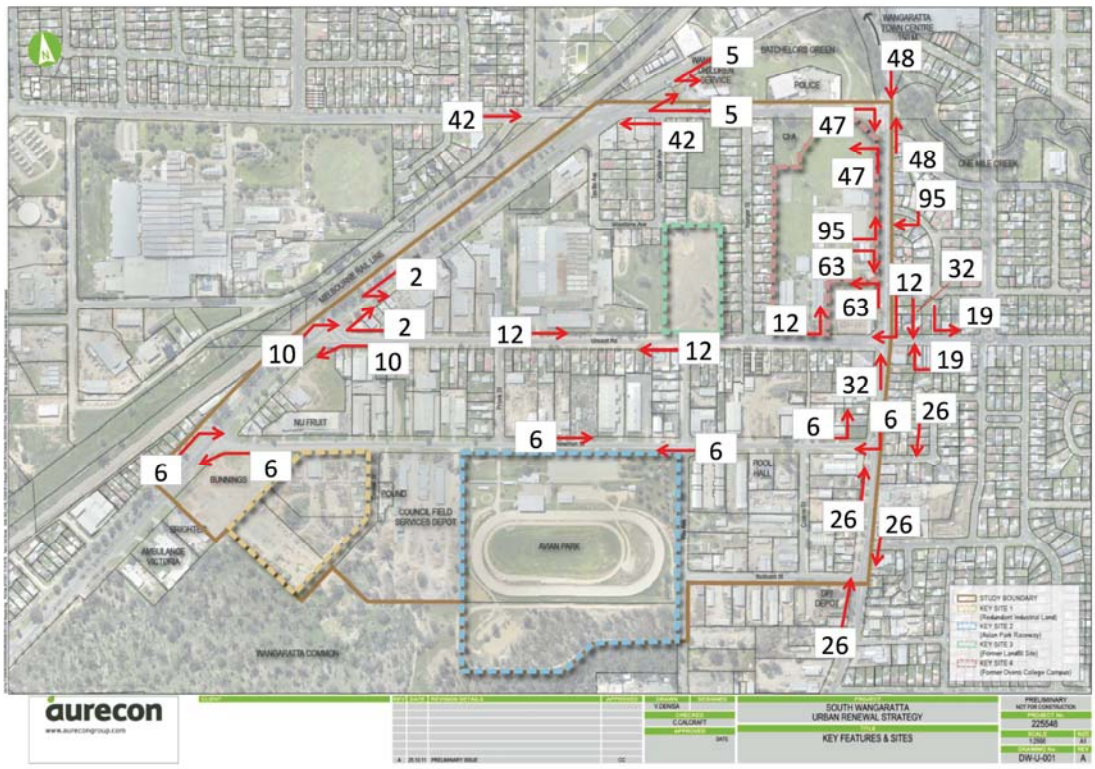

Figure 3.1: Distribution of weekday peak hour proposed development traffic

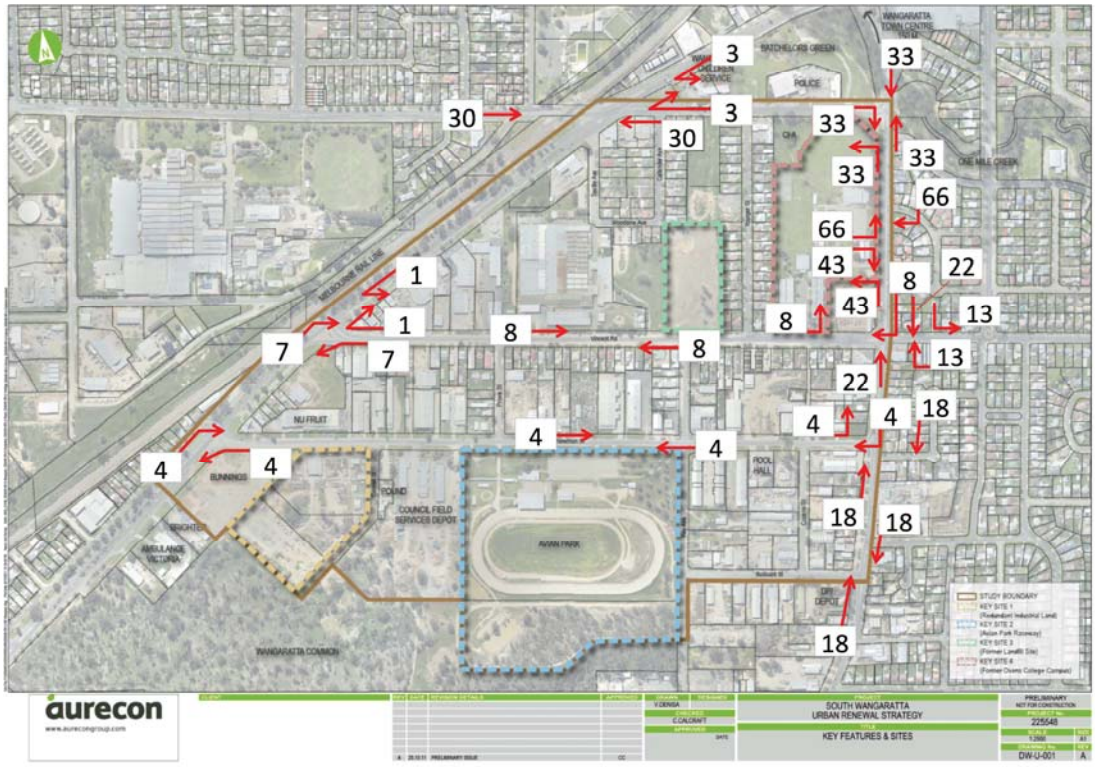

Figure 3.2: Distribution of weekend peak hour proposed development traffic

4. Key Issues for Further Investigation

4.1. Turning bays for South Wangaratta Civic Precinct

Post-development daily traffic volumes along Greta Road, adjacent to the South Wangaratta Civic Precinct will exceed 10,000 during weekdays. As such it is recommended that bays for both left and right turning movements be constructed in order to improve the safety and efficiency of this access.

It should be noted that a painted median already exists along Greta Road.

4.2. Upgrade of Handley Street / Greta Road Intersection

Although no information has been obtained for traffic movements along Handley Street, the increased traffic volumes along both Handley Street and Greta Street indicate that an upgrade of the existing separated-movement intersection should be considered. An upgrade will cater for the high peak hour volumes and will improve the overall safety of the intersection.

Detailed traffic analysis of potential treatments, including a roundabout and signalisation, should be considered to determine the most effective solution for this intersection.

It should be noted that a signalised intersection would significantly improve safety for the increased pedestrian numbers that will use this intersection as a result of the development.

