ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

21 May 2019

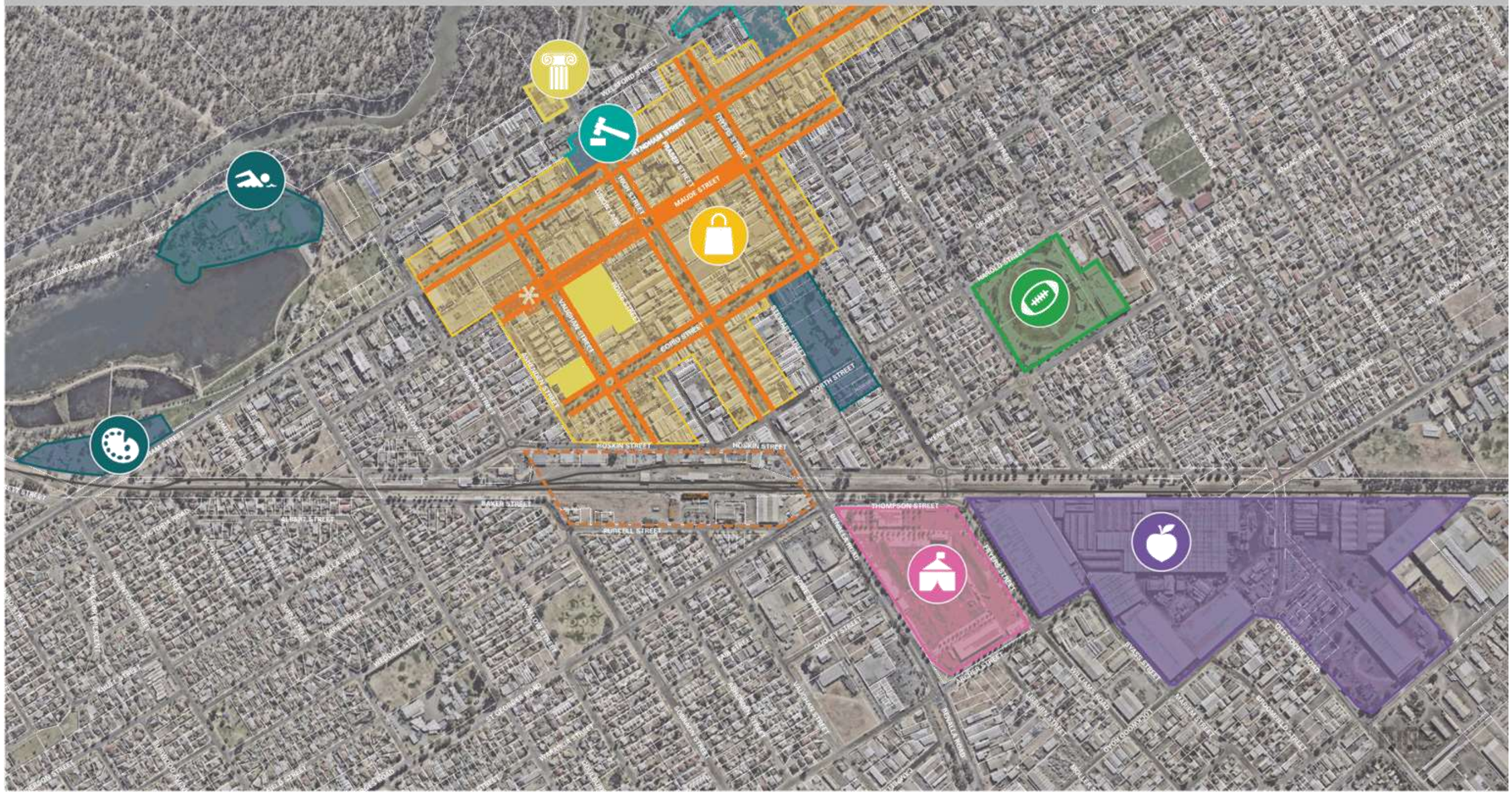
Agenda Item 10.2	**Shepparton Railway Pedestrian Overpass and Shared Path Linkages**

SHEPPARTON RAILWAY STATION
PEDESTRIAN OVERPASS CONCEPT DESIGN
October 2018

ARCADIS Design & Consultancy for natural and built assets

mgs

Introduction Shepparton CBD Context



Introduction Land Ownership / Station Precinct Fixed Infrastructure

Figure 6 Shepparton Rail Precinct with overview of existing buildings and property boundaries

Site Masterplan Existing Conditions (Shepparton Railway Precinct Master Plan)

LEGEND

- Pedestrian paths
- Wayfinding signage
- Uncomfortable pedestrian areas
- Land parcels and buildings (existing)
- VicTrack land boundary
- VLine leased land
- Existing car park
- Open space with potential for improvement and activation
- Railway Station
- Shed identified to be demolished

Site Masterplan Medium Term Implementation (Shepparton Railway Precinct Master Plan)

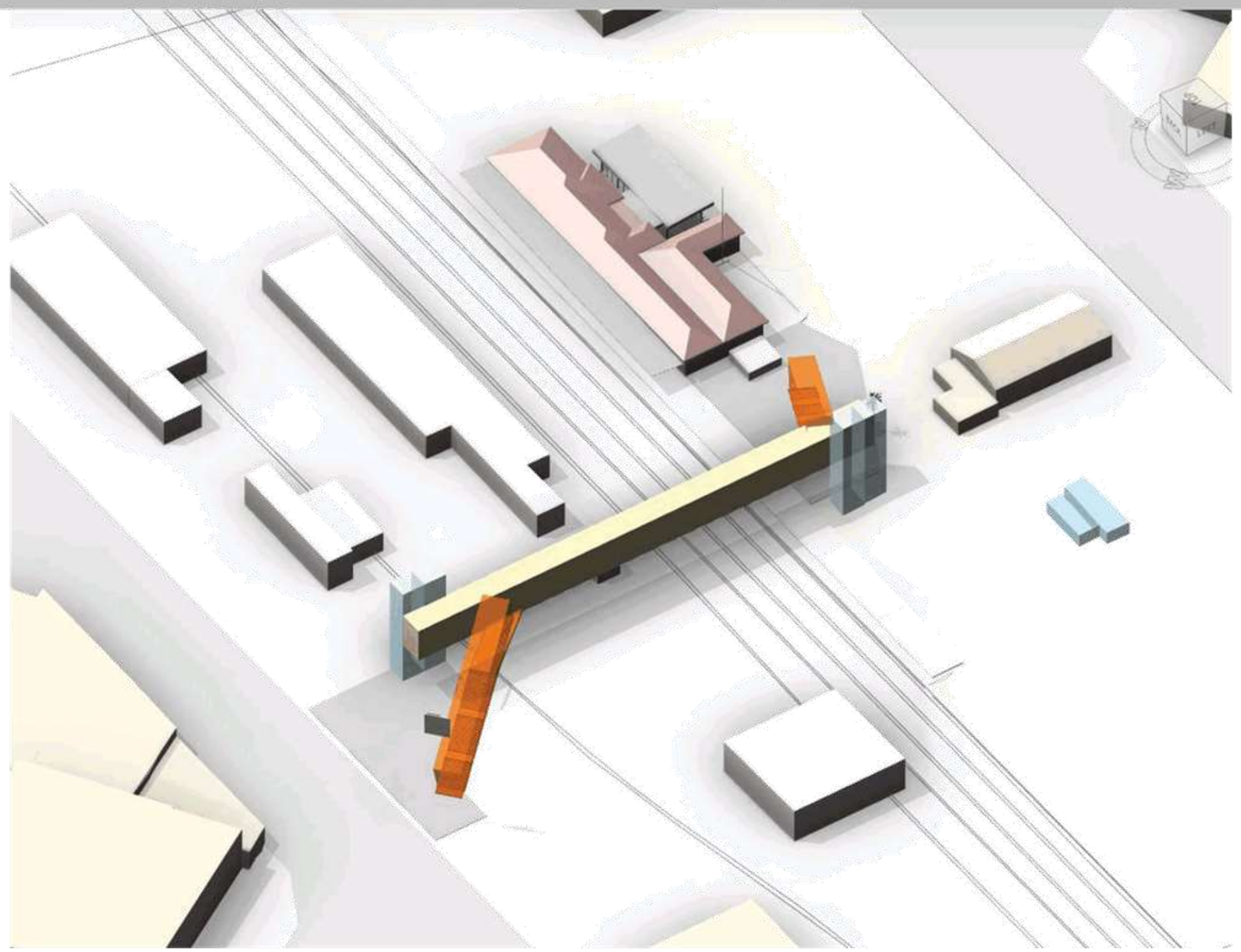
LEGEND

- Pedestrian connections
- Bicycle lane (on road)
- Shared path (off road)
- Verge tree and low planting
- Feature landscape/public art as wayfinding element
- Wayfinding signage
- Pop up art or other feature
- Land parcels and buildings (existing)
- VLine depot 5000m2 (explore other options within the rail corridor)
- Train stabling (explore options further north within the rail corridor)
- Existing car park
- Transport interchange including bus depot, taxi rank and car parking (including options for secure parking)
- Public realm
- Green space
- Review land tenure and promote mixed use development
- Railway Station upgrades
- New mixed use development
- Pedestrian overpass with lifts

0 20 40 60 80 100m
SCALE 1:4000@A3

mgs

Geometric Requirements Clearance and Heights



Key parameters:

- Underside clearance of 7.1m above rail level
- Bridge FFL above top of rail 7.8mm above rail level
- 2 elevators on both sides of bridge entrance based on PTV Vertical Access Requirements
- Ramps not required due to height differential
- 3.0m wide bridge footpath clearance
- 2.9m wide stairs to allow 2.6m clear passage
- Visibility towards elevator and stairs from street / platform levels.
- Continuous undercover bridge and stairs

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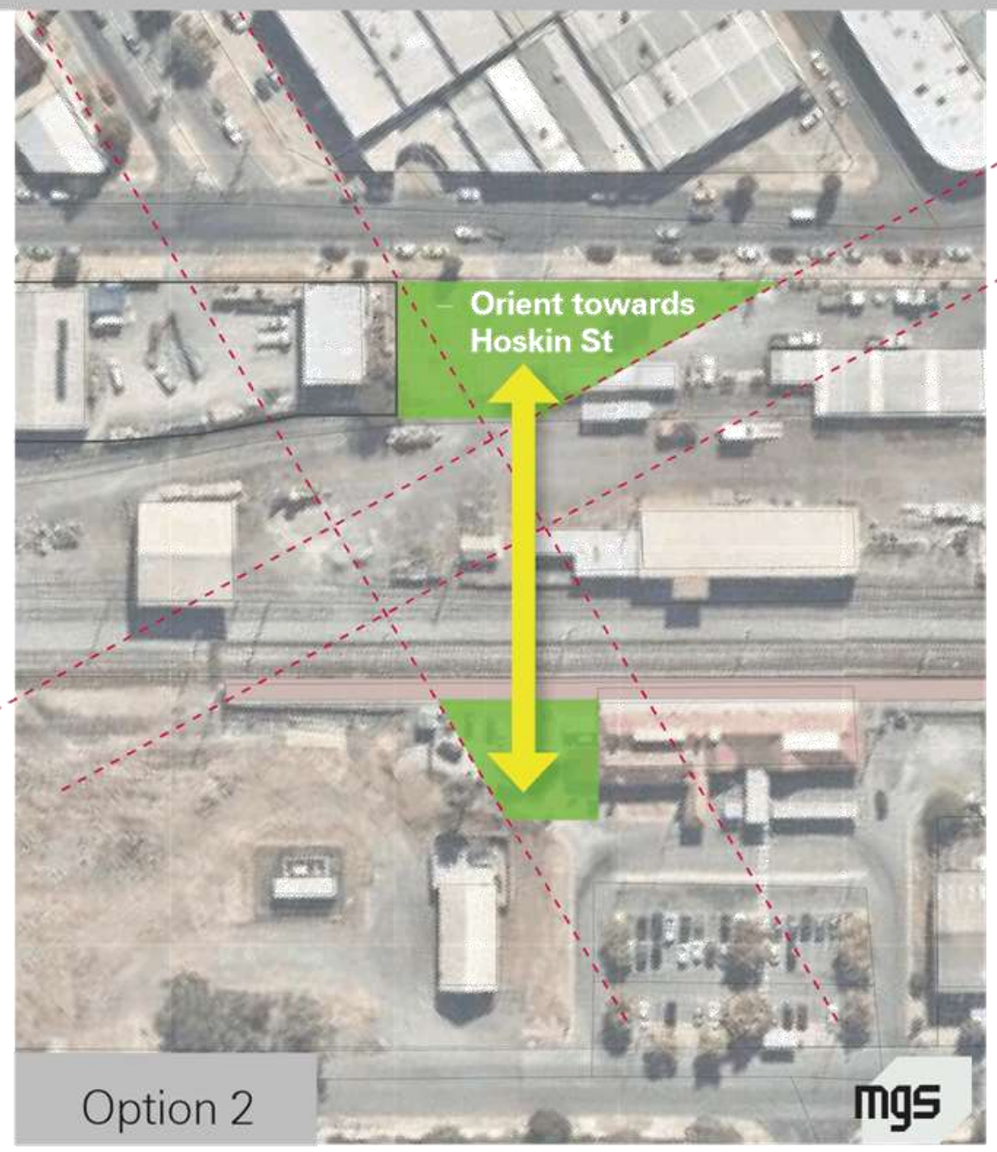
Overpass alignment options

Alignment Options Scenario



Final Alignment

1. Distance view from Vaughan St West - Approach from Town Centre

2. Close-up view from Vaughan St West - Existing brick building to be demolished for new entry to pedestrian overpass

3. Distance view from Vaughan St East

4. Close-up view from Station Drop Off Area

Preferred Option
Theme: Industry_

'Industry' theme

The proposal is a playful reference to fruit travelling on a conveyor belt. The fruit is referenced through bright colours claddings that wrap either side of the bridge for, stairs and around the lift cores.

Although this option includes colour across the bridge structure, depending on the vantage point, the colour will become more or less apparent, essentially disappearing on the approach of a train driver to mitigate signal sighting issues. This effect creates a dynamic visual effect where colours fade and change depending on the viewing angle.

Architectural Concept

Architectural Concept

Architectural Concept

Architectural Concept

Aerial view from Northeast (Station)

mgs

Architectural Concept

Aerial view from Northwest (Hoskin Street)

mgs

Architectural Concept

Aerial view from Southeast (Station)

mgs

Architectural Concept

Aerial view from Southwest (Hoskin Street)

mgs

Architectural Concept

View from Existing Station's Platform

mgs

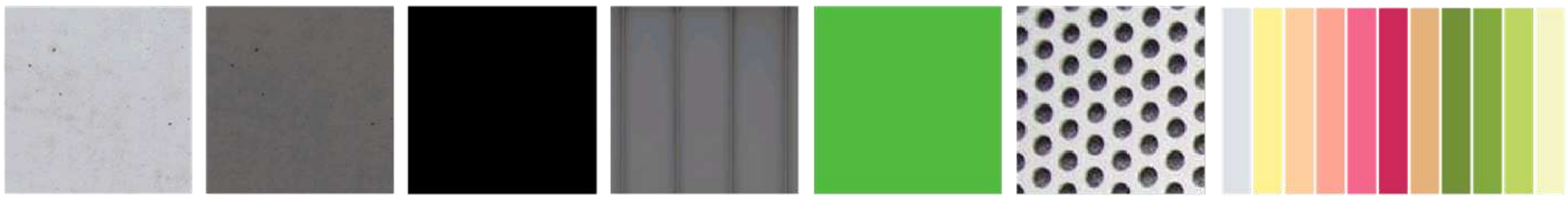
Architectural Concept

View inside pedestrian overpass

mgs

Architectural Concept

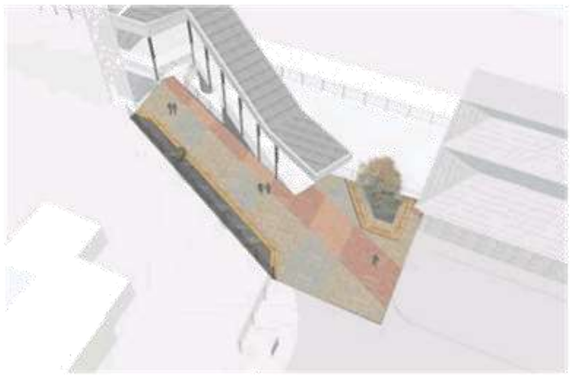
Finishes & Materials



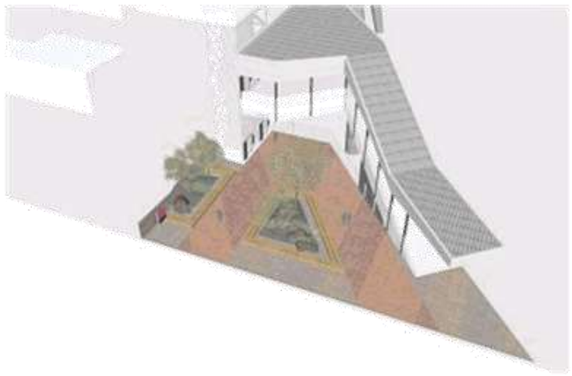
Plain concrete	Stained concrete	Painted steel	Colorbond metal	Epoxy paint finish to concrete surface	Perforated metal screen in power coat	Painted metal
Columns, Stairs, Bridge Soffit and Balustrade	Bridge supports	Steel structures	Roof cladding	Bridge floors and Stairs	Bridge and stairs screens	Bridge screens

Landscaping (Forecourts)

Forecourt_Station Entry



Forecourt_Vaughan & Hoskin Street Entry



Precedent Images

Landscape Seat

Sculpture

Ornamental Trees

Each of the options includes a modest, landscaped plaza as a landing point of the bridge at both the station and Hoskin Street interfaces. The Hoskin Street plaza would also provide a sense of forecourt or address for the station at this interface, including provision of standard PTV/VLine signage. These areas would be paved with a blend of granites, providing warm earthy tones reminiscent of the local geology.

Soft landscaped areas are framed with public bench seating. The materiality of the seating varies between the options and the intention would be to incorporate integrated graphics/ art into the structure that would tell a local story (details of which will depend on the selected theme and are to be developed in proceeding design studies).

The proposal includes tree planting. The selection of trees could include varieties such as flowering peaches that would provide a spark of colour to the forecourt spaces and reference to the local production agriculture and industry product.

There is the option to replace parts of the landscape with art sculptures (per opportunities identified in Council's Shepparton Railway Precinct Master Plan document).

mgs

Other Opportunities

Precedent Images

Illumination

Integrated Art

Alternative Access

There are other opportunities for increasing interaction with the bridge structures. Specific opportunities raised include:

- Using surfaces for evening projections and night time illumination of elements of the bridge to enhance its visual profile at night time

- Incorporating pedestrian counters in the stairs noting that, anecdotally, locals like to use stairs as part of an exercise regime

- Incorporating a bicycle channel into the side of the stairs (subject to compliance issues), as an active alternative to utilising the lifts

Architectural Drawings

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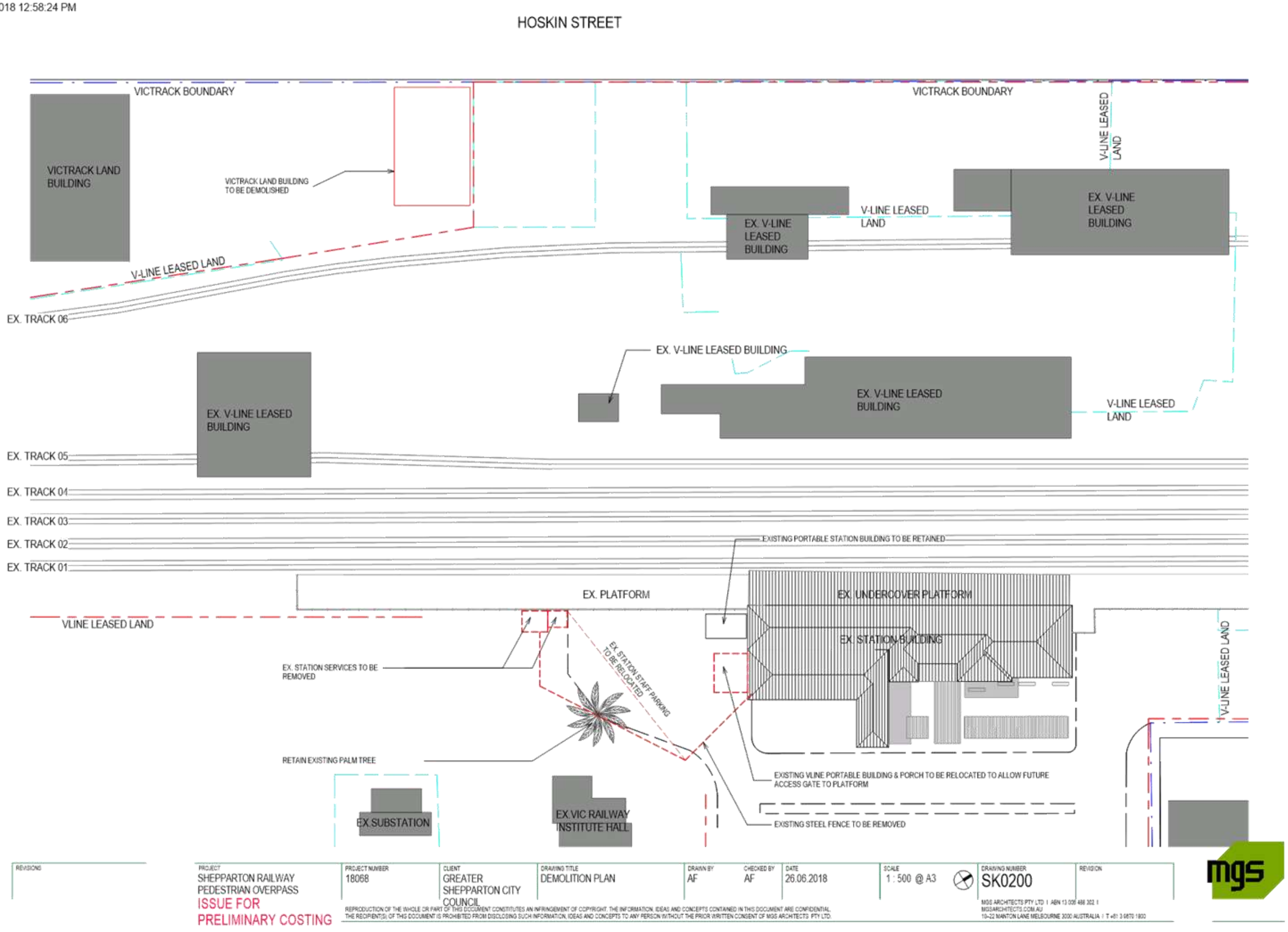

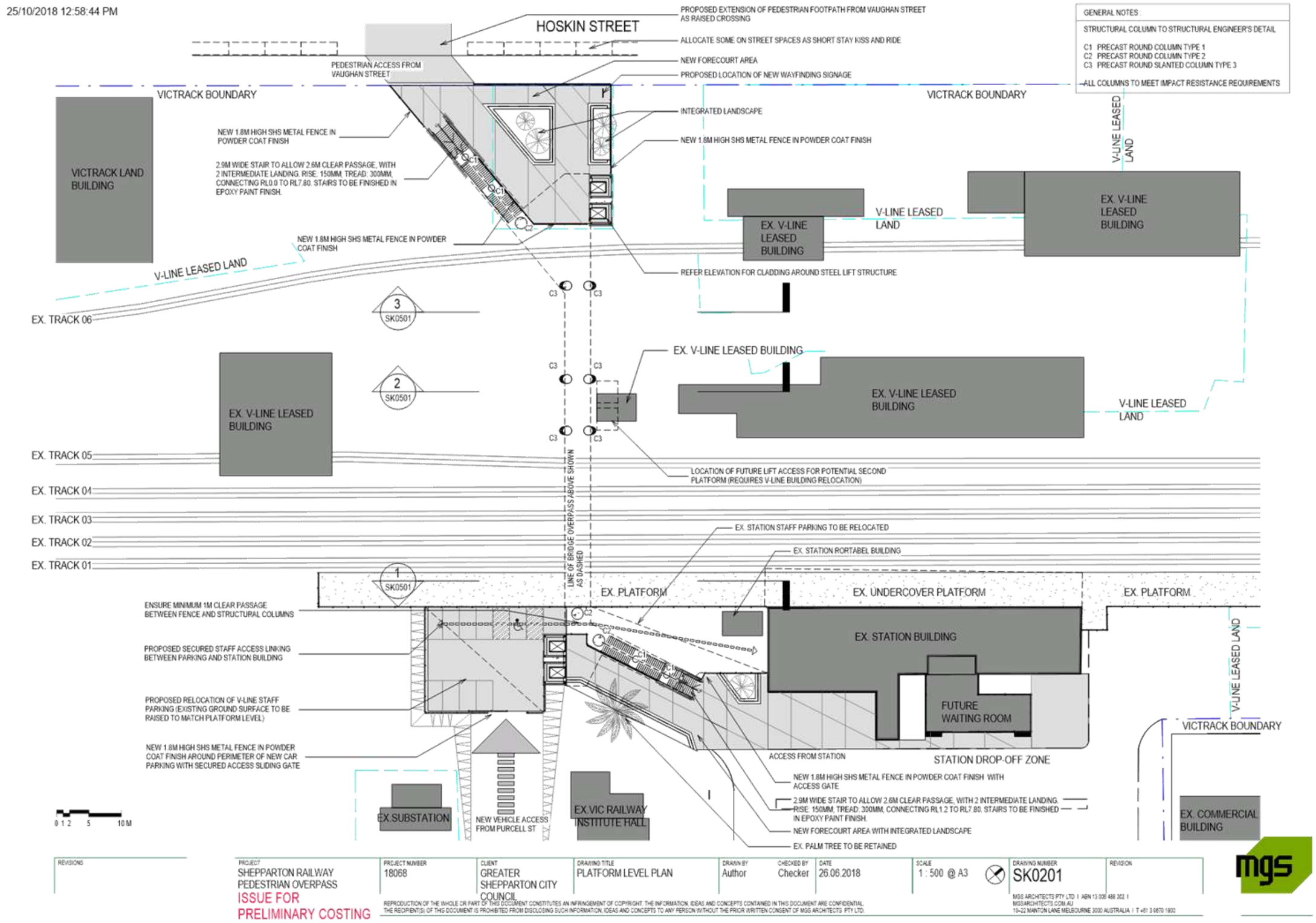
25/10/2018 12:58:44 PM
HOSKIN STREET
PROPOSED EXTENSION OF PEDESTRIAN FOOTPATH FROM VAUGHAN STREET AS RAISED CROSSING
ALLOCATE SOME ON STREET SPACES AS SHORT STAY KISS AND RIDE
NEW FORECOURT AREA
PROPOSED LOCATION OF NEW WAYFINDING SIGNAGE
PEDESTRIAN ACCESS FROM VAUGHAN STREET
VICTRACK BOUNDARY
VICTRACK BOUNDARY
INTEGRATED LANDSCAPE
NEW 1.8M HIGH SHS METAL FENCE IN POWDER COAT FINISH
NEW 1.8M HIGH SHS METAL FENCE IN POWDER COAT FINISH
2.9M WIDE STAIR TO ALLOW 2.6M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING. RISE: 150MM, TREAD: 300MM, CONNECTING RL0.0 TO RL7.80. STAIRS TO BE FINISHED IN EPOXY PAINT FINISH.
VICTRACK LAND BUILDING
NEW 1.8M HIGH SHS METAL FENCE IN POWDER COAT FINISH
V-LINE LEASED LAND
EX. V-LINE LEASED BUILDING
V-LINE LEASED LAND
EX. V-LINE LEASED BUILDING
V-LINE LEASED LAND
REFER ELEVATION FOR CLADDING AROUND STEEL LIFT STRUCTURE
EX. TRACK 06
3 SK0501
EX. V-LINE LEASED BUILDING
2 SK0501
EX. V-LINE LEASED BUILDING
EX. V-LINE LEASED BUILDING
V-LINE LEASED LAND
EX. TRACK 05
LOCATION OF FUTURE LIFT ACCESS FOR POTENTIAL SECOND PLATFORM (REQUIRES V-LINE BUILDING RELOCATION)
EX. TRACK 04
EX. TRACK 03
EX. TRACK 02
EX. TRACK 01
LINE OF BRIDGE OVERPASS ABOVE AS DASHED
EX. STATION STAFF PARKING TO BE RELOCATED
EX. STATION RORTABEL BUILDING
1 SK0501
EX. PLATFORM
EX. UNDERCOVER PLATFORM
EX. PLATFORM
ENSURE MINIMUM 1M CLEAR PASSAGE BETWEEN FENCE AND STRUCTURAL COLUMNS
EX. STATION BUILDING
PROPOSED SECURED STAFF ACCESS LINKING BETWEEN PARKING AND STATION BUILDING
FUTURE WAITING ROOM
V-LINE LEASED LAND
PROPOSED RELOCATION OF V-LINE STAFF PARKING (EXISTING GROUND SURFACE TO BE RAISED TO MATCH PLATFORM LEVEL)
VICTRACK BOUNDARY
NEW 1.8M HIGH SHS METAL FENCE IN POWDER COAT FINISH AROUND PERIMETER OF NEW CAR PARKING WITH SECURED ACCESS SLIDING GATE
ACCESS FROM STATION
STATION DROP-OFF ZONE
NEW 1.8M HIGH SHS METAL FENCE IN POWDER COAT FINISH WITH ACCESS GATE
2.9M WIDE STAIR TO ALLOW 2.6M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING. RISE: 150MM, TREAD: 300MM, CONNECTING RL1.2 TO RL7.80. STAIRS TO BE FINISHED IN EPOXY PAINT FINISH.
NEW FORECOURT AREA WITH INTEGRATED LANDSCAPE
EX. PALM TREE TO BE RETAINED
EX.SUBSTATION
NEW VEHICLE ACCESS FROM PURCELL ST
EX.VIC RAILWAY INSTITUTE HALL
EX. COMMERCIAL BUILDING
0 1 2 5 10 M
GENERAL NOTES
STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL
C1 PRECAST ROUND COLUMN TYPE 1
C2 PRECAST ROUND COLUMN TYPE 2
C3 PRECAST ROUND SLANTED COLUMN TYPE 3
ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS
REVISIONS
PROJECT
SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
ISSUE FOR PRELIMINARY COSTING
PROJECT NUMBER
18068
CLIENT
GREATER SHEPPARTON CITY COUNCIL
DRAWING TITLE
PLATFORM LEVEL PLAN
DRAWN BY
Author
CHECKED BY
Checker
DATE
26.06.2018
SCALE
1 : 500 @ A3
DRAWING NUMBER
SK0201
REVISION
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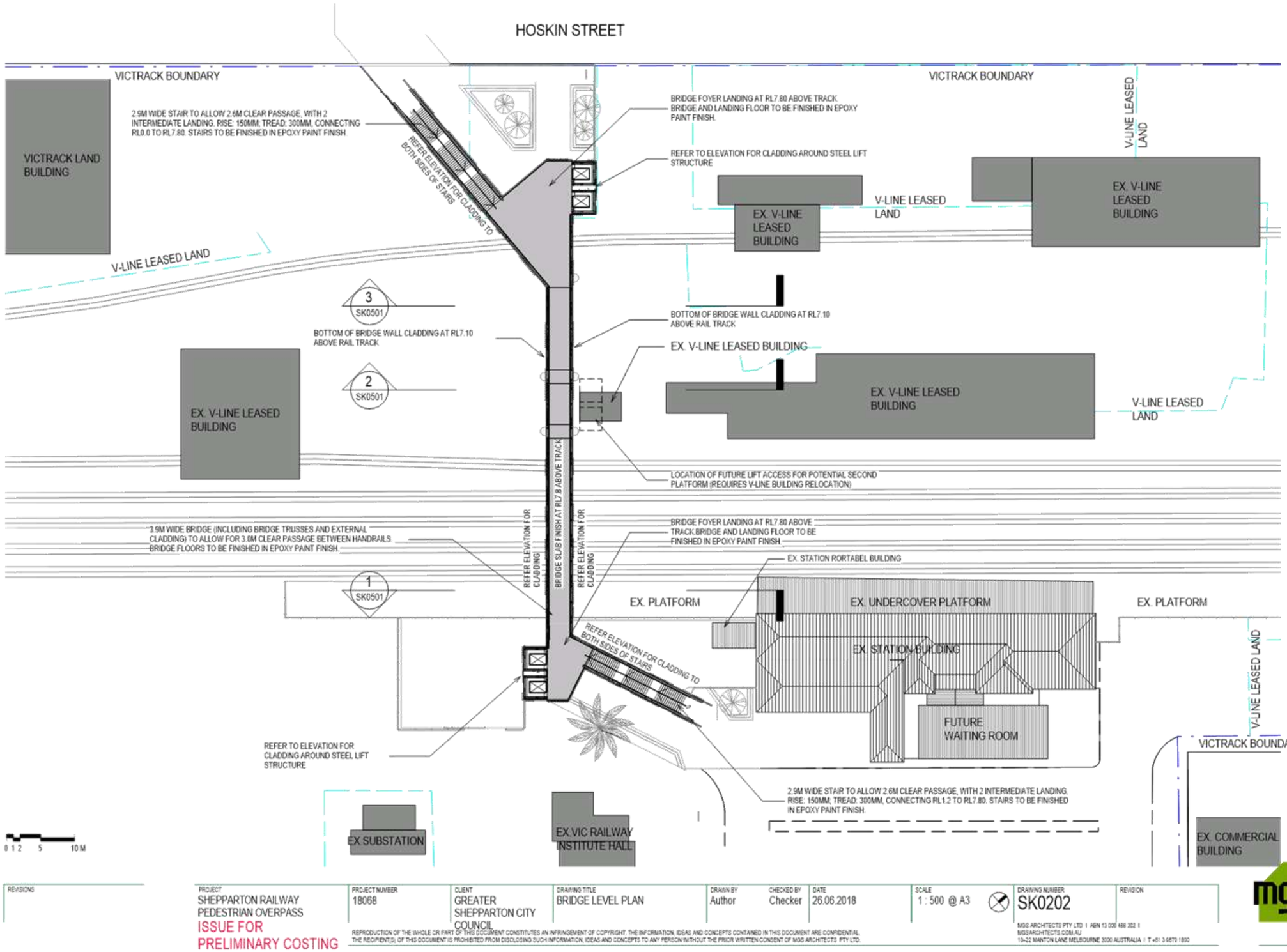

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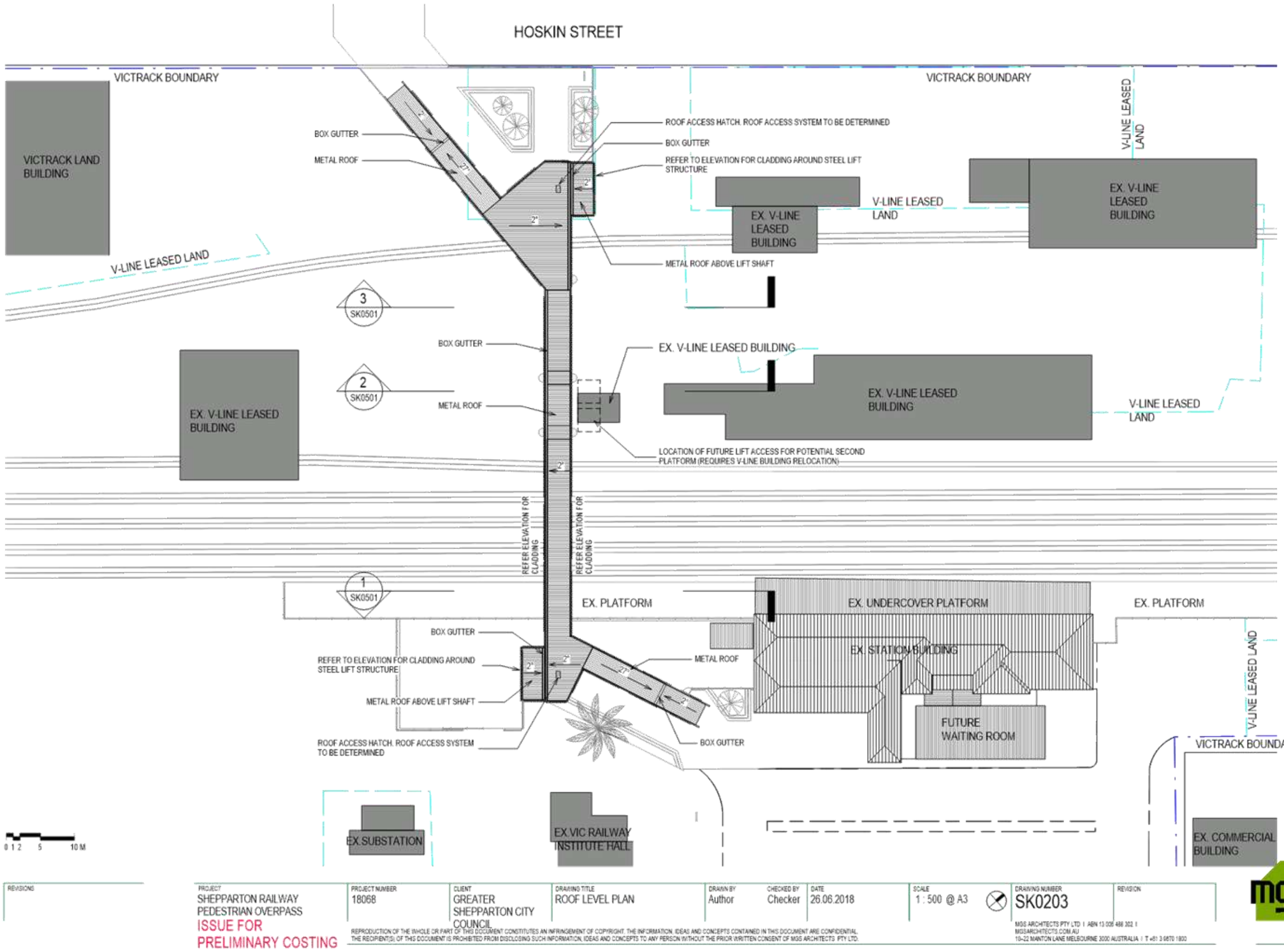