4.3. Resurfacing and Line-marking of Vincent Street

The surface of Newman Street is currently variable and will need to be upgraded to a consistent sealed surface. Any existing unsealed parking shoulders will need to be sealed and a range of streetscape improvements including drainage and kerbing will be required.

4.4. Footpaths and Pedestrian Crossing

In order to accommodate pedestrians, footpaths will need to be constructed along Vincent Street to ensure connected walking routes are established between the development site and the key precinct access points of Tone Road, Handley Street and Greta Road.

Furthermore, the implementation of a pedestrian crossing along Greta Road should be considered in conjunction with the possibility of signalised crossings resulting from major intersection upgrades. Disused pedestrian crossing facilities located approximately 100 m north of the Vincent Street roundabout could be upgraded for this purpose.

Appendix E
7-10 Year Financial Assessments

FINANCIAL ASSESSMENT

KEY SITES AND LIGHT INDUSTRIAL INFILL DEVELOPMENT

INPUT TO SOUTH WANGARATTA URBAN RENEWAL STRATEGY

Prepared by Matters More Consulting Pty Ltd

27 APRIL 2012

matters more
economics consultancy

FINANCIAL ASSESSMENT

1. Introduction

This financial assessment provides an estimate of costs associated with the development of Key Sites 1, 2, 3 and 4 assuming a development horizon of 7 – 10 years.