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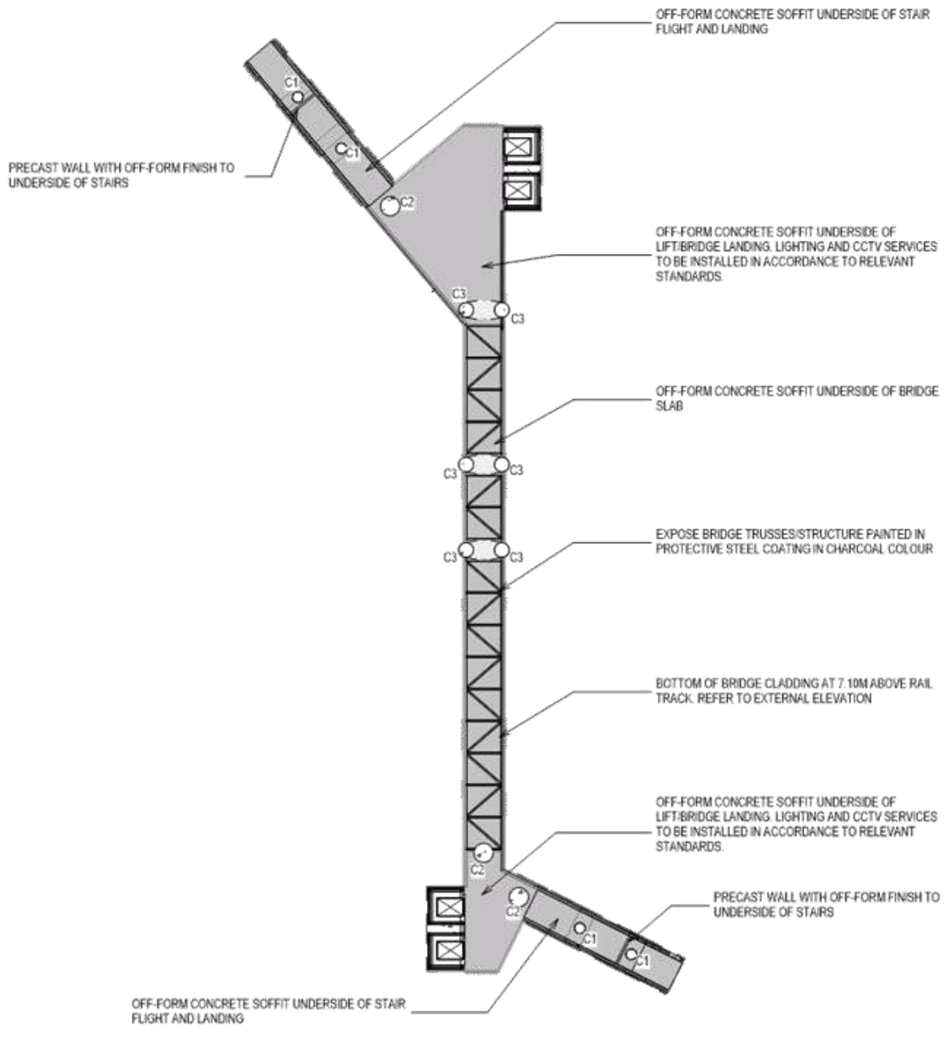


1 SK0401 PLATFORM LEVEL RCP
1 : 500

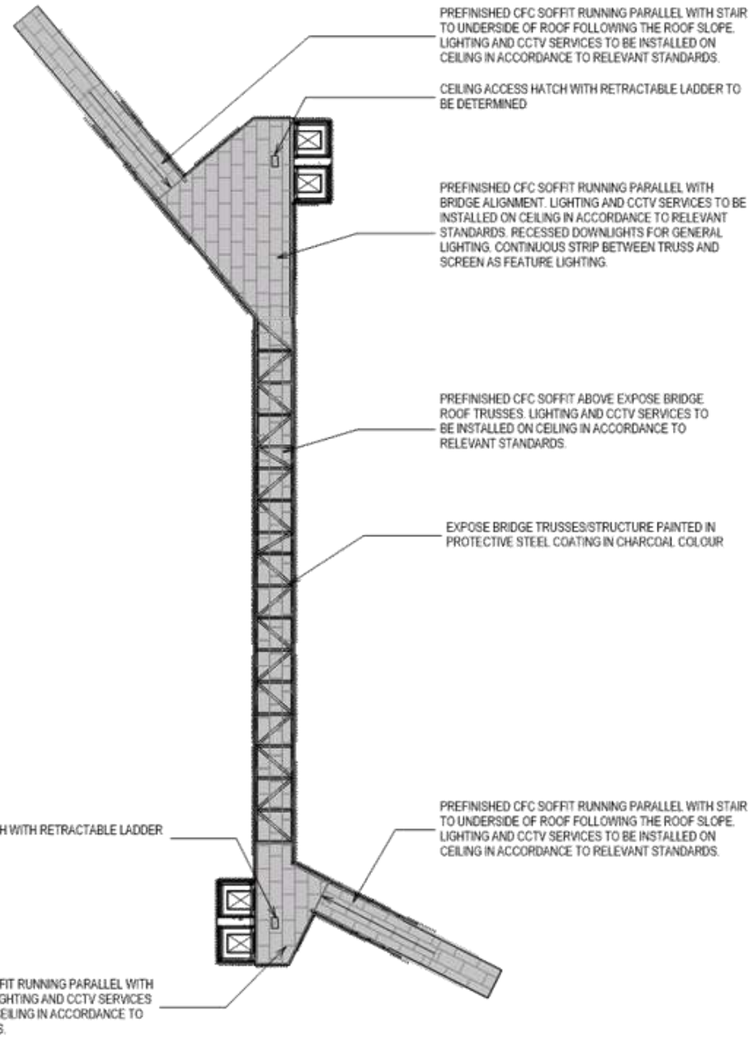
0 1 2 5 10 M

GENERAL NOTES :

STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL

C1 PRECAST ROUND COLUMN TYPE 1
C2 PRECAST ROUND COLUMN TYPE 2
C3 PRECAST ROUND SLANTED COLUMN TYPE 3

ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS



2 SK0401 BRIDGE FLOOR LEVEL RCP
1 : 500

REVISIONS

PROJECT: SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
ISSUE FOR PRELIMINARY COSTING

PROJECT NUMBER: 18068
CLIENT: GREATER SHEPPARTON CITY COUNCIL
DRAWING TITLE: REFLECTED CEILING PLAN
DRAWN BY: Author
CHECKED BY: Checker
DATE: 26.06.2018
SCALE: 1 : 500 @ A3
DRAWING NUMBER: SK0301
REVISION:

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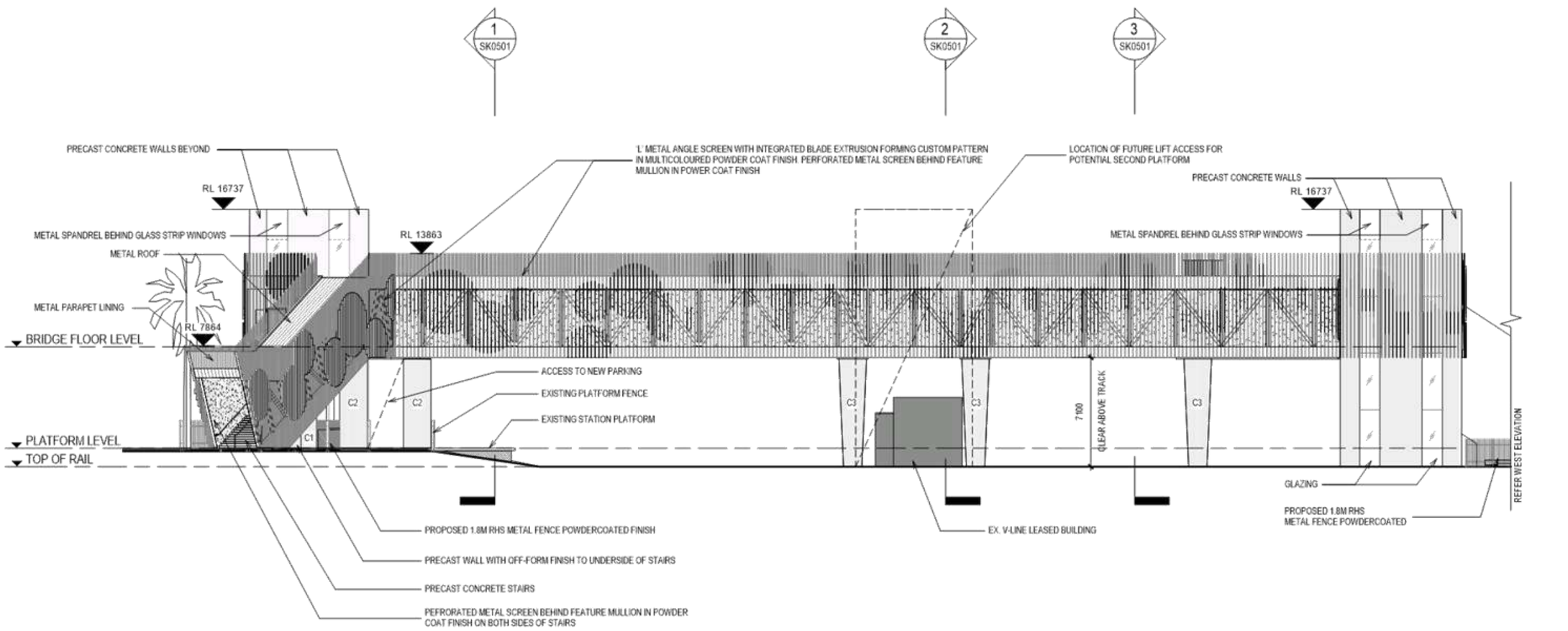
25/10/2018 1:00:01 PM

GENERAL NOTES :

STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL

C1 PRECAST ROUND COLUMN TYPE 1
C2 PRECAST ROUND COLUMN TYPE 2
C3 PRECAST ROUND SLANTED COLUMN TYPE 3

ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS



1 SK0000 **NORTH ELEVATION**
1 : 250

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS ISSUE FOR PRELIMINARY COSTING	18068	GREATER SHEPPARTON CITY COUNCIL	ELEVATIONS_NORTH	Author	Checker	26.06.2018	1 : 250 @ A3	SK0401	

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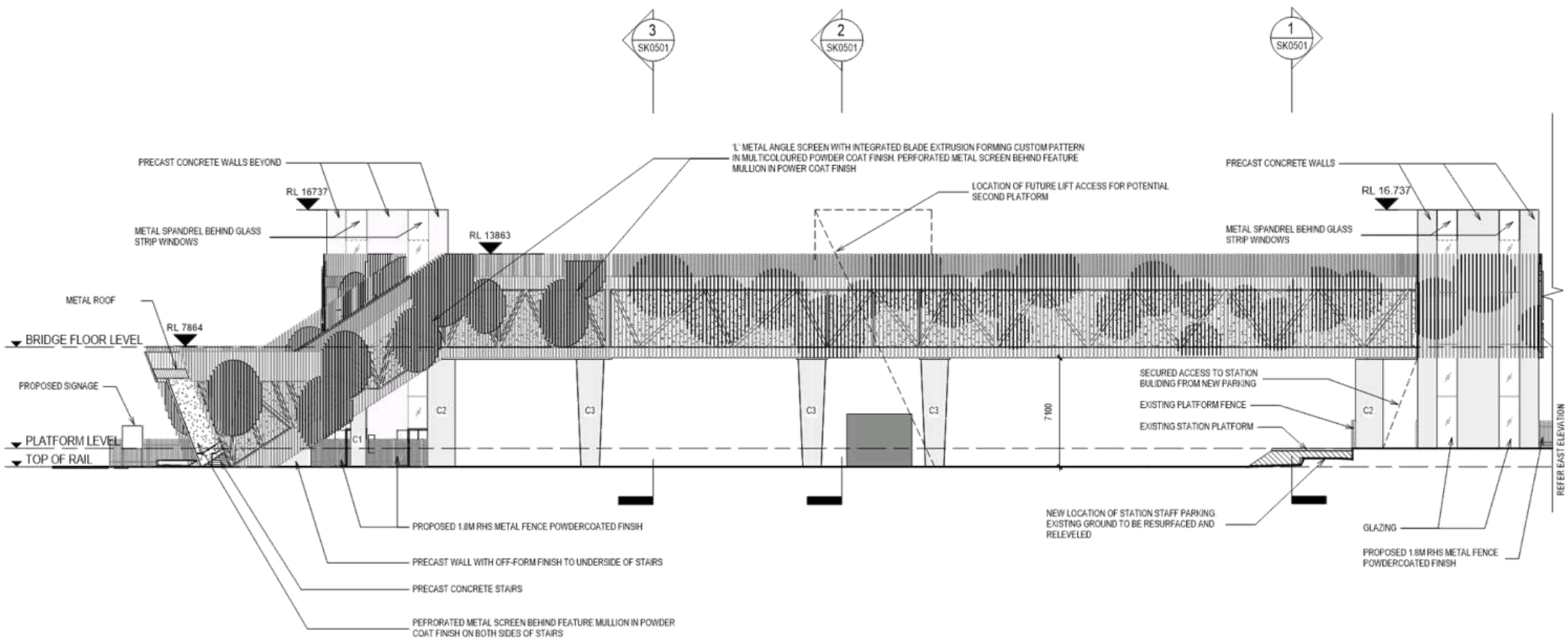
25/10/2018 1:00:08 PM

GENERAL NOTES :

STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL

C1 PRECAST ROUND COLUMN TYPE 1
C2 PRECAST ROUND COLUMN TYPE 2
C3 PRECAST ROUND SLANTED COLUMN TYPE 3

ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS



1 SK0000 **SOUTH ELEVATION**
1 : 250

0 1 2 5 10 M

REVISIONS

PROJECT: SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
ISSUE FOR PRELIMINARY COSTING

PROJECT NUMBER: 18068
CLIENT: GREATER SHEPPARTON CITY COUNCIL
DRAWING TITLE: ELEVATION_SOUTH
DRAWN BY: Author
CHECKED BY: Checker
DATE: 26.06.2018
SCALE: 1 : 250 @ A3
DRAWING NUMBER: SK0402
REVISION:

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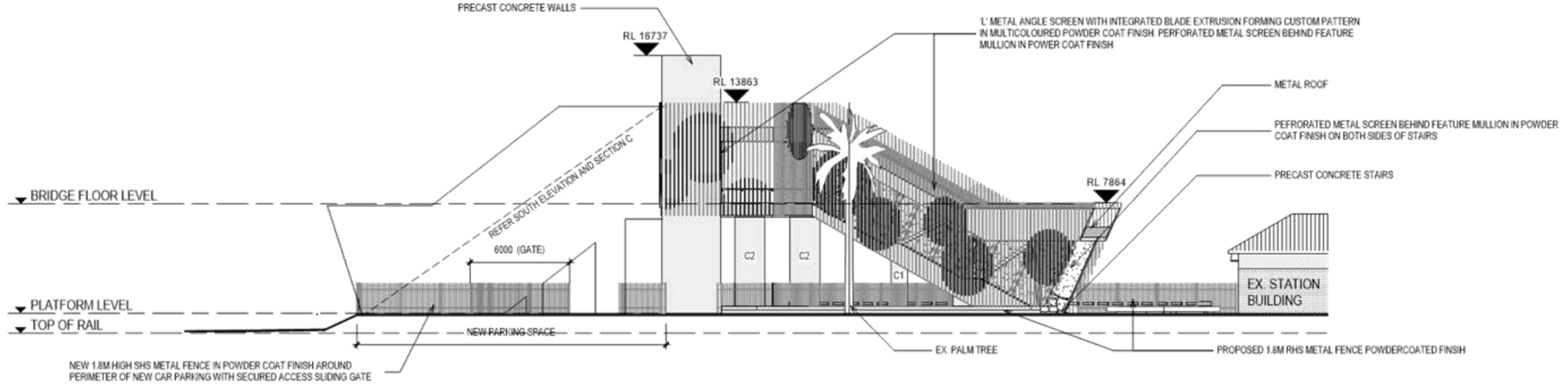
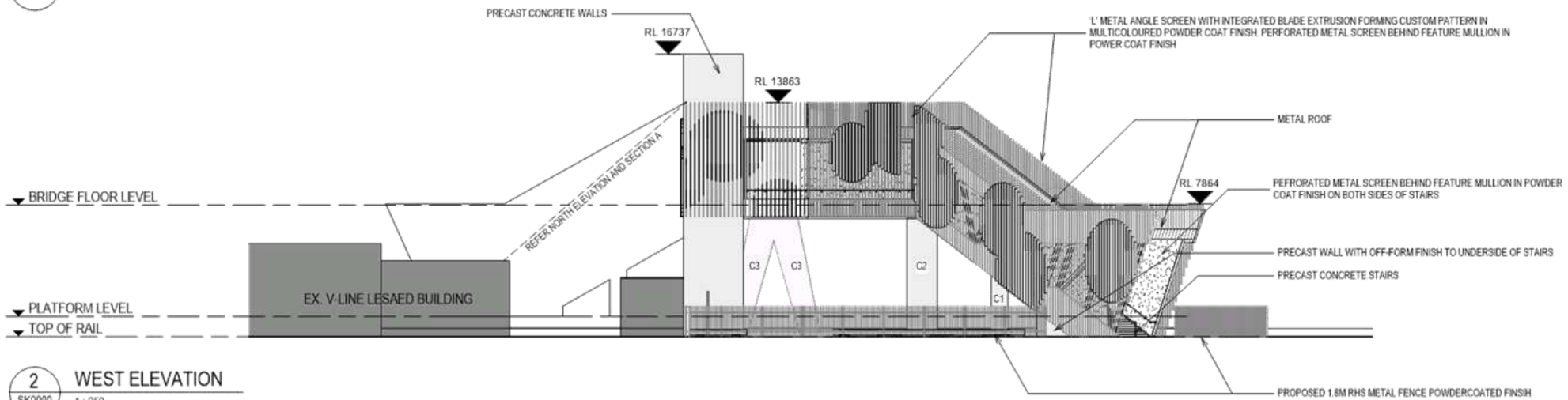
25/10/2018 1:00:16 PM

GENERAL NOTES :
STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL C1 PRECAST ROUND COLUMN TYPE 1 C2 PRECAST ROUND COLUMN TYPE 2 C3 PRECAST ROUND SLANTED COLUMN TYPE 3 ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS



1 SK0000 **EAST ELEVATION**
1 : 250



2 SK0000 **WEST ELEVATION**
1 : 250

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS ISSUE FOR PRELIMINARY COSTING	18068	GREATER SHEPPARTON CITY COUNCIL	ELEVATIONS_EAST AND WEST	Author	Checker	26.06.2018	1 : 250 @ A3	SK0403	

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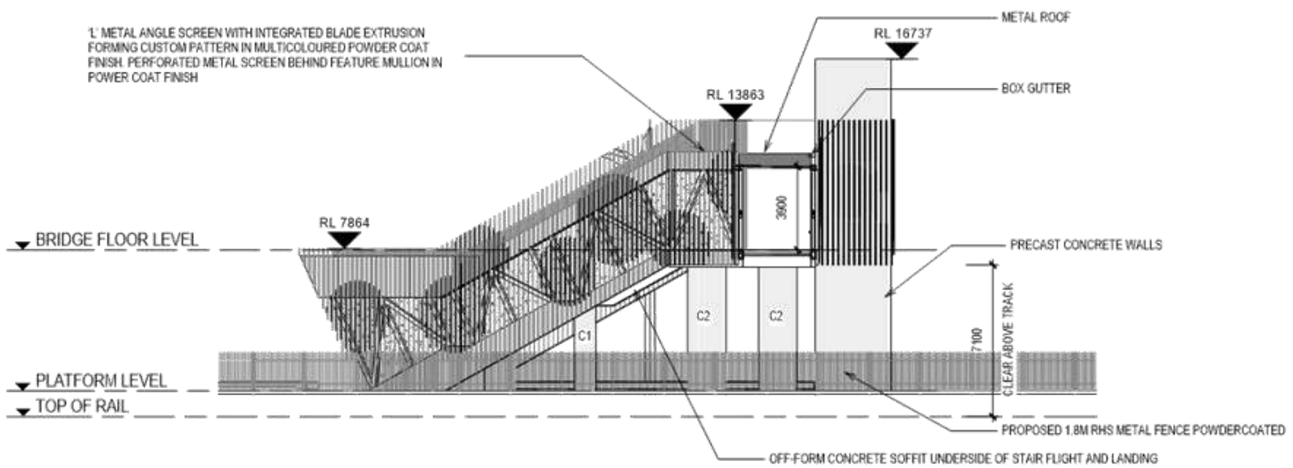
GENERAL NOTES :
STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL C1 PRECAST ROUND COLUMN TYPE 1 C2 PRECAST ROUND COLUMN TYPE 2 C3 PRECAST ROUND SLANTED COLUMN TYPE 3 ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS



1 SK0201 **SECTION A**
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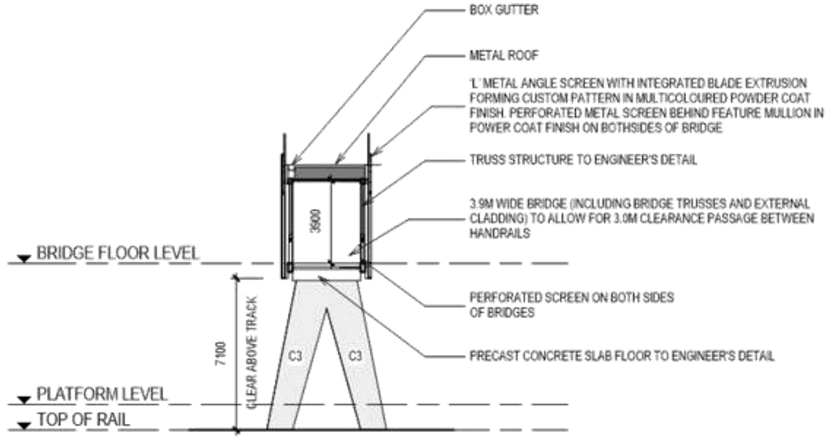

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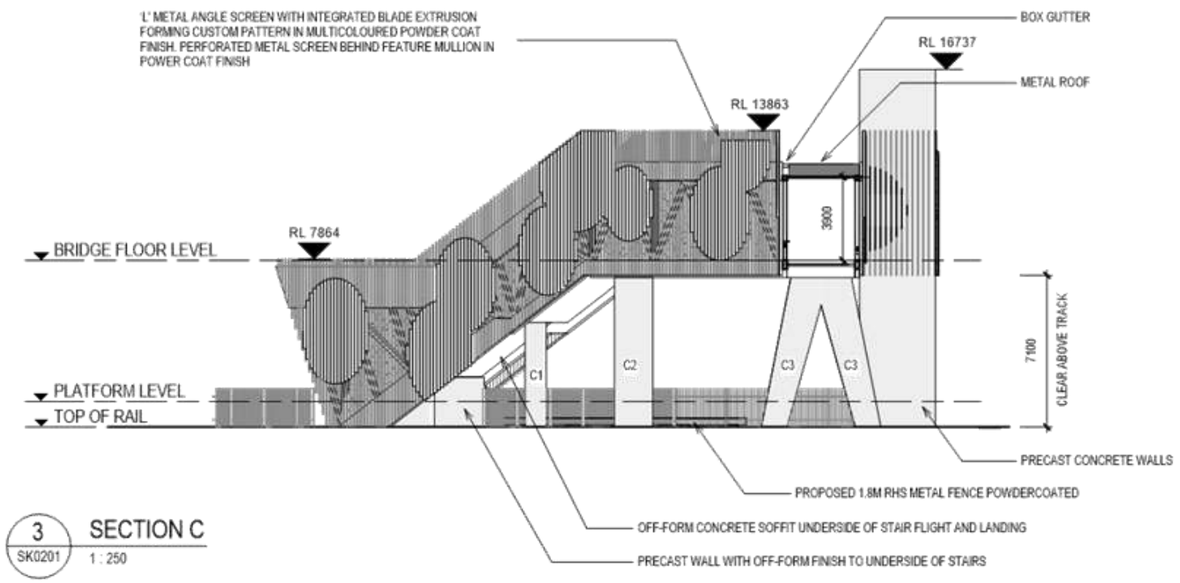

3 SK0201 **SECTION C**
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REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
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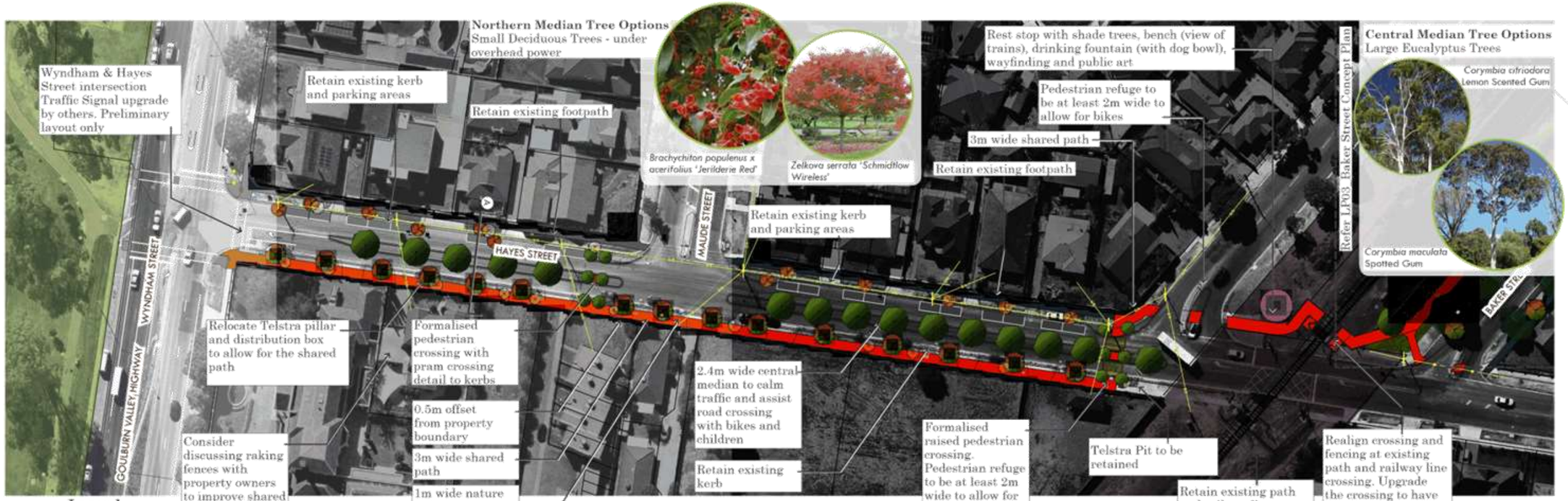
Route 1 - Railway Station to Victoria Park Lake
Route 2 - Railway Station to Maude Street Mall
Monash Park
MIDLAND HIGHWAY
Maude St Mall
GOTAFE
La Trobe University
Shepparton Showgrounds
HIGH STREET
MAUDE STREET
WYNDHAM STREET
WELSFORD STREET
CORIO STREET
NORTH STREET
RAILWAY PARADE
Refer LP05_North Street Concept Plan
Refer LP06_High Street Concept Plan
Tree Precinct High St Plane
Tree Precinct High St Small
Tree Precinct St. Georges Road
VAUGHAN STREET
VAUGHAN CENTRAL
GOULBURN VALLEY HIGHWAY
Future Bus Interchange
Shepparton Railway Station
100m
200m
400m - 5mins walk
ASHENDEN STREET
PURCELL STREET
Refer LP04_Purcell Street Concept Plan
Shepparton Lawn Tennis Club
SOBRAON STREET
HOSKIN STREET
800m - 10mins walk
Aquamoves
Skate Park
SWALLOW STREET
BAKER STREET
WEDDELL STREET
ST GEORGES ROAD
Victory Park
Victoria Park Lake
JOHNSON STREET
Tree Precinct Baker & Purcell Street - Train Line
Refer LP03_Baker Street Concept Plan
Refer LP02_Hayes Street Concept Plan
Tree Precinct Hayes Street
HAYES STREET
Shops
St Georges Road Primary School
Future Shepparton Art Museum
Legend
Lot boundaries
Parkland
Railway precinct
Railway line
Overhead powerlines
Existing kerb
Proposed kerb
Existing paved footpath
Proposed concrete footpath
Proposed paved footpath
Proposed car parking
Existing fence
Proposed fence
Proposed SSRIP Crossing
Proposed deviation (by others)
Area of future development
Tree Legend
Tree precinct
Existing deciduous tree
Existing evergreen tree
Existing Eucalyptus tree
Proposed Plane tree
Proposed Eucalyptus tree
Proposed deciduous tree
Pedestrian & Cyclist Connections Legend
Existing cycle lane
Existing shared path
Existing recreational path
Future cycle lane (GSCC Cycling Strategy 2013-2017)
Future segregated cycle lane (GSCC Cycling Strategy 2013-2017)
Shepparton Railway Precinct Master Plan 2017
Railway station - with future upgrade
Future mixed use development
Future pedestrian overpass with lifts
Future public realm space
Future green space
Future link
Future car parking
Liesl Malan LANDSCAPE ARCHITECTS
HEC HBL ENGINEERING CONSULTANTS
Project: 1820_Shepparton Railway Linkages
Sheet: LP01_Overall Concept Plan
Client: Greater Shepparton City Council
Scale: 1:2,000 at A1
Designed by: CR & GC June 2018
Revision:
Drawn by: GC June 2018