Furthermore, a high level feasibility assessment is provided for the feasibility of continuing to utilise the remainder of the precinct for light industrial purposes in light of the available industrial land in other parts of Wangaratta.

The following tasks have been undertaken for this assessment:

- High level costings of various structures using Construction Cost Guide 2010, Rawlinsons;
- Obtain site civil cost estimates and Key Site 3 estimates from Aurecon and indicative Community Health Centre costs from consultation notes;
- Desktop review of sales of bulky goods developments in Victoria;
- Desktop review of industrial land for sale and calculation of cost per m^2 in Wangaratta;
- Desktop review of shops for lease in Wangaratta and calculation of cost per m^2 for shops;
- High level costings of industrial and warehouse buildings;
- Review of the market for industrial land (undeveloped and developed) in Wangaratta; and
- High level feasibility assessment for continued use of land in the renewal precinct for industrial use.

2. Key Site 1 - bulky goods development

Key Site 1 is proposed to be used for a bulky goods development and previous analysis indicates that there is demand for more than 11,900m^2 of floorspace by 2026.

Assessment of the capacity of Key Site 1 indicates that there is capacity for approximately 19,400m^2 of bulky goods floorspace at this location. This amount of floorspace is well in excess of the identified demand for the 7-10 year time horizon. However, this amount of floorspace in a single centre is in line with state wide trends in the size of bulky goods/homemaker developments that have been undertaken in recent years. Centres seem to need to combine a number of stores in a single location to be more attractive for shoppers and to enable comparison shopping. For example, three recent bulky goods/homemaker developments include the Wodonga Centre at Thomas Mitchell Drive, the Shepparton Homemaker Centre, and the Peninsula Lifestyle Centre. The centre at Thomas Mitchell Drive has developed 12,000m^2 since 2008, and the Shepparton Homemaker Centre from 2006, comprises some 25,000m^2 of retail floorspace. Both centres are located in precincts which contain other bulky goods stores including a Bunnings store. Outside of the Wangaratta region, the Peninsula Lifestyle Centre on the Mornington Peninsula is much larger. It opened in 2005 and comprises some 32,000m^2,

but it is located in an area with a more residential character and is therefore more of a stand alone centre. The proposed bulky goods/homemaker development on Key Site 1 would be similar in nature to the Shepparton and Wodonga developments.

Table 1: Key Site 1 development costs

Cost item	Description	Quantity	Cost estimate
Bulky goods floorspace	Single storey standard shell construction including plasterboard ceilings, shop fronts, fit-out shell, and air-conditioning. Low end of range used, indexed for regional location, including design & project management 10% and 20% contingency.	19,400m²	$28.6m
Civil costs	Drainage and drainage extension, road pavement, road landscaping, lighting, traffic lights, and Newman Street and Connell Street upgrade. Including design & project management 10% and 20% contingency	Site extending to 13,455m² and 4,500m² of Newman Street	$2.8m
Total	**Site development costs**		**$31.4m**

As the development of a bulky goods centre would need to be undertaken by a private developer and the land needed for development is in private ownership, we have not undertaken a detailed feasibility assessment of such a development. However, high level indicative information is provided about relevant the key assessment variables in the Wangaratta market as a starting point for a financial analysis to be undertaken by any interested developer.

Key Assessment Variables

Cost of land. There are few vacant lots in the Wangaratta South Precinct and most sales in Wangaratta are for smaller sites where the value per m² is likely to be different from a large site. Smaller lots on Key Site 1 have been offered for sale for some time, but there has been limited interest and no sales have been concluded. The cost of land would be subject to a market valuation.

Cost of construction: Estimated at $31.4million as identified in Table 1. However, this development cost is based on costings per square metre for a neighbourhood shop. A developer may be able to achieve economies of scale with this development and reduce the construction costs significantly which would change the feasibility of the bulky goods development.