Northern Median Tree Options
Small Deciduous Trees - under overhead power
Brachychiton populeus x aceritolius 'Jerilderie Red'
Zelkova serrata 'Schmidtlow Wireless'
Central Median Tree Options
Large Eucalyptus Trees
Corymbia citriodora Lemon Scented Gum
Corymbia maculata Spotted Gum
Refer LP03 Baker Street Concept Plan
Wyndham & Hayes Street intersection Traffic Signal upgrade by others. Preliminary layout only
Retain existing kerb and parking areas
Retain existing footpath
Rest stop with shade trees, bench (view of trains), drinking fountain (with dog bowl), wayfinding and public art
Pedestrian refuge to be at least 2m wide to allow for bikes
3m wide shared path
Retain existing footpath
Retain existing kerb and parking areas
HAYES STREET
MAUDE STREET
WYNDHAM STREET
GOULBURN VALLEY HIGHWAY
BAKER STR
Relocate Telstra pillar and distribution box to allow for the shared path
Formalised pedestrian crossing with pram crossing detail to kerbs
0.5m offset from property boundary
3m wide shared path
1m wide nature strip (assumes trees are in tree cells)
2.4m wide central median to calm traffic and assist road crossing with bikes and children
Retain existing kerb
Consider discussing raking fences with property owners to improve shared path safety
Formalised raised pedestrian crossing. Pedestrian refuge to be at least 2m wide to allow for bikes
Telstra Pit to be retained
Retain existing path and railway line crossing. Consider upgrading the crossing to have automated gates
Realign crossing and fencing at existing path and railway line crossing. Upgrade the crossing to have automated gates
Legend
Lot boundaries
Parkland
Railway precinct
Railway line
Overhead powerlines
Existing kerb
Existing kerb to be removed
Proposed kerb
Existing paved footpath
Proposed concrete footpath
Proposed paved footpath
Proposed car park
Existing fence
Proposed fence
Proposed raised pedestrian crossing
Proposed shelter
Proposed street furniture
Proposed rest stop
Tree & Plant Legend
(refer Plant Species Options list)
Existing deciduous tree
Existing evergreen tree
Existing Eucalyptus tree
Existing tree to be removed
Proposed Plane tree
Proposed large Eucalyptus tree
Proposed medium deciduous tree
Proposed small deciduous tree
Proposed tree at pedestrian crossing
Proposed tree cell
Existing street trees in poor health
A
Existing footpath
Existing road surface with on-street parking on both sides of road
Existing footpath
A1
Hayes Street - Before
Scale 1:100
5.3m widened surface with on street parking
2.4m wide centre median
3.5m road surface
3m Shared Path
0.5m
Existing footpath
Proposed small tree under powerline in naturestrip
Proposed large tree in proposed centre median
Proposed tree in naturestrip in tree cell
Proposed shared path with feature bollard
Hayes Street - After
Scale 1:100
Southern Median Tree Options
Medium Deciduous Trees
Ulmus parvifolia 'Todd' Chinese elm
Zelkova serrata 'green vase' Green Vase
Jacaranda mimosifolia Jacaranda
Zelkova serrata 'Schmidtlow Wireless'
Pistacia chinensis Chinese Pistachio
Southern Median Tree Options
Medium Evergreen Trees
Eucalyptus leucoxylon 'Rosea' Red Flowering Yellow Gum
Corymbia maculata 'ST1' Lowanna Lowanna Spotted Gum
Rest Area Tree Options
Medium Deciduous Trees
Lagerstroemia fauriei 'Fantasy', Fantasy Crepe Myrtle
Jacaranda mimosifolia Jacaranda
Lagerstroemia indica x fauriei 'Natchez' Natchez Crepe Myrtle
Pyrus betulaefolia 'Dancer' Ornamental Pear
Ulmus parvifolia 'Burnley Select' Chinese elm - Burnley select
Liesl Malan LANDSCAPE ARCHITECTS
Hec HEIL ENGINEERING CONSULTANTS
Project: 1820_Shepparton Railway Linkages
Sheet: LP02_Hayes Street Concept Plan
Client: Greater Shepparton City Council
Scale: 1:500 at A1
Designed by: CR & GC June 2018
Revision:
Drawn by: GC June 2018
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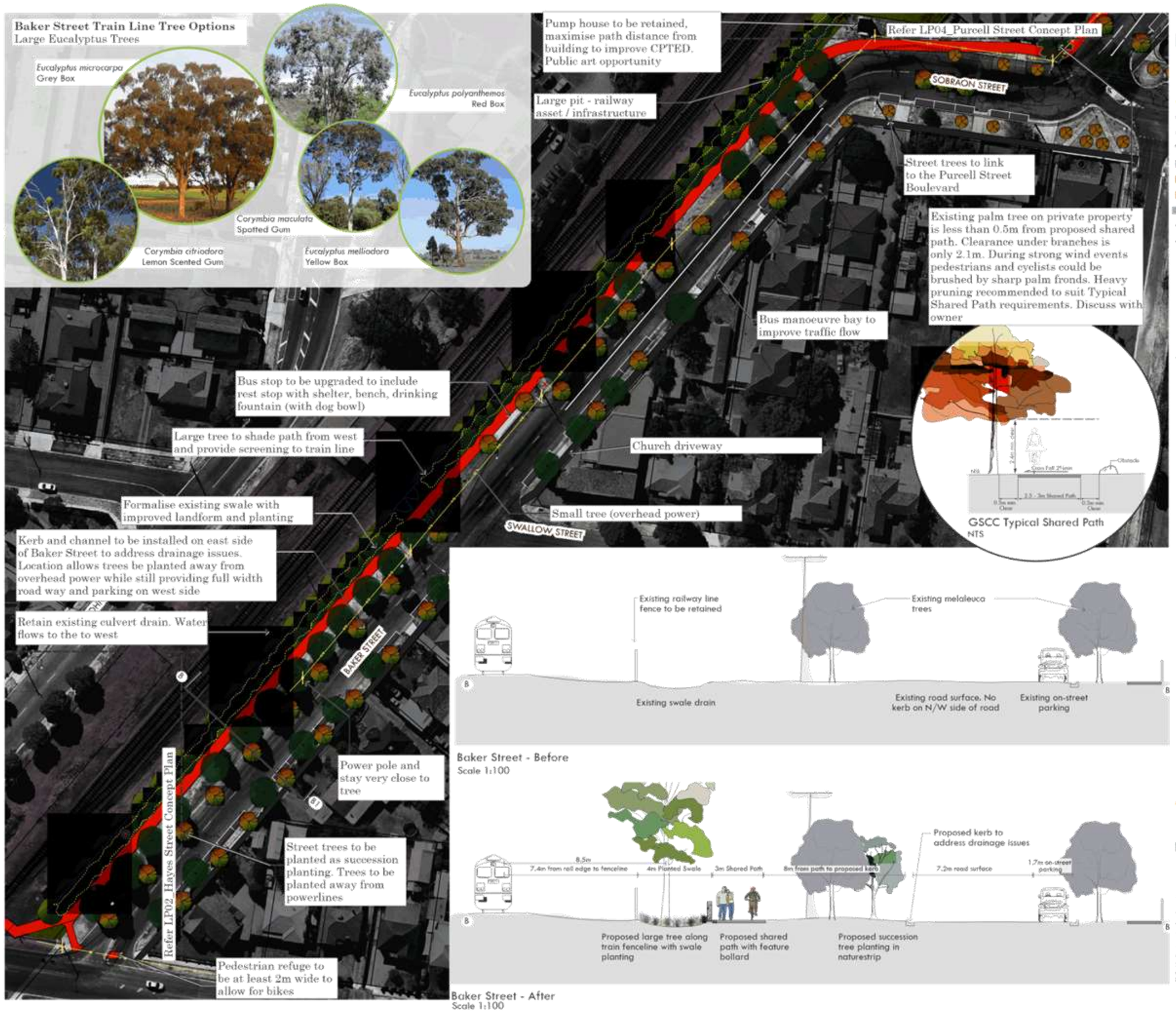
Baker Street Train Line Tree Options
Large Eucalyptus Trees
Eucalyptus microcarpa
Grey Box
Eucalyptus polyanthemos
Red Box
Corymbia maculata
Spotted Gum
Corymbia citriodora
Lemon Scented Gum
Eucalyptus melliodora
Yellow Box
Pump house to be retained, maximise path distance from building to improve CPTED. Public art opportunity
Refer LP04_Purcell Street Concept Plan
SOBRAON STREET
Large pit - railway asset / infrastructure
Street trees to link to the Purcell Street Boulevard
Existing palm tree on private property is less than 0.5m from proposed shared path. Clearance under branches is only 2.1m. During strong wind events pedestrians and cyclists could be brushed by sharp palm fronds. Heavy pruning recommended to suit Typical Shared Path requirements. Discuss with owner
Bus manoeuvre bay to improve traffic flow
Bus stop to be upgraded to include rest stop with shelter, bench, drinking fountain (with dog bowl)
Large tree to shade path from west and provide screening to train line
Church driveway
Formalise existing swale with improved landform and planting
Small tree (overhead power)
SWALLOW STREET
Kerb and channel to be installed on east side of Baker Street to address drainage issues. Location allows trees be planted away from overhead power while still providing full width road way and parking on west side
Retain existing culvert drain. Water flows to the to west
BAKER STREET
Power pole and stay very close to tree
Refer LP02_Hayes Street Concept Plan
Street trees to be planted as succession planting. Trees to be planted away from powerlines
Pedestrian refuge to be at least 2m wide to allow for bikes
GSCC Typical Shared Path
NTS
Existing railway line fence to be retained
Existing melaleuca trees
Existing swale drain
Existing road surface. No kerb on N/W side of road
Existing on-street parking
Baker Street - Before
Scale 1:100
8.5m
7.4m from rail edge to fenceline
4m Planted Swale
3m Shared Path
8m from path to proposed kerb
7.2m road surface
1.7m on-street parking
Proposed kerb to address drainage issues
Proposed large tree along train fenceline with swale planting
Proposed shared path with feature bollard
Proposed succession tree planting in naturestrip
Baker Street - After
Scale 1:100
Legend
Lot boundaries
Parkland
Railway precinct
Railway line
Overhead powerlines
Existing kerb
Existing kerb to be removed
Proposed kerb
Existing paved footpath
Proposed concrete footpath
Proposed paved footpath
Proposed car park
Existing fence
Proposed fence
Proposed shelter
Proposed street furniture
Tree & Plant Legend
(refer Plant Species Options list)
Existing deciduous tree
Existing evergreen tree
Existing Eucalyptus tree
Existing tree to be removed
Proposed Plane tree
Proposed large Eucalyptus tree
Proposed medium deciduous tree
Proposed small deciduous tree
Proposed tree at pedestrian crossing
Proposed swale planting
Existing palm tree on private property (refer note)
Liesl Malan
LANDSCAPE ARCHITECTS
Hec HBL ENGINEERING CONSULTANTS
Project: 1820_Shepparton Railway Linkages
Sheet: LP03_Baker Street Concept Plan
Client: Greater Shepparton City Council
Scale: 1:500 at A1
Designed by: CR & GC June 2018
Revision:
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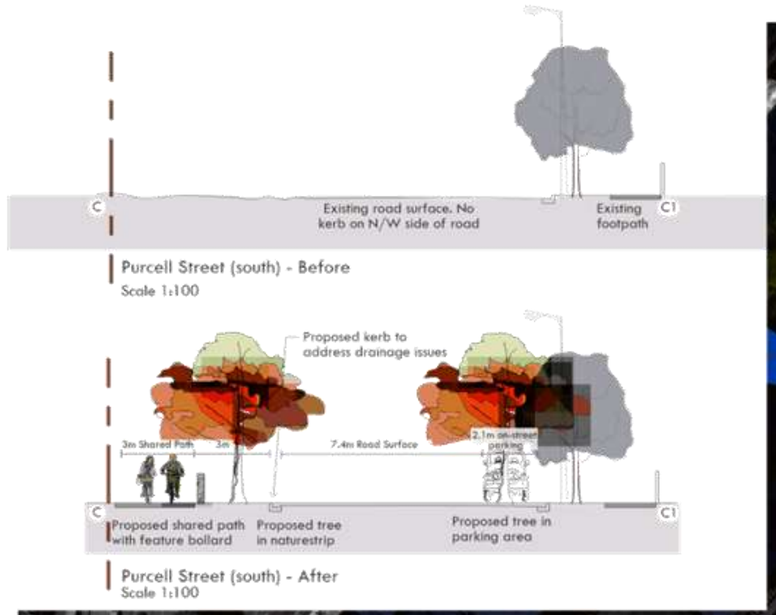

Legend

- Lot boundaries
- Parkland
- Railway precinct
- Railway line
- Overhead powerlines
- Existing kerb
- Existing kerb to be removed
- Proposed kerb
- Existing paved footpath
- Proposed concrete footpath
- Proposed paved footpath
- Proposed car park
- Existing fence
- Proposed fence
- Proposed shelter
- Proposed street furniture

Tree & Plant Legend
(refer Plant Species Options list)

- Existing deciduous tree
- Existing evergreen tree
- Existing Eucalyptus tree
- Existing tree to be removed
- Proposed Plane tree
- Proposed large Eucalyptus tree
- Proposed medium deciduous tree
- Proposed small deciduous tree
- Proposed tree at pedestrian crossing
- Proposed garden bed
- Existing palm tree on private property (refer note)
- Proposed tree cell

Shepparton Railway Precinct Master Plan 2017

- Railway station - with future upgrade
- Future mixed use development
- Future pedestrian overpass with lifts
- Future public realm space
- Future green space
- Future car park

Liesl Malan LANDSCAPE ARCHITECTS

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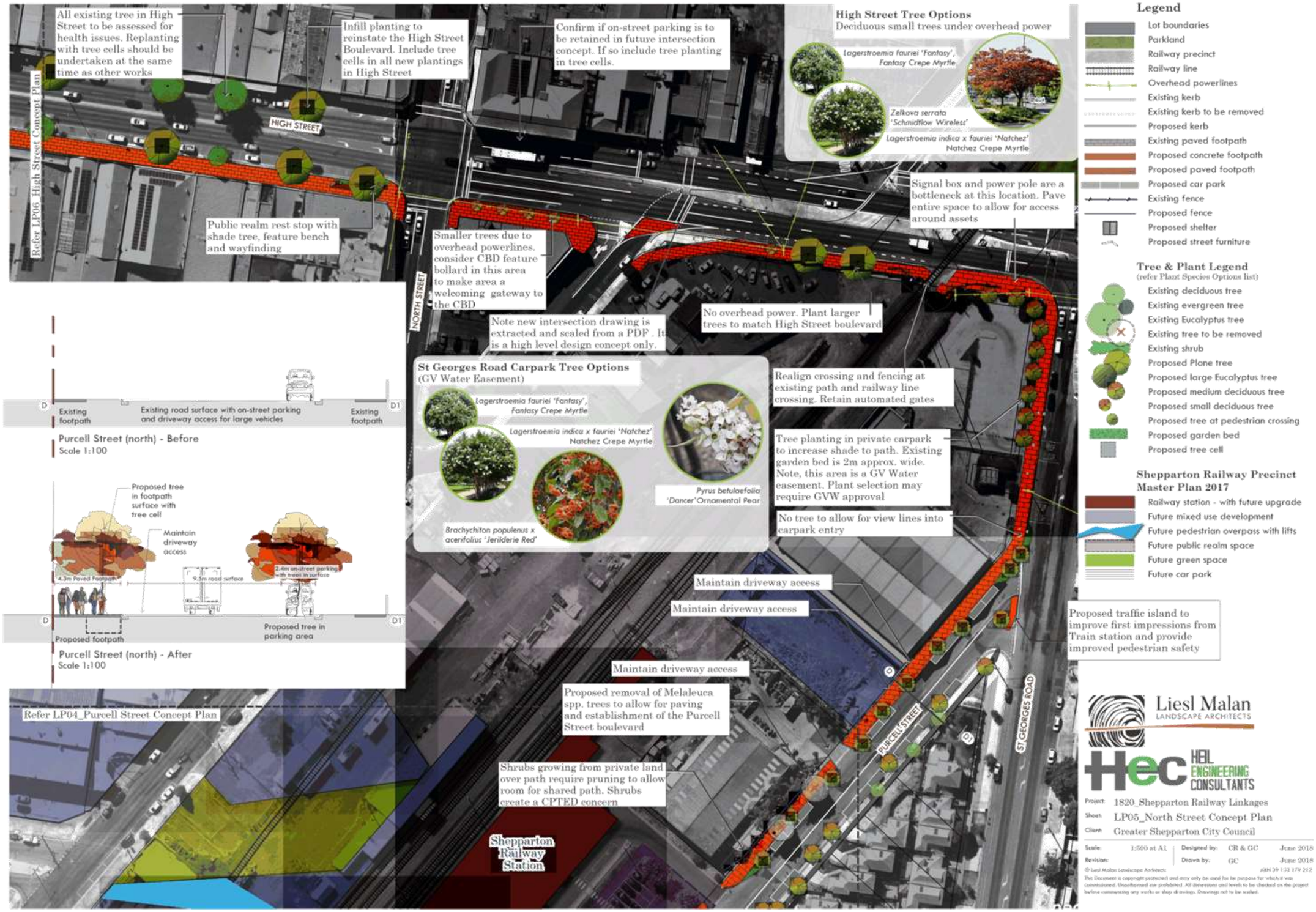
Project: 1820_Shepparton Railway Linkages
Sheet: LP04_Purcell Street Concept Plan
Client: Greater Shepparton City Council

Scale: 1:500 at A1 | Designed by: CR & GC | June 2018
Revision: | Drawn by: GC | June 2018


All existing tree in High Street to be assessed for health issues. Replanting with tree cells should be undertaken at the same time as other works
Infill planting to reinstate the High Street Boulevard. Include tree cells in all new plantings in High Street
Confirm if on-street parking is to be retained in future intersection concept. If so include tree planting in tree cells.
Refer LP06_High Street Concept Plan
HIGH STREET
Public realm rest stop with shade tree, feature bench and wayfinding
Smaller trees due to overhead powerlines. consider CBD feature bollard in this area to make area a welcoming gateway to the CBD
NORTH STREET
Note new intersection drawing is extracted and scaled from a PDF . It is a high level design concept only.
High Street Tree Options
Deciduous small trees under overhead power
Lagerstroemia fauriei 'Fantasy', Fantasy Crepe Myrtle
Zelkova serrata 'Schmidtlow Wireless'
Lagerstroemia indica x fauriei 'Natchez' Natchez Crepe Myrtle
Signal box and power pole are a bottleneck at this location. Pave entire space to allow for access around assets
No overhead power. Plant larger trees to match High Street boulevard
St Georges Road Carpark Tree Options
(GV Water Easement)
Lagerstroemia fauriei 'Fantasy', Fantasy Crepe Myrtle
Lagerstroemia indica x fauriei 'Natchez' Natchez Crepe Myrtle
Pyrus betulaefolia 'Dancer' Ornamental Pear
Brachychiton populenus x acerifolius 'Jerilderie Red'
Realign crossing and fencing at existing path and railway line crossing. Retain automated gates
Tree planting in private carpark to increase shade to path. Existing garden bed is 2m approx. wide. Note, this area is a GV Water easement. Plant selection may require GVW approval
No tree to allow for view lines into carpark entry
Existing footpath
Existing road surface with on-street parking and driveway access for large vehicles
Existing footpath
Purcell Street (north) - Before
Scale 1:100
Proposed tree in footpath surface with tree cell
Maintain driveway access
4.3m Paved Footpath
9.5m road surface
2.4m on-street parking with trees in surface
Proposed footpath
Proposed tree in parking area
Purcell Street (north) - After
Scale 1:100
Maintain driveway access
Maintain driveway access
Maintain driveway access
Proposed removal of Melaleuca spp. trees to allow for paving and establishment of the Purcell Street boulevard
Refer LP04_Purcell Street Concept Plan
Shrubs growing from private land over path require pruning to allow room for shared path. Shrubs create a CPTED concern
Shepparton Railway Station
PURCELL STREET
ST GEORGES ROAD
Proposed traffic island to improve first impressions from Train station and provide improved pedestrian safety
Legend
Lot boundaries
Parkland
Railway precinct
Railway line
Overhead powerlines
Existing kerb
Existing kerb to be removed
Proposed kerb
Existing paved footpath
Proposed concrete footpath
Proposed paved footpath
Proposed car park
Existing fence
Proposed fence
Proposed shelter
Proposed street furniture
Tree & Plant Legend
(refer Plant Species Options list)
Existing deciduous tree
Existing evergreen tree
Existing Eucalyptus tree
Existing tree to be removed
Existing shrub
Proposed Plane tree
Proposed large Eucalyptus tree
Proposed medium deciduous tree
Proposed small deciduous tree
Proposed tree at pedestrian crossing
Proposed garden bed
Proposed tree cell
Shepparton Railway Precinct Master Plan 2017
Railway station - with future upgrade
Future mixed use development
Future pedestrian overpass with lifts
Future public realm space
Future green space
Future car park
Liesl Malan LANDSCAPE ARCHITECTS
Hec HEIL ENGINEERING CONSULTANTS
Project: 1820_Shepparton Railway Linkages
Sheet: LP05_North Street Concept Plan
Client: Greater Shepparton City Council
Scale: 1:500 at A1
Designed by: CR & GC June 2018
Revision:
Drawn by: GC June 2018

Legend

- Lot boundaries
- Parkland
- Railway precinct
- Railway line
- Overhead powerlines
- Existing kerb
- Proposed kerb
- Existing paved footpath
- Proposed concrete footpath
- Proposed paved footpath
- Proposed car park
- Existing fence
- Proposed fence
- Proposed shelter
- Proposed street furniture
- Proposed SSRIP Crossing
- Area of future development

Tree & Plant Legend
(refer Plant Species Options list)

- Existing deciduous tree
- Existing evergreen tree
- Existing Eucalyptus tree
- Existing tree to be removed
- Proposed Plane tree
- Proposed large Eucalyptus tree
- Proposed medium deciduous tree
- Proposed small deciduous tree
- Proposed tree at pedestrian crossing
- Proposed garden bed
- Proposed tree cell

High Street - Before
Scale 1:100

High Street - After
Scale 1:100

Liesl Malan LANDSCAPE ARCHITECTS
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Project: 1820_Shepparton Railway Linkages
Sheet: LP06_High Street Concept Plan
Client: Greater Shepparton City Council
Scale: 1:500 at A1 | Designed by: CR & GC | June 2018
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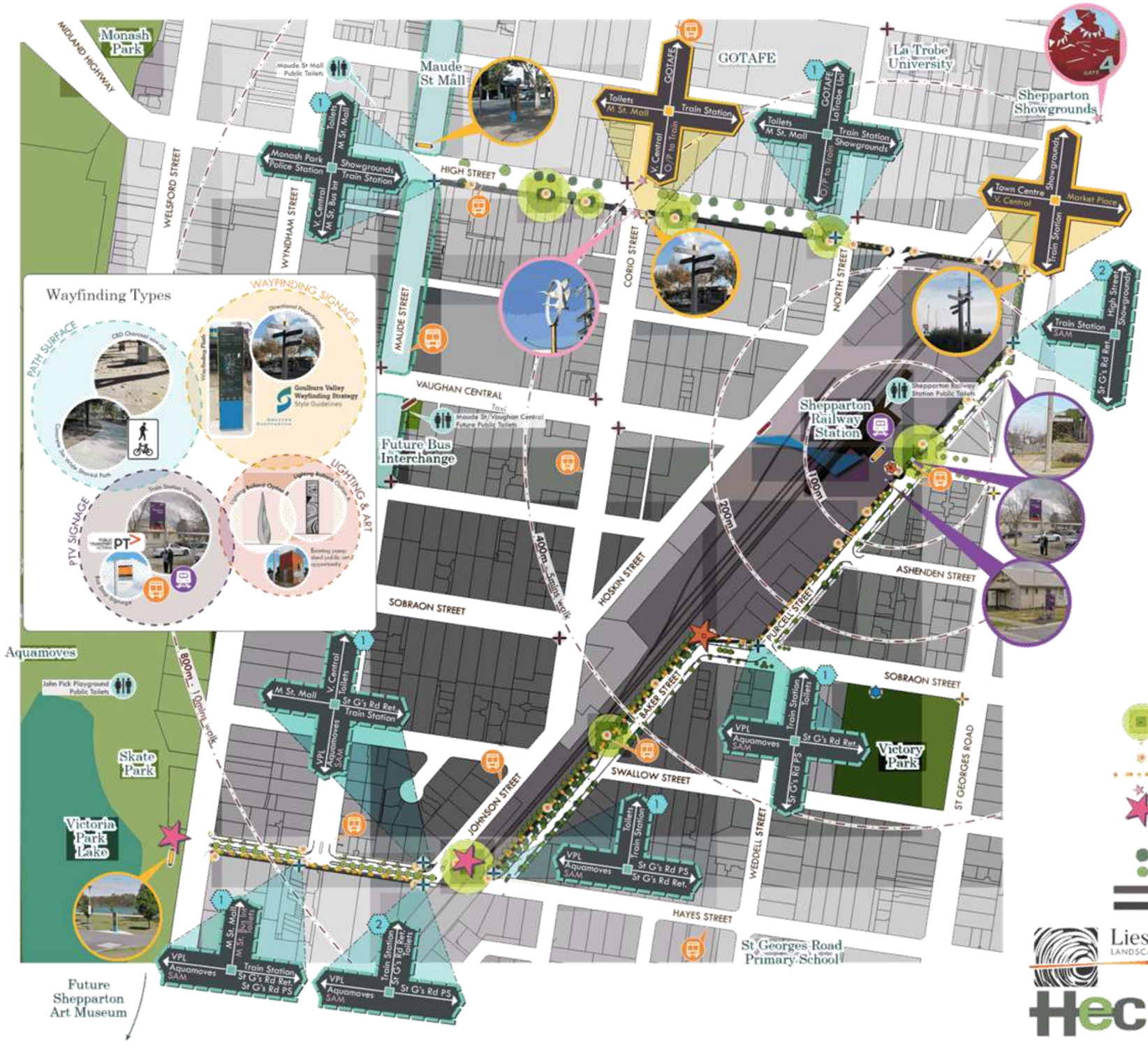
Monash Park
MIDLAND HIGHWAY
WELSFORD STREET
WYNDHAM STREET
Maude St Mall Public Toilets
Maude St Mall
GOTAFE
La Trobe University
Shepparton Showgrounds
HIGH STREET
CORIO STREET
NORTH STREET
MAUDE STREET
VAUGHAN CENTRAL
Maude St/Vaughan Central Future Public Toilets
Future Bus Interchange
Shepparton Railway Station
Shepparton Railway Station Public Toilets
100m
200m
400m - 5mins walk
HOSKIN STREET
SOBRAON STREET
ASHENDEN STREET
PURCELL STREET
BAKER STREET
SWALLOW STREET
JOHNSON STREET
WEDDELL STREET
HAYES STREET
ST GEORGES ROAD
St Georges Road Primary School
Victory Park
Aquamoves
John Pick Playground Public Toilets
Skate Park
Victoria Park Lake
800m - 10mins walk
Future Shepparton Art Museum
Wayfinding Types
WAYFINDING SIGNAGE
PATH SURFACE
LIGHTING & ART
PTV SIGNAGE
Goulburn Valley Wayfinding Strategy Style Guidelines
PT
Wayfinding Signage Legend
Refer Goulburn Valley Wayfinding Strategy - Style Guidelines
Existing wayfinding plinth location
Recommended future wayfinding plinth location
Existing directional fingerboard location
Proposed directional fingerboard location
Recommended directional fingerboard location (outside of project scope)
Proposed site identification sign
Recommended site identification sign (outside of project scope)
Existing Vline wayfinding signage (see photos)
Existing Fingerboard Wayfinding Key
North
West
East
South
Recommened addition
Recommened Refurbishment
Proposed Fingerboard Wayfinding Key
Priority Key
1 Priority 1
- Key decision making points
- Beginning of path network
- Key direction to train station
- Multiple important directions
2 Priority 2
- Nearby priority 1 signs
- Near existing PTV directional sign to train station
3 Priority 3
- Nearby priority 1 & 2 signs
- At rest stops
Location Abbreviations
SAM – Shepparton Art Museum
VPL – Victoria Park Lake
M St. Mall – Maude Street Mall
V. Central – Vaughan Central
M St. Bus Int – Maude St Bus Interchange
St G's Rd Ret. – St Georges Road retail area
St G's Rd PS – St Georges Road Primary School
O/P to Train - Train Station via Overpass
Rest Stops, Lighting & Public Art Legend
Proposed rest stop with seating
Existing Street light
Proposed pedestrian scale lighting
Proposed feature bollard lighting along shared path
Existing sculptural art/wayfinding
Proposed feature public art
General Legend
Existing tree
Proposed tree
Proposed concrete footpath
Proposed paved footpath
Liesl Malan LANDSCAPE ARCHITECTS
Project: 1820_Shepparton Railway Linkages
Sheet: LP07_Wayfinding Concept Plan
Client: Greater Shepparton City Council
Scale: 1:2,000 at A1
Designed by: CR & GC June 2018
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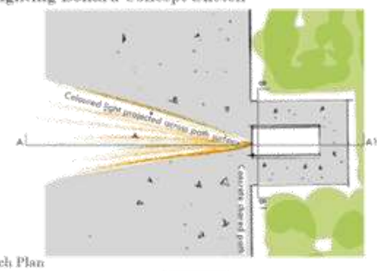
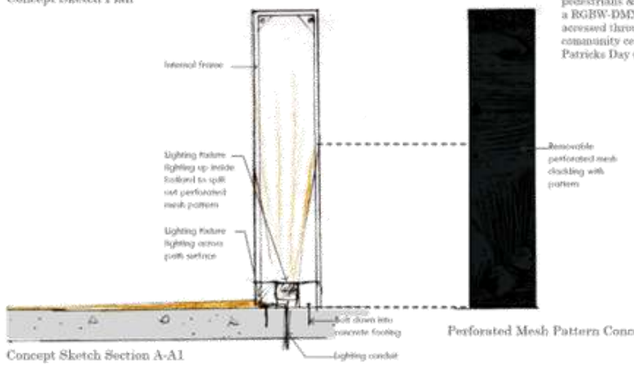
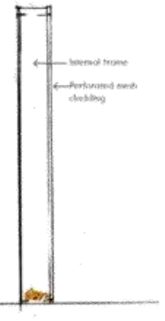
Feature Lighting Bollard Concept Sketch



Concept Sketch Plan



Concept Sketch Section A-A1



Concept Sketch Section B-B1

Feature Lighting Bollard Design Rationale

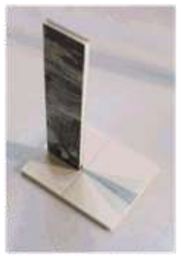
The feature bollards have been designed to welcome both tourists and locals. They link the Railway Station to the new Shepparton Art Museum (SAM) along a shared path. The artwork has been chosen to enhance the wayfinding experience for path users. The simple, robust design is easy to maintain and suits both the urban environment and the landscape context.

Materials & Maintenance
The structure includes a rectangular steel frame with perforated mesh cladding with laser-cut artwork. The frame design is simple to fabricate and the perforated panels will be easy to remove for maintaining the light fittings inside. The light fixtures chosen include all replaceable parts. Incorporating the light fixtures inside the frame and cladding will minimise the risk of vandalism.
Artwork

The laser-cut design of the cladding provides an opportunity to feature a local artist from the Shepparton region. It could also be a collaborative design project with SAM. The design references the Victoria Park Lake environment as you travel the path to SAM. On the reverse side, the artwork could feature a train station themed design as you head towards the Station.

Lighting
When the lights are turned on, the artwork design will be lit from within and will help to guide pedestrians & cyclists to their destination. The light projected across the path surface will have a RGBW-DMX system allowing the colour of the light to change with simple software that can be accessed through a digital tablet or smartphone app. Colours can be altered for special events, community celebrations and commemorations. These could include: an opening event at SAM, St Patricks Day (green), SES day (orange) etc.

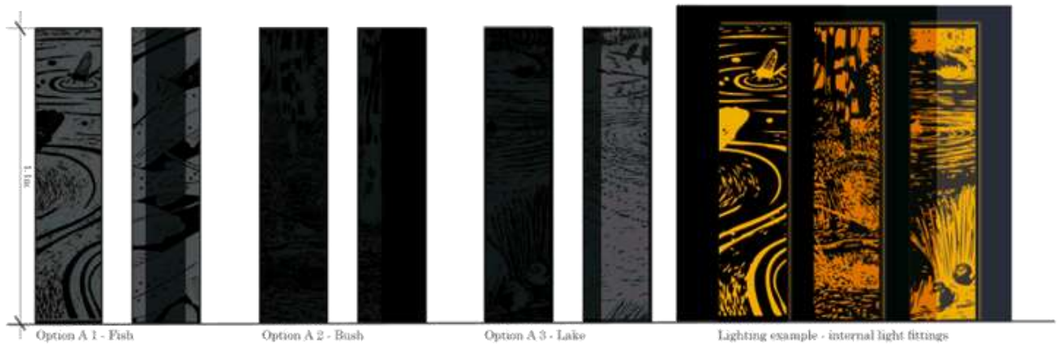
Perforated Mesh Pattern Concept



Coloured light projected across path surface

Lighting Fixtures

Uplighting fixture inside the bollard – Modux 2 luminaire
Cross path lighting fixture – M4 RGBW – Square flange with 'wall washer eyelid'
DMX signal controller



Option A 1 - Fish | Option A 2 - Bush | Option A 3 - Lake | Lighting example - internal light fittings

Artist : Dosea Reed
'Rising Trout'

Artist : Marie Mason
'Early Evening Mooroopna Bush'

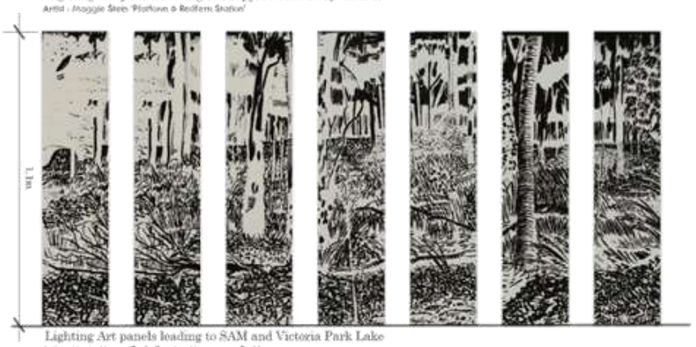
Artist : Marie Mason
'Enjoying the Lake'

Please note :
Illustrations are examples for discussion purposes only. Final artwork would be developed in collaboration with selected artist(s). All artwork would need to be robust enough for the public realm and easy to maintain. Safety issues, such as minimising finger entrapment, would need to be resolved and integrated into the final design.

Please note :
Sketch Option only. Final design is subject to refinement and design development.

Lighting Art panels leading to Shepparton Railway Station
Artist : Maggie Stiles 'Platform & Railfarm Station'

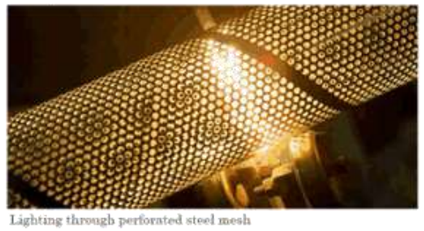
Lighting - internal light fittings with perforated mesh



Lighting Art panels leading to SAM and Victoria Park Lake
Artist : Marie Mason 'Early Evening Mooroopna Bush'

Precedent Images

Pattern in perforated steel mesh



Lighting through perforated steel mesh

Lighting examples - images sourced from web

Feature lighting - Vaughan Street, Shepparton

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Project:	1820_Shepparton Railway Linkages
Sheet:	LP08_Lighting Concept Plan
Client:	Greater Shepparton City Council
Scale:	1:10 at A1
Designed by:	CR & GC June 2018
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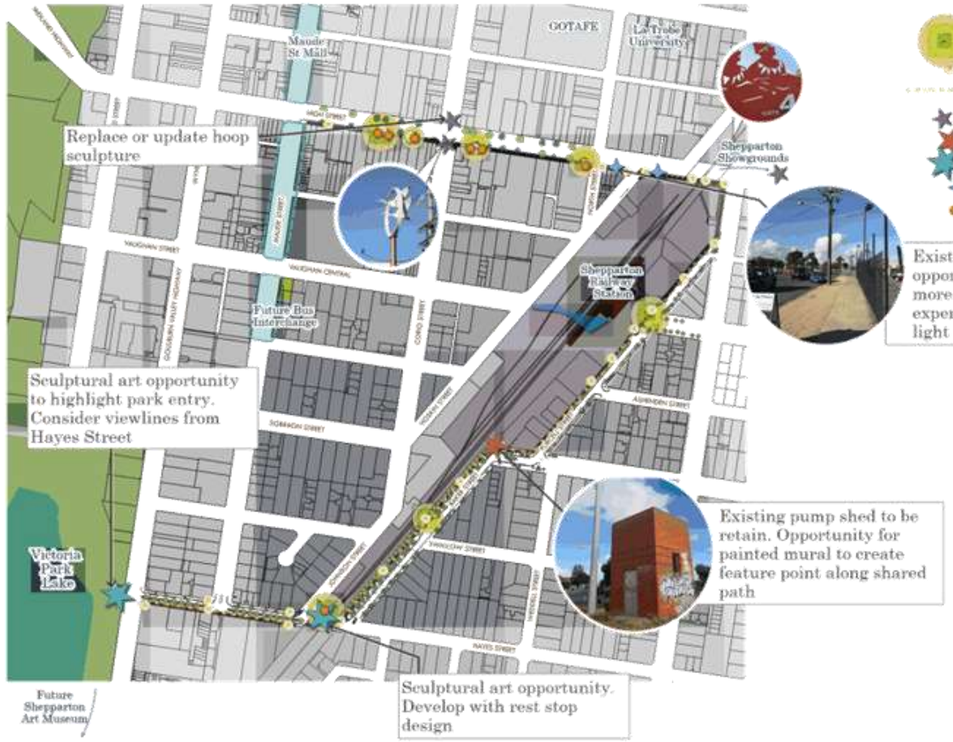

Existing conditions, opportunity to create a more welcoming pedestrian experience by incorporating light & art elements

Existing pump shed to be retain. Opportunity for painted mural to create feature point along shared path

Rest Stops, Lighting & Public Art Legend

- Proposed rest stop with seating
- Proposed pedestrian scale lighting
- Proposed feature bollard lighting along shared path
- Existing sculptural art/wayfinding
- Proposed feature public art - Mural Painting
- Proposed feature public art - Sculpture
- Proposed CBD bollard
- Proposed seating with feature panel artwork

CBD seating - Vaughan Street, Shepparton

Standard seating with pattern in base lighting
Incorporate different pattern in base with identity for High Street

Feature CBD Bollards- Vaughan Street, Shepparton

Mural Art

Adnate, Benalla Street Art

Guido Van Helten, Winton Wetlands

Sirum, Benalla Street Art

DZIA, Hanbury Street, London

Perth Street Art Festival 2015

Fremantle Street Art

Portland Street Art Alliance

Perth Street Art

Anton Pulvirenti, Benalla

Dixon Patten

Dixon Patten

Tank - The Pipeline

Tank - Dead Caravan

Sculpture

Porto Sculpture, Ken Raff, Wodonga

Sculpture Milwaukee, Urban Art Experience

Les Voyageurs, Bruno Catalano, Marseilles

Troy Pillow Sculpture, Seattle

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Project: 1820_Shepparton Railway Linkages
Sheet: LP09_Public Art Concept Plan
Client: Greater Shepparton City Council
Scale: 1:4,000 at A1 | Designed by: CR & GC | June 2018
Revision: | Drawn by: GC | June 2018

Conversation Report

Draft Shepparton Railway Station Pedestrian Overpass Concept Plan October 2018

and

Draft Shepparton Railway Station Shared Pathway Linkages Concept Plans June 2018

March 2019

GREATER SHEPPARTON

Background

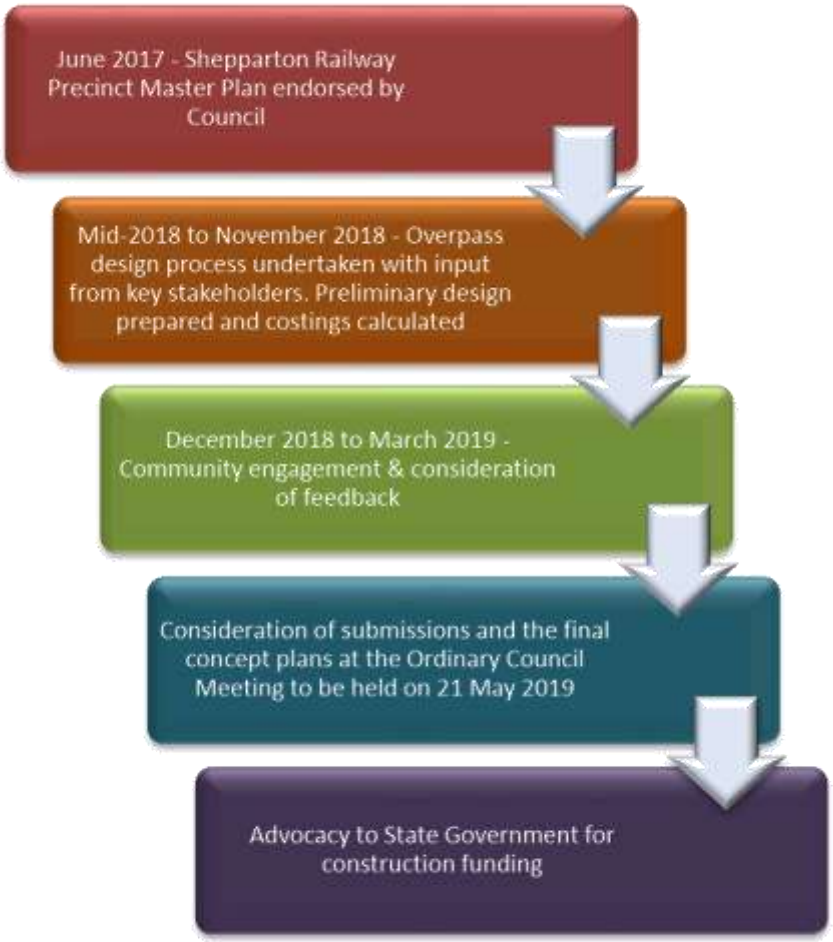
The *Shepparton Railway Precinct Master Plan* (Master Plan) was adopted by Council in June 2017. The Master Plan conceptualises and itemises the potential redevelopment of the Shepparton Railway Precinct to provide an attractive and practical gateway into Shepparton.