Return on investment: As a guide, it is assumed that a developer would require a return on investment that is commensurate with the risk that is accepted to undertake the development. To establish the return on investment, a comparison to the

return on investment used to value existing bulky goods developments has been made and an extra risk margin added to cover the development risk. Based on valuations of bulky goods developments for sale or traded in recent years, a return on investment between 8.6% and 9.75% would be expected once the development is completed. An additional risk reward for undertaking the development of 5 – 10% is likely to be required for the development to proceed.

Net leasing income: Income to the owner of the bulky goods development would come either in the form of surplus of rent over expenses, through the sale of land in association with the development, or the sale of the completed development. Net leasing income for properties offered for lease in Wangaratta indicates that leases range from approximately $25 per square metre to $275 per square metre, where the latter is for a small 65m² floorspace in the town centre, with a median of $182 per square metre per annum. Note that the cost per square metre of a lease in Wangaratta's town centre is not directly comparable with a lease in a bulky goods centre. In a bulky goods centre, the land values are likely to be lower and for bulky goods, the floorspace requirements are significantly higher which leads to lower costs per square metre.

No responsibility is accepted for investment decisions based on the above information. It is recommended that a potential developer reviews the key assessment variables in light of their business model, the timing of the development, their risk profile and other individual and economic circumstances.

3. Key Site 2 – multi-purpose building and recreational facilities

On Key Site 2 it is proposed to retain the harness racing track and construct a multi-purpose building for recreational use which comprises multiuse courts, change rooms and toilets, and a restaurant/cafe/ function room/clubhouse.

The site is also proposed to have the following outdoor recreational facilities developed:

- 1 x junior cricket oval and 2 x soccer fields within the existing harness track; and
- Other civil works including onsite water retention, horse float parking and service vehicle access.

Table 2: Key Site 2 development costs

Cost item	Description	Quantity	Cost estimate
Clubhouse	Clubhouse and change room/toilet building, single storey standard construction and finishes w large bar and lounge, small kitchen, dining area, change area and adjoining toilet/showers, no air-conditioning. Low end of range used, indexed for regional location. Design & project management 10% and contingency 20%.	Clubhouse & foyer 740m^2 Change rooms/ toilets 800m^2	$4.6m
Multiuse courts	Basic developer standard courts, no air conditioning. Design & project management 10% and contingency 20%.	1,440m^2	$2.4m
Outdoor recreation facilities	Cricket oval including 2 x soccer fields within the harness racing track. Including design & project management 10% and contingency 20%.	1 x cricket pitch, 2 x soccer fields, drainage & earthworks	$1.0m
Civil costs	Horse float parking, drainage, road pavement and Newman Street upgrade. Including design & project management 10% and contingency 20%.	On site 17,255m^2, Newman Street 4,500m^2	$1.8m
Total	**Site development costs**		**$9.8m**

The development costs are indicative, and additional costs including landscaping should be determined through detailed masterplanning.

4. Key Site 3 – Vincent Green local park

Key Site 3 is proposed to accommodate a new local park connecting Vincent Road to the south with the residential infill site to the north. The park will comprise:

- Shared pedestrian and cycling paths
- Landscaping
- Picnic/BBQ area and playground; and
- Other informal recreation facilities.

Table 3: Key Site 3 development costs

Cost item	Description	Quantity	Cost estimate
Landscaping and drainage	Park landscaping and ancillary works, and footpaths.	Landscaping of 22,600m^2	$0.76m

Cost item	Description	Quantity	Cost estimate
Drainage, access and lighting	Site drainage works, service vehicle entry, street lighting and park lighting	Double vehicle entry and lighting	$0.10m
Total	**Site development costs**		**$0.86m**

The costs above are indicative and final costs including playgrounds, informal recreation facilities etc. to be determined through detailed costing. The above costs do not incorporate any required site remediation works.

5. Key Site 4 – mixed use services developments

On Key Site 4 it is proposed that several services are accommodated; some of which will be accommodated in existing refurbished buildings and some in newly constructed facilities.

The site is proposed to have the following buildings developed or refurbished:

- Emergency services incident response centre;
- Community health primary care centre;
- Community hall/youth centre;
- The Centre Community College;
- Short-term accommodation; and
- Student accommodation buildings comprising Village Hub, dorm style and self contained accommodation.

Table 4: Key Site 4 development costs

Cost item	Description	Quantity	Cost estimate
Emergency services incident response centre	Office building, two levels, fully serviced, airconditioned and fitted out. Including design & project management 10% and contingency 20%.	1,400m²	$4.6m
Community health care centre	New facility over two levels to accommodate Ovens and King Community Health.	Approximately 4,000m²	Up to $10m
Community hall/youth centre	Accommodated within existing hall.	1,450m²	Existing building refurbishment costs to be determined.
The Centre Community College	Existing building.	1,694m²	Existing building refurbishment costs to be determined.

Cost item	Description	Quantity	Cost estimate
Short term accommodation	70 apartments over 2 levels, high standard. High end of range used for fitout. Includes design & project management 10% and contingency 20%.	4,000m²	$17.1m
Student accommodation	50 apartments in total over 2 levels over two buildings, basic standard. Low end of range used for fitout. Includes design & project management 10% and contingency 20%.	4,550m² over two buildings	$14.0m
Student Village Hub	Proposed accommodated within existing building (Vincent Road frontage). Redevelopment costs to be determined.	To be determined	Existing building refurbishment costs to be determined.
Civil costs	Drainage, road pavement, car parking and landscaping. Includes design & project management 10% and contingency 20%.	Road pavement & car parking in excess of 11,400m² and Landscaping of 13,180m²	$1.5m
Total	**Site development costs**		**In excess of $47.2m**

The costs above are indicative and final costs to be determined through detailed costing.

6. Remainder of precinct - light industrial infill development

The majority of the land in the South Wangaratta Urban Renewal Precinct is proposed to remain as industrial zone, IN1Z. The IN1Z provides for the manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities. As much of the land is already developed, the feasibility of further development of the precinct relies on the area being sufficiently attractive for industrial development to outweigh the additional costs of working within existing building footprints or retrofitting /upgrading to suit new purposes, in comparison with vacant IN1Z land available in other areas of Wangaratta.

A review of the market for industrial land in Wangaratta and of key variables that determine the feasibility of redeveloping the land for continued industrial purposes has been undertaken to determine the feasibility of this use over the next 7 – 10 year period.

Key Assessment Variables

Cost of land. An estimate that is based on the m² of existing industrial land for sale in Wangaratta is used. There are several standard light industrial lots for sale in Wangaratta, many with a small factory-style building. Costs of undeveloped lots

with new buildings in other locations in Wangaratta is compared with cost of (developed) lots in the Wangaratta South Precinct.

Cost of construction: Cost of construction has been estimated at a high level. The cost estimate covers single story for letting of standard shell construction, metal roof, roller shutters, no ventilation, sprinklers or fit-out.

Cost of existing offer: Purchase price of existing developed industrial properties and their suitability for intended use in terms of location, and existing configuration.

Estimates of these key variables are presented in Table 2 below.

Table 5: Financial Assessment for Light Industrial Development

Key Assessment Variables	South Wangaratta Urban Renewal Precinct
Cost of land	Undeveloped light industrial land in Wangaratta is available at approximately $60/per square metre in the Sinclair Road estate currently under development. These lots are located in a court and do not have major or secondary road exposure and would therefore be less attractive than a similar vacant lot in the renewal precinct. Lots with main road exposure offered at over $150/per square metre.
Cost of construction	The cost to construct a single storey warehouse or factory (tilt concrete, metal roof, roller shutters) ranges from $625 -$675 per square metre according to Rawlinsons. Total cost of development of a 350m^2 warehouse or factory including 20% contingency is estimated at approximately $275,000, whereas a smaller warehouse of 225m^2 is estimated to cost approximately $175,000.
Cost of existing warehouses	Developed industrial land is generally offered for sale at prices that are lower than the cost to develop a vacant lot (lowest land price + cost of construction). This indicates that businesses are willing to pay a premium to develop a site to own specifications or that Rawlinsons' construction costs guide over estimates the actual costs of construction.