A key short-term objective of the Master Plan is to improve accessibility and connectivity to the Shepparton Railway Station for pedestrians and cyclists. Two of the actions specified to achieve the objective are:

- construction of a pedestrian overpass connecting the existing railway station to the Shepparton Central Business District (CBD). This will enhance amenity for public transport users, and promoting mixed-use development of the area; and

- implementation of shared walking and cycling pathways linking the station with the Maude Street Mall and the new Shepparton Art Museum (SAM) site at Victoria Park Lake. This will increase the ease of wayfinding between key destinations for residents and visitors, as well as augmenting the user-experience of public transport.

Council initiated these projects by commissioning Arcadis Pty Ltd and Liesl Malan Landscape Architects Pty Ltd to create the *Draft Shepparton Railway Station Pedestrian Overpass Concept Plan October 2018* and the *Draft Shepparton Railway Station Shared Pathway Linkages Concept Plans June 2018.*



Preliminary Consultation

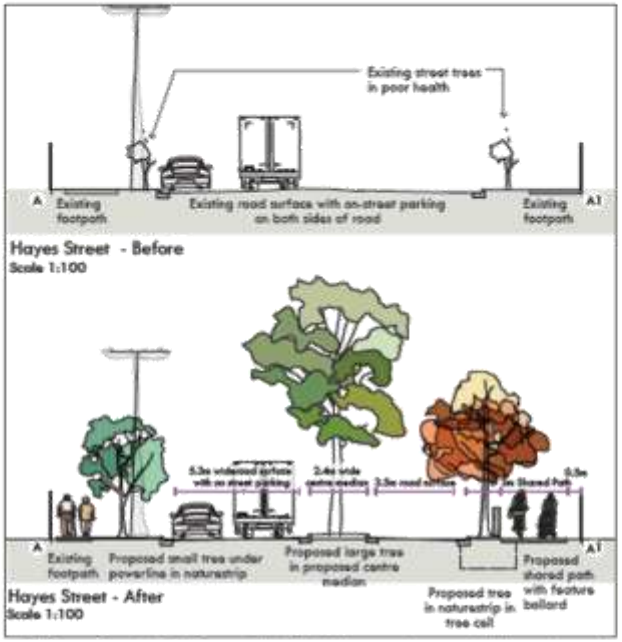
The design of the overpass concepts was overseen by a Project Working Group which included representatives of key stakeholders VicTrack, V/Line, Transport for Victoria and Rail Projects Victoria, as well as, Council officers. Engineering and architectural specialists from Arcadis Pty Ltd and MGS Architects Pty Ltd advised the Working Group. Workshops were held on 26 June 2018 and 8 October 2018.

The Working Group considered available options and provided technical specifications for the Overpass, including:

- feasibility of an underpass/subway;
- access requirements for a variety of users;
- current and future track uses;
- appropriate colours and materials for safety and maintenance;
- necessary vertical clearance of 7.1 metres from top of rail track to underside of bridge;
- the Greater Shepparton Planning Scheme; and
- future-proofing the design against potential changes to platform configuration.

Council's Disability Advisory Committee and Positive Ageing Advisory Committee also provided feedback in support of the project, identifying access and integration with surrounding residential and commercial areas as both challenges and opportunities in its development.

On 8 October 2018, the Working Group agreed that the draft concept design prepared by Arcadis Pty Ltd satisfied both design objectives and technical requirements.



Detail from the Draft Shared Path Linkages Concept Plans June 2018

For the Shared Pathway Linkages, Council officers worked closely with Liesl Malan Landscape Architects Pty Ltd, and Heil Engineering Consultants Pty Ltd, to maximise amenity and safety for both pedestrians and cyclists. Consideration was given to the inclusion of appropriate plantings, street furniture, lighting and public artworks, as well as considering kerb and drainage requirements, service and utility infrastructure, and road and railway crossings.

Community Engagement Process

At the Ordinary Council Meeting held on 18 December 2018, Council authorised for exhibition the *Draft Shepparton Railway Station Pedestrian Overpass Concept Plan October 2018* and the *Draft Shepparton Railway Station Shared Pathway Linkages Concept Plans June 2018* from 7 January to 18 February 2019. The concept plans were immediately uploaded to a dedicated page on the Council's external website, and made available in hard copy in the foyer of the Council offices in Welsford Street.

Submissions were invited via an online submission form, by email and by post.

A total of 598 letters were sent to land owners and occupiers of properties adjacent to the Railway Station and the prospective routes of the shared path linkages on 2 January 2019, offering the opportunity to submit their comments.

Printed flyers advertising the submission process were distributed to Shepparton Railway Station and the Visitor Information Centre in Nixon Street, and placed in the foyer of the main Council office.

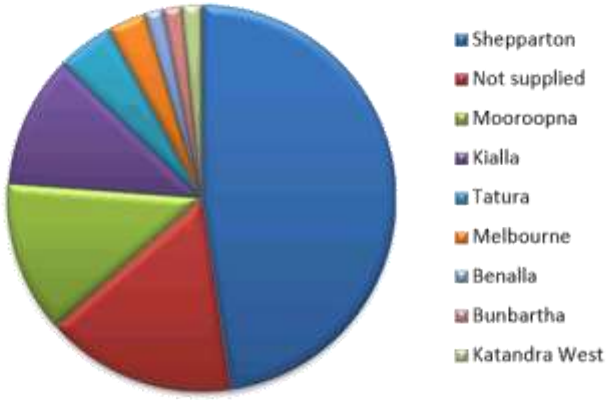
A media release was issued on 29 January 2019, to remind the public that feedback was invited.

To obtain additional clarity and address respondents' concerns, Council officers arranged one-on-one meetings with submitters to discuss the project. Meetings were held with twenty parties over the four week period to 1 March 2019.

Who did we hear from?

A total of 63 submissions were received by Council during the public consultation process[1].

Submissions were received from organisations and community groups as well as individuals, coming from as far afield as Melbourne:



What did we hear?
Of the responses received, 57 related to the Pedestrian Overpass, while 10 referred to the Shared Path Linkages.

In summary:

[1] Note that some submissions contained more than one comment or point of view, and some addressed both Plans, while others addressed only one. Consequently, overall figures may not be the sum of themed comments.

Pedestrian Overpass
Sixteen of the related submissions supported the Pedestrian Overpass in part or in full.

In addition to support of the design, the main points were:

- improvement to cyclist and pedestrian safety;
- improvement to the amenity and aesthetics of the CBD;
- improvement to the functionality of the station and CBD;
- increasing ease of wayfinding; and
- preparing for improved rail services.

There were 43 submissions that were not in favour of the pedestrian overpass. Of these, 32 asserted that an overpass is unnecessary, largely basing this view on current usage patterns. The estimated cost was also a key issue, with 34 responders considering it unwarranted or excessive.

Other submitters contributed technical suggestions or concerns, and raised potential issues for user safety or vandalism. Five responders did not think the design was suitable for Shepparton. There were 17 suggestions that the station should be moved to another location, and many recommendations for other projects were provided.

Shared Path Linkages
All except one of the submitters responding to the Shared Path Linkages supported the concept design, expressing support for improvements to pedestrian safety, approving of the increased amenity of the station surrounds, and acknowledging the pathways as their preferred option for accessing the station.

The sole objection to the shared path linkages was in regard to the estimated cost.

Consideration of Feedback

The following table collates the points made in the feedback received on the Pedestrian Overpass:

Submission #:	Feedback:	Response:
3, 4, 7, 8, 10, 11, 14, 16, 21, 22, 23, 24, 25, 28, 31, 36, 37, 38, 40, 42, 44, 45, 46, 47, 50, 51, 53, 57, 60, 62, 63	There is not enough current station usage to make an overpass necessary.	Council officers acknowledge that an overpass would not be warranted on the basis of present usage; however, future requirements must also be anticipated. As a starting point, the Victorian Government has committed $356 million to improve rail services to Shepparton, which is likely to result in significantly increased patronage. It is envisaged that the overpass will be used by a wide variety of people, not just those arriving by train. The preparation of concepts for an overpass responds to the demand for improved and safer travel options for cycling, walking and public transport. These needs have been expressed during public consultation undertaken as part of Council's on-going development of a Movement and Place Strategy. These active transport modes have health and wellbeing benefits, as well as enabling access to services and facilities for people who do not drive, including children and young people, recent migrants and seniors. An overpass will diversify opportunities to connect the existing railway station and the eastern residential areas to the CBD, as part of Council's broader strategic vision which encompasses: • Redevelopment of the Court House precinct; • Expansion of the Health and Tertiary Education Precinct; • Maude Street Mall and Bus Interchange; and • Streetscaping at the eastern end of Vaughan Street (from Corio Street to Hoskin Street). These projects also enhance and encourage walking in the CBD, in turn prompting use of the overpass.

6, 11, 12, 15, 41, 43, 49, 50, 51 (shared paths only), 54, 55, 58, 59, 61	Support for overall concepts and/or design. Support for improvements that benefit the Shepparton community.	Council officers acknowledge these submissions. Council endeavours to achieve the best outcomes for the local community, improving overall quality of life.
7, 8, 11, 44, 58	As Shepparton is a rural regional city, the design is not appropriate. The design doesn't blend with its surroundings. The station is a transitional facility, not a destination, so the design is excessive.	Shepparton is a significant regional city in the Victorian context, providing services to residents across a broad area of the Goulburn Valley, and has an international reputation due to its status as an immigration destination and its agricultural practices. The overpass design aligns with Council's commitment to maintain and increase Shepparton's future economic prosperity and residential amenity on an increasingly globalised stage. The scale of the overpass means that it will be visible from outside of the railway precinct, to passers-by not just to users of the station, so it has been designed by highly reputable architects to provide a visual landmark for the surrounding area. Once constructed, the overpass will be in place for many years, so must be of high-quality design and construction. An attempt to replicate the period architectural style of the existing station would not be appropriate, undermining its heritage significance. It is envisaged that the construction of the overpass and increased rail services will encourage further development of properties surrounding the railway precinct. As a transitional space, the station would provide an immediate and lasting impression that is not softened by familiarity, so it is important that its impact is positive and welcoming.
15, 41, 43	The overpass will provide much-needed connection for the local community, especially properties to the east of the CBD.	Council acknowledges these submissions. Council strives to ensure that services and facilities are accessible and equitable.

24, 35, 45, 57, 62	The previous footbridge was demolished so there is no need for another one.	The previous footbridge was demolished around 50 years ago, in response to the needs and priorities of the time. Since then, many physical and societal changes have occurred, including the development of transport and communication technologies that have had profound impacts on lifestyle and recreational activities, enabling wider travel and mobility. Analysis of current and future needs have indicated that there is now a demand for an overpass. Even if the previous footbridge had remained in use, it would have required replacement to comply with current safety and access standards. In addition, like the existing station, the previous footbridge was positioned to suit the layout of the precinct at the time, which is not optimal for today's usage.
10, 51, 62	People won't travel by train to visit the SAM.	The new SAM building has been designed by leading Australian architects to become a Victorian landmark. Both its permanent collection and its potential for hosting contemporary international exhibitions will draw art and culture enthusiasts from Melbourne and beyond. Cities such as Bendigo with established art galleries receive a significant number of day-trip and weekend visitors who travel by train. These visitors make a substantial contribution to the local economy, particularly in hospitality and dining industries. The provision of rail infrastructure at this time will support current plans to increase services, and encourage on-going improvements, promoting future liveability and prosperity opportunities for the Shepparton community.
7, 14, 22, 25, 28, 36, 37, 40, 42, 44, 45, 46, 47, 50, 51, 53, 57, 63	People don't walk to and from the Railway Station, especially with luggage, opting to drive, be picked up, or use bus and taxi services.	Significant demand for improved walking and public transport infrastructure has been expressed through Council's public consultation, prompting development of the overpass and the shared path linkages. Pedestrian access is not intended to replace vehicular access, but it allows people to choose which mode they prefer, depending on their own circumstances. Facilitating walking to reduce car use has long-term

22, 23, 47	Shepparton is flat so it is easy to walk to existing crossing points. People would not climb stairs instead of walking around to the existing crossing points. Using the overpass instead of walking would not save much time.	sustainability and wellbeing benefits. The railway line is a perceived barrier to accessing the CBD as much as a physical one. The overpass will add a sense of convenience and safety that will increase the viability of walking as well as enabling physical access. It is envisaged that the overpass will be used by a wide variety of people, not just those arriving by train with luggage. For those with mobility limitations, walking longer distances to the existing crossings may be a considerable barrier to accessing facilities and services, particularly if they don't drive. The lifts will assist use by people such as young children and older people. The existing crossing is also used by cars and trucks, which can be disconcerting or alarming as well as potentially dangerous to pedestrians and cyclists. The rail tracks themselves can also be a hazard. While the shared path linkages will provide a safer, separated passage for pedestrians and cyclists, some people may still be reluctant to venture so close to a major thoroughfare.
33, 37, 40, 42, 47	There are not enough trains to be a hazard for people using the existing track crossing at High Street.	
2, 5, 48	In favour of improving pedestrian and cyclist safety by separating paths from vehicles.	A key Council objective is to provide public spaces, open space and community facilities that are safe and accessible for all.
18, 41, 43, 48	In favour of the additional convenience provided to pedestrians. The overpass and shared path linkages will enable much-needed improvements to wayfinding for rail travellers.	According to the 2016 Census, 5.3% of households in Shepparton do not have a car. Council aims to provide a safe, inclusive and liveable environment for all residents, as well as encouraging active transport modes for wider, long-term community benefit.
4, 7, 10, 11, 13, 14, 17, 19, 20, 22, 23, 24, 25, 26, 28, 29, 30, 31, 34, 35, 36, 38, 39, 40, 42, 44, 47, 51, 53, 54, 59, 60, 62, 63	The overpass is too expensive; there won't be enough benefit to justify the expense. An underpass would be a less-expensive option.	Alternative options for both configuration and alignment of the overpass were considered by the Working Group in the initial stage of concept development. When considering an underpass, VLine and VicTrack representatives expressed concerns regarding safety in both the construction and operational phases, and regarding track disruptions during construction. Preliminary costings indicated an overpass to be a more cost-effective option.

		The costing process was undertaken by Arcadis Pty Ltd after rigorous design and location analysis and planning. The overpass must span five tracks and allow for a clearance of 7.1 metres above the track for to allow for future uses, so it is significantly longer than overpasses constructed in other localities. The design also includes 2 lifts at each end, to allow consistent access for users with mobility constraints, even in case of breakdown. Further, the costings include a 40% contingency, which is an appropriate and robust approach to costing infrastructure. Once built, the overpass will be in place for many years, so the materials and methods used must be high-quality and durable. Public consultation on the concept plans provides valuable information that will guide and refine further design processes. It is envisaged that the overpass will be used by a wide variety of people, including those with mobility constraints, those unable to drive due to age or other limitations, and those who are unable to afford a private vehicle.
51	The cost of the shared path linkages is too expensive, especially as construction costs are likely to escalate by the time it is constructed.	The design of the shared path linkages includes thorough consideration of the project requirements, to ensure a high-quality, safe, and enduring environment for Shepparton's residents and visitors. Costings include paving, plantings, bollards, fencing, street furniture, rubbish bins, drinking fountains, wayfinding, lighting and artworks, as well as less-visible elements such as kerb engineering, and underground tree cells that help to maintain healthy and attractive greenery. The costing process was undertaken by Liesl Malan Landscape Architects Pty Ltd with input from Heil Engineering Pty Ltd, and includes a 40% contingency, and projected cost escalations over a five year period if construction is delayed. Council will begin advocacy for funding as soon as the designs have completed the approval process, to minimise cost

		increases.
6, 12, 54, 61	Suggesting points to consider in the next phase of design.	Council notes the suggestions made in these submissions, which will be considered when detailed design work gets underway.
8, 10, 13, 16, 21, 25, 33, 37, 42, 46, 62, 63	Train services are inadequate and should be improved before constructing an overpass.	The State Government has announced $356m for the upgrade of the Shepparton line, which will allow for five 'VLocity' services per day between Shepparton and Melbourne (return). A business case is also being prepared to increase this to nine services per day. These improvements to passenger services are expected to increase the necessity of an overpass. Given the time frames involved in developing and constructing rail infrastructure, it is appropriate to begin planning and design at this stage so that construction and implementation coincide as much as possible.
9, 41, 55	Supports thinking ahead to anticipate the future needs of Shepparton's community. The overpass is a logical first step towards a more sophisticated rail service for the city.	Council officers acknowledge these submissions.
7, 10, 14, 21, 25, 26, 27, 28, 30, 42, 52	The funding required could provide a free bus or taxi service, instead of an overpass. Improved/increased bus connections would be more useful/make the overpass unnecessary. A bus terminal should be built on the west side of the tracks. Improvements and awareness of bus timetables would enable better connections, particularly for users with disabilities who require support. An overpass won't address the issues that make public transport use difficult, such as lack of timetabling coordination.	State Government funding will be sought to construct the overpass and potentially the shared path linkages. This funding is allocated for specific purposes and is not transferrable to other projects. There are ongoing discussions between the various public transport providers regarding the coordination of services. The overpass may provide opportunities for additional bus stops and/or services through improved access from Hoskin Street. Council does not have authority to determine how operators make passengers aware of services, but will recommend to the providers that they provide better information.

11, 20, 28, 39, 47, 52, 56	The station is likely to be/should be moved to the west side of the tracks, so the overpass would be unnecessary.	Scoping for a new station building on the west side of the tracks is identified as a long-term action in *the Shepparton Railway Precinct Master Plan 2017,* anticipated to occur from 2025-2029. Construction will be contingent on many preceding actions and allocation of significant funding, which will largely be governed by outside agencies. Council is neither the land owner nor the operator of rail services and, therefore, cannot provide certainty that the project will be feasible or determine when it might be completed. Similar processes and constraints apply to other locations. Neither VicTrack nor VLine have indicated intentions to relocate the station. Relocation would require extensive analysis and planning, including the following: • Repositioning associated services and infrastructure, including maintenance sheds, and assets belonging to other agencies such as Goulburn Valley Water; • Finding and acquiring a suitable location that would not unduly impact on the amenity of surrounding properties; • Securing funding from the State Government for land acquisition, and relocation of services and infrastructure, as well as a new station building; and • Possibly a planning scheme amendment (including notification) to facilitate the construction of a station building on a new site. In the absence of any appetite on behalf of either the land owner or the operator to move the station, Council officers have sought the best available option to increase the connectivity of the station to the CBD. Relocating the station would not remove the need for the overpass. It is likely that the existing station would remain operational in some capacity, requiring safe access between the two buildings. It is envisaged that the overpass will be used by a wide variety of people, not just those arriving by train, whose needs would not be fulfilled by a new station. The overpass concept has been designed to accommodate a station built on the west side with minimal disruption. Future station planning will integrate the overpass.
11, 17, 19, 21, 25, 27, 33, 47, 50	Instead of building an overpass, a new station should be constructed: • Adjacent to the site of the new SAM; • Close to the Greater Shepparton College (interim name); • On the sites of the former petrol depots; or • Incorporating both sides of the rail line.	

8, 16, 21, 25, 39, 45, 51	Upgrades to the existing station should be made before constructing an overpass.	The existing station is owned by V/Line, which is responsible for its maintenance. The building is protected by a Heritage Overlay, which requires careful consideration of its significance before any change to the building occurs. The construction of a new waiting room addition is expected to begin in the coming months.
43, 48	The overpass will enable increased car parking access and more convenient pick-ups in Vaughan Street.	Council officers acknowledge these submissions.
14, 25, 27, 39, 51, 52, 59, 60, 63	The overpass will connect people to an unattractive/unsafe area of the town that is still a fair distance from the CBD. There will be no benefit to the CBD. The west side of the tracks should be cleaned up.	The overpass and shared path linkages are key elements of Council's overall vision for revitalising the CBD and surrounding areas, that includes the Court House Precinct redevelopment, the Maude Street Mall upgrade, relocation of the bus interchange and the Vaughan and Maude Streets redevelopment. Council is also currently developing a plan to provide streetscaping to the eastern end of Vaughan Street, between Corio Street and Hoskin Street. The plan will encompass a shared path that will connect the overpass with the bike path on Corio Street, shade and ground plantings, seating, lighting, public artwork, and other features. It is envisaged that increased rail services and construction of the overpass will create opportunities for commercial and mixed use development around the railway precinct, encouraging further regeneration.
9, 18, 22, 43, 54, 55	In favour of measures to improve the amenity and aesthetics of that area of the city, and the functionality of the CBD.	
60	The overpass will have a detrimental impact on business, requiring relocation of premises.	Council notes that this submitter would be considerably impacted by the construction of the overpass. As the subject property is owned by VicTrack, the submitter would need to consult with VicTrack.
3, 7, 10, 16, 25, 30, 36, 37, 39, 42, 51, 56	Funding allocation would provide more benefit if used for another project/service: • Upgrades to Mooroopna Station; • Reinvigorating the CBD; • Removing parking meters in the CBD;	Council officers acknowledge and note the contents of these submissions. Government funding will be sought to construct the overpass and potentially the shared path linkages. This funding is allocated for specific purposes and is not transferrable to other projects. Funds budgeted to

	• Addressing homelessness, drug use, health issues, education needs; • A new bridge over the Goulburn River; • A pedestrian crossing outside Coles; • Hard rubbish collection; • Road improvements; • Developing the river frontage; and • Bike paths.	Greater Shepparton for rail infrastructure would be redistributed to rail services in other areas, not allocated to other local projects.

In addition to the responses listed above, submitters expressed the following points in regard to the process that has been followed in developing the Concept Plans:

Submission #:	**Feedback:**	**Council Response:**
3, 25, 28, 31, 35, 42, 53, 57	Has sufficient research into usage of the station been conducted?	The overpass concept plan which was presented during the consultation phase was the outcome of a thorough design process, overseen by a steering committee including representatives from VLine, VicTrack, Public Transport Victoria, Rail Projects Victoria and Transport for Victoria. These agencies provided input on technical and safety constraints that have shaped the project. The location of the proposed overpass was determined during the preparation of the *Shepparton Railway Precinct Masterplan 2017*, which was informed by extensive public consultation. The Master Plan was adopted by Council in June 2017. Council acknowledges that a railway user survey was not undertaken during the initial design process for the overpass, as a survey of current users would only reflect current practices. The State Government's commitment of $356 million to increase and improve rail services to Shepparton will inevitably impact these practices. The aim of the overpass project is to future-proof the station by anticipating and considering both these and broader potential

		changes.
17, 25, 28	Has sufficient cost analysis been conducted?	In its initial discussions, the Steering Committee considered a number of key factors in determining the location and configuration of the project, building on analysis of the entire railway precinct undertaken during the development of the *Shepparton Railway Precinct Master Plan 2017*. Both safety and cost were important factors in shaping the project. The costings include a 40% contingency, which is an appropriate and robust approach to costing infrastructure. Further analysis and revision of costings will be conducted as the design process progresses.
1, 7, 8, 16, 17, 20, 25	There has not been enough public input into the Concept Plans. Public consultation should have taken place earlier in the process.	Extensive public consultation was undertaken as part of the development of the *Shepparton Railway Precinct Master Plan 2017*, which forms the basis of the overpass and shared path linkages projects. The initial design process was required to consider the specialised constraints of the site and its infrastructure, including rail services, Australian Standards, safety issues for overpass users and trains, and disability standards, against the available options and locations. This information was provided and considered by the Steering Committee, to develop an appropriate concept for assessment by the wider community. The concept plans were authorised for public release after passing through Council's standard approvals process. It was not possible to release the concept plans earlier. Feedback was accepted over a period of nine weeks, extended from the mandated minimum of four weeks to compensate for the Christmas and New Year period. Feedback was invited from any interested party during public consultation, with responses received from across Greater Shepparton and further afield. Comments received are considered by Council and recommendations made as appropriate. Council is also considering feedback on the consultation process, to inform future engagement strategies.

28, 50, 54	Appreciates the opportunity to provide feedback.	Council officers acknowledge these submissions.
30	Council should monitor online comments, do less consultation, and get on with making decisions.	Council operates under the provisions of the *Local Government Act 1989*, which includes the requirement to undertake public consultation, and specifies procedural requirements for submissions.
55	Appreciates the inclusion of feedback provided during the consultation on the Shepparton Railway Precinct Master Plan.	Council officers acknowledge these submissions.
1, 29, 59	Have alternatives such as an underpass been considered, especially in terms of cost?	During the development of the *Shepparton Railway Precinct Master Plan 2017*, and at the initial stages of the design process, all feasible options were considered. An underpass/subway was discounted due to safety concerns both during the construction phase and the operational phase, the extended disruptions to track use required during construction, and higher cost estimates than other options.
32, 35, 58	There has not been enough information given to the public. Information is not sufficiently accessible for all residents, especially those without Internet access. Information presented in the Shepparton News was not sufficient.	Council officers acknowledge and note the contents of these submissions. Council is currently conducting an internal review of its consultation practices. The feedback on consultation processes provided in submissions to the overpass and shared path linkages will inform this review. The public will have the opportunity to contribute over the coming months. Full sets of both concept plans were published on a dedicated page on Council's website and were available for inspection at Council offices. Council officers regret that an article in Shepparton News did not include appropriate links to these plans.

Next steps

Council is currently considering all of the feedback received in relation to the overpass and shared path concept plans, and will make recommendations as necessary. This Conversation Report will form part of the Project Report to be tabled for consideration at the Ordinary Council Meeting to be held on 21 May 2019.

SHEPPARTON RAILWAY STATION
PEDESTRIAN OVERPASS CONCEPT DESIGN

March 2019

ARCADIS Design & Consultancy for natural and built assets

mgs

Architectural Drawings

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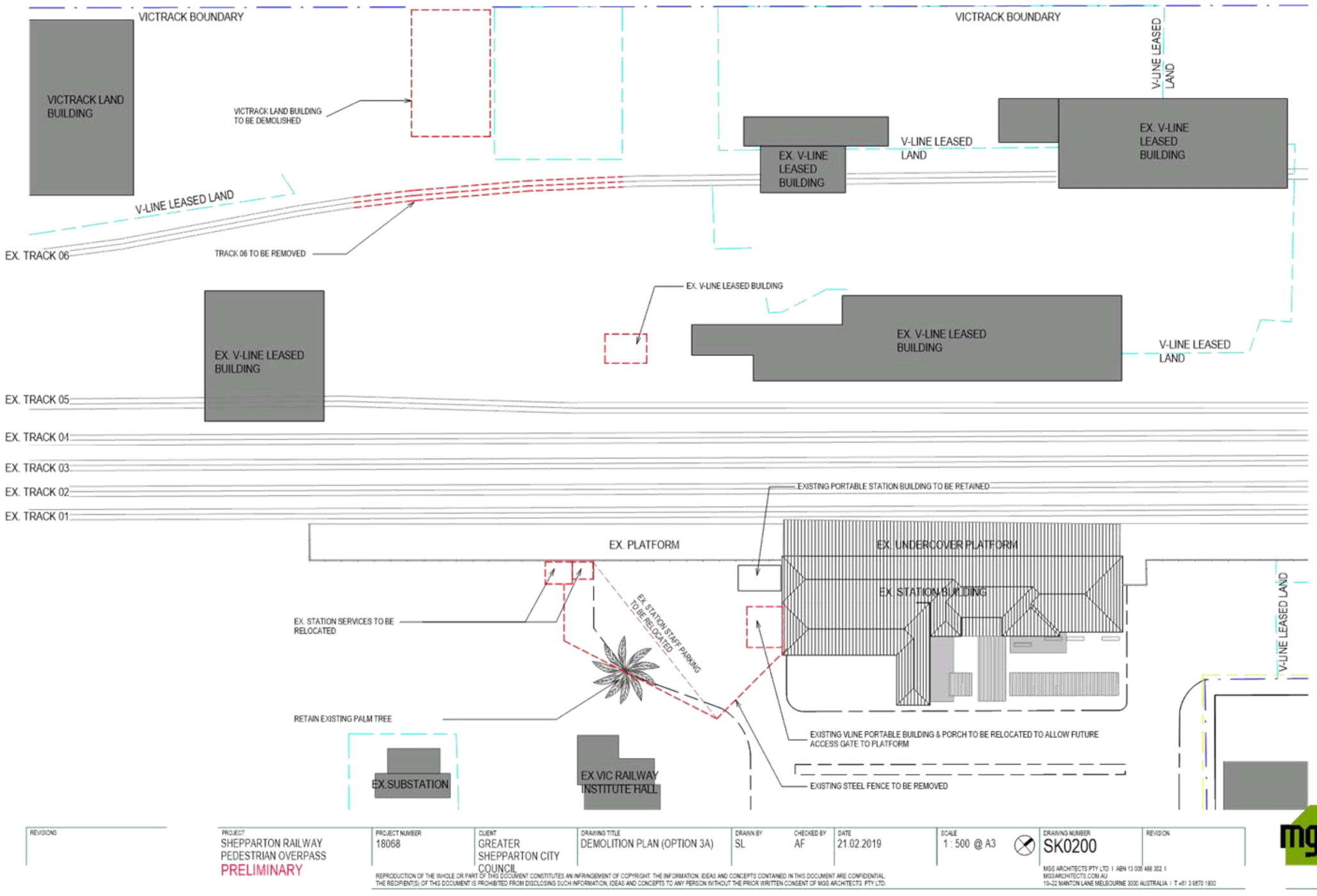
HOSKIN STREET



REVISIONS

PROJECT: SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
PRELIMINARY

PROJECT NUMBER: 18068

CLIENT: GREATER SHEPPARTON CITY COUNCIL

DRAWING TITLE: DEMOLITION PLAN (OPTION 3A)

DRAWN BY: SL

CHECKED BY: AF

DATE: 21.02.2019

SCALE: 1 : 500 @ A3

DRAWING NUMBER: SK0200

REVISION

MGS ARCHITECTS PTY LTD I ABN 13 005 486 302 I
MGSARCHITECTS.COM.AU
10-22 MANTON LANE MELBOURNE 3000 AUSTRALIA I T +61 3 9670 1800

18/03/2019 4:51:10 PM

HOSKIN STREET

PROPOSED EXTENSION OF PEDESTRIAN FOOTPATH FROM VAUGHAN STREET AS RAISED CROSSING

ALLOCATE SOME ON STREET SPACES AS SHORT STAY KISS AND RIDE

PEDESTRIAN ACCESS FROM VAUGHAN STREET

VICTRACK BOUNDARY

VICTRACK LAND BUILDING

PROPOSED LOCATION OF NEW WAYFINDING SIGNAGE

VICTRACK LAND BUILDING TO BE DEMOLISHED

INTEGRATED LANDSCAPE (RAISED PLANTER BED WITH SEATING)

PROPOSED 1.8M SHS METAL FENCE FINISH IN POWDER COAT

OPPORTUNITY FOR RETAIL KIOSK

V-LINE LEASED LAND

2.9M WIDE STAIR TO ALLOW 2.6M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING. RISE: 150MM; TREAD: 300MM. CONNECTING RL0.0 TO RL7.80. STAIRS TO BE FINISHED IN EPOXY PAINT FINISH.

EX. TRACK 06

EX. V-LINE LEASED BUILDING

ACCESS TO FUTURE PLATFORM

LOCATION OF FUTURE SECOND PLATFORM

EX. TRACK 05

EX. TRACK 04

EX. TRACK 03

EX. TRACK 02

EX. TRACK 01

LIFT SHALL BE SIMILAR TO LIFT INSTALLATION AT BENDIGO STATION (I.E. SHAFT SIZE, CAR SIZE, DOOR SIZE, DOOR RECESS, DOOR FIXINGS, MACHINE AND CAR HITCH FIXINGS, HEADROOM, PIT DEPTH) TO BE PROVIDED BY VICTRACK.

LINE OF BRIDGE OVERPASS ABOVE AS DASHED

ENSURE MINIMUM 1M CLEAR PASSAGE BETWEEN FENCE AND STRUCTURAL COLUMNS

PROPOSED SECURED STAFF ACCESS LINKING BETWEEN PARKING AND STATION BUILDING

PROPOSED 1.8M HIGH SHS METAL SECURE FENCING IN POWDER COAT FINISH AROUND PERIMETER OF NEW CAR PARKING AND CONTINUOUS FENCING CONNECTED TO EXISTING STATION BUILDING

CANTILEVERED COLUMN TO SUPPORT ELEVATED LANDING

PROPOSED RELOCATION OF V-LINE STAFF PARKING (EXISTING GROUND SURFACE TO BE RAISED TO MATCH PLATFORM LEVEL)

NEW 1.8M HIGH SHS METAL FENCE IN POWDER COAT FINISH AROUND PERIMETER OF NEW CAR PARKING WITH SECURED ACCESS SLIDING GATE

EX. SUBSTATION

NEW VEHICLE ACCESS FROM PURCELL ST

EX. VIC RAILWAY INSTITUTE HALL

0 1 2 5 10 M

OPPORTUNITY FOR RETAIL KIOSK

INTEGRATED LANDSCAPE (RAISED PLANTER BED WITH SEATING)

PROPOSED 1.8M SHS METAL FENCE FINISH IN POWDER COAT

NEW LANDSCAPE FORECOURT AREA BUILT OVER EXISTING TRACK

VICTRACK BOUNDARY

EX. V-LINE LEASED BUILDING

V-LINE LEASED LAND

EX. V-LINE LEASED BUILDING

2.7M WIDE RAMP TO ALLOW 2.5M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING IN ACCORDANCE TO AS1428.2

LIFT ENTRY AREA TO BE RAISED APPROXIMATELY 1.2M ABOVE TOP OF RAIL

REFER ELEVATION FOR CLADDING AROUND STEEL LIFT STRUCTURE

CANTILEVERED COLUMN TO SUPPORT ELEVATED LANDING

ACCESS TO FUTURE PLATFORM

EX. V-LINE LEASED BUILDING

V-LINE LEASED LAND

EX. STATION STAFF PARKING TO BE RELOCATED

EXISTING PORTABLE STATION BUILDING TO BE RETAINED

EX. PLATFORM

EX. UNDERCOVER PLATFORM

EX. PLATFORM

EX. STATION BUILDING

FUTURE WAITING ROOM

V-LINE LEASED LAND

VICTRACK BOUNDARY

ACCESS FROM STATION

STATION DROP-OFF ZONE

NEW ACCESS GATE WITHIN THE PROPOSED 1.8M HIGH SHS METAL SECURE FENCING, FINISH IN POWDER COAT.

2.9M WIDE STAIR TO ALLOW 2.6M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING. RISE: 150MM; TREAD: 300MM, CONNECTING RL1.2 TO RL7.80. STAIRS TO BE FINISHED IN EPOXY PAINT FINISH.

NEW FORECOURT AREA WITH INTEGRATED LANDSCAPE

EX. PALM TREE TO BE RETAINED

EX. COMMERCIAL BUILDING

GENERAL NOTES :

STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL
C1 PRECAST ROUND COLUMN TYPE 1 (750mm DIA.)
C2 PRECAST ROUND COLUMN TYPE 2 (1800mm DIA.)
* ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS (RAIL COLLISION LOADS)

SERVICES
CCTV AND LIGHTING TO STANDARDS SHALL BE INSTALLED AT STAFF PARKING, LIFTS, STAIRS, FOOTBRIDGE AND FORECOURT AREA.
- HYDRAULIC PIPING AND DRAINAGE SYSTEM FOR THE FOOTBRIDGE SHALL BE INSTALLED ACCORDINGLY AND TO BE DISCHARGED INTO COUNCIL'S LEGAL POINT OF DISCHARGE.

ALL DETAILS TO BE CONFIRMED AT LATER STAGE (DESIGN DEVLEOPMENT)

REVISIONS

PROJECT: SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
PRELIMINARY

PROJECT NUMBER: 18068

CLIENT: GREATER SHEPPARTON CITY COUNCIL

DRAWING TITLE: PLATFORM LEVEL PLAN (OPTION 3A)

DRAWN BY: SL | CHECKED BY: AF

DATE: 21.02.2019

SCALE: 1 : 500 @ A3

DRAWING NUMBER: SK0201

REVISION

MGS ARCHITECTS PTY LTD I ABN 13 005 486 302 I
MGSARCHITECTS.COM.AU
10-22 MANTON LANE MELBOURNE 3000 AUSTRALIA I T +61 3 9670 1800

GENERAL NOTES :

STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL
C1 PRECAST ROUND COLUMN TYPE 1 (750mm DIA.)
C2 PRECAST ROUND COLUMN TYPE 2 (1800mm DIA.)
* ALL COLUMNS TO MEET IMPACT RESISTANCE REQUIREMENTS (RAIL COLLISION LOADS)

SERVICES
CCTV AND LIGHTING TO STANDARDS SHALL BE INSTALLED