A review of the industrial land for sale, vacant and developed, shows the following:

- Vacant land prices (very small sample) range from approximately $60/m^2 to $150/m^2, with higher prices paid for lots with main road exposure;
- The location premium paid for main road exposure shows that lots on the main road, near the town centre can command at least a 100% -150% premium compared to lots in a court location with no significant road exposure;
- The buildings that are found on smaller industrial land lots are quite standard and typically consist of a shed/warehouse/factory with metal roof with high roller doors for truck access and loading, a small office and toilet facilities and car parking. Most of the existing building footprint per site range between 100m^2 and 350m^2 in size.

- Based on a very small sample, the location premium for Tone Road exposure appears to be approximately 90%. Lots in Newman Street or Vincent Road would be expected to command a premium of less than 90%. However, as precinct development proceeds, this premium is expected to increase although it is not expected to exceed the Tone Road premium.

The review of the commercial real estate market in Wangaratta indicates that there is vacant industrial land for sale at a relatively low cost. However this land is not in a location that provides visibility to passing traffic and easy access for customers. Land with this type of exposure commands a premium which reflects the importance of visibility to passing traffic to the success of the business. The Newman Street/Vincent Road location commands a low premium, but this premium is estimated to increase with streetscaping and a higher emphasis on Newman Street as a connecting road between Tone Road and Greta Road. As nearly all land with proximity to the town centre and highway frontage is already developed, businesses that rely on a high degree of visibility to passing traffic need to consider other locations where similar exposure can be achieved but at a cost that is commensurate with the importance to their business model. Industrial land in the renewal precinct offers proximity to the town centre and will become increasingly important for businesses that require some exposure to passing traffic. The precinct will therefore remain viable as a location for light industrial type uses.

Appendix F

Council Meeting Agenda and Minute Extracts (June 2012)

WANGARATTA RURAL CITY COUNCIL

BUSINESS PAPER FOR THE ORDINARY MEETING

OF THE WANGARATTA RURAL CITY COUNCIL, TO BE HELD

IN THE COUNCIL CHAMBERS, MUNICIPAL OFFICES,

62-68 OVENS STREET, WANGARATTA

ON **TUESDAY, 26 JUNE 2012** COMMENCING AT 7.00PM

Doug Sharp
CHIEF EXECUTIVE OFFICER

As at 22/06/12 10:54 AM

Conclusion

The adoption of the strategy by Council will support the Economic and Tourism Unit and the Wangaratta Unlimited Advisory Board (Committee) to fulfil the key strategic objectives of investment attraction, business growth and employment generation within the Rural City of Wangaratta.

Recommendation:

That Council endorse the Tourism and Economic Development Strategy 2012 – 2015.

11.2.1.2 SOUTH WANGARATTA URBAN RENEWAL STRATEGY MASTERPLAN

Introduction

As per the adopted recommendations of Council at their Special Meeting on Thursday 2 May 2012 the draft South Wangaratta Urban Renewal Strategy Masterplan was placed on public exhibition up to Friday 25 May 2012.

At the close of the exhibition period seven submissions were received and a summary and evaluation of these submissions forms the basis of this report.

Background

The comprehensive draft South Wangaratta Urban Renewal Strategy Masterplan prepared by urban designers Aurecon, together with economic analysis by Matters More, was jointly funded by Regional Development Victoria and the Rural City of Wangaratta. The consultants fulfilled the requirements of the study brief which focussed on four key sites within the nominated study area but considered in the context of the broader precinct.

The four key sites have been nominated as:

Key site 1 - Bulky Goods Homemaker Centre
Key site 2 - Avian Park Sport and Recreation Hub
Key site 3 - Vincent Green
Key site 4 - South Wangaratta Civic Precinct

The draft Masterplan included concept designs, recommendations for each key site including 7 – 10 year financial assessments and a detailed implementation plan.

Issues

The draft Masterplan received high level media exposure and the public exhibition period was well publicised. Of the seven formal submissions received:

- one focussed on the recommendations for the South Wangaratta Civic Precinct and endorsed the concept plan with particular emphasis on the proposed expansion of the Emergency Services Precinct;

- one was received from a resident whose property is nearby to key site 3 and was fully supportive of the Vincent Green concept as proposed in the draft masterplan;
- five submissions were all from current or proposed stakeholders in Key Site 2:
  - o one submission focussed on detailed information as to the necessary works and infrastructure required to enable the proposed CFA running track to meet both operation OH & s requirements;
  - o two submissions were complimentary for the proposed concept proposals and welcomed the introduction of increased multi use of the reserve and specifically the potential of new infrastructure investment with subsequent revitalisation of Avian Park; and
  - o two submissions were from organisations directly aligned to greyhound racing. One submission expressed frustration with the lack of decision from the greyhound racing industry peak body, Greyhound Victoria, with regard to the return of greyhound racing at Avian Park.
  - o One submission was openly critical of the Aurecon report based on the belief that greyhound racing track dimensional information provided by Greyhound Racing Victoria had been negatively selective and infrastructure investment estimates were inflated leading to a conclusion by the consultants that a return of greyhound racing to Avian Park was unviable.

Implications

Generally, submissions are fully supportive of the draft masterplan recommendations however the greyhound racing sector, both locally and regionally, maintains a level of grievance.

The greyhound racing peak body, Greyhound Racing Victoria has been kept abreast of the masterplanning process and been provided with copies of this draft masterplan and background paper for their information and input.

The Board of Greyhound Racing Victoria have “reserved their position” to comment on the Draft Masterplan until it is formally adopted by Council.

Conflicting advice provided by the various interest groups within the Greyhound Racing sector leaves the issue of the viability of reintroducing Greyhound Racing to Avian Park unresolved but based on the information provided there is nothing to contravene the recommendations as proposed within the Draft Strategy.

Recommendation:

That the draft South Wangaratta Urban Renewal Strategy Masterplan, as exhibited, be adopted by Council with the proviso that:

1. should Greyhound Racing Victoria decide that greyhound racing be reintroduced to Avian Park (along with the relevant infrastructure that will not adversely impact on harness racing); and

2. in so doing, Greyhound Racing Victoria fully funds the development to the required state standard; and

3. the development is compatible with the proposed Avian Park Sport and Recreation Hub;

then the decision be supported as an integral element of the proposed Avian Park Sport and Recreation Hub.

WANGARATTA RURAL CITY COUNCIL

MINUTES OF THE ORDINARY MEETING

OF THE WANGARATTA RURAL CITY COUNCIL, HELD

IN THE COUNCIL CHAMBERS, MUNICIPAL OFFICES,

62-68 OVENS STREET, WANGARATTA

ON **TUESDAY, 26 JUNE 2012** AT 7.00PM

Doug Sharp
CHIEF EXECUTIVE OFFICER

As at 28/06/12 3:44 PM

Recommendation:

That Council endorse the Tourism and Economic Development Strategy 2012 – 2015.

Carried.

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Conflicting advice provided by the various interest groups within the Greyhound Racing sector leaves the issue of the viability of reintroducing Greyhound Racing to Avian Park unresolved but based on the information provided there is nothing to contravene the recommendations as proposed within the Draft Strategy.

(Moved: Councillor R Webb/Councillor R Parisotto)

Recommendation:

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1. ***should Greyhound Racing Victoria decide that greyhound racing be reintroduced to Avian Park (along with the relevant infrastructure that will not adversely impact on harness racing);***

2. ***in so doing, Greyhound Racing Victoria fully funds the development to the required state standard; and***

3. the development is compatible with the proposed Avian Park Sport and Recreation Hub;

then the decision be supported as an integral element of the proposed Avian Park Sport and Recreation Hub.

Carried.

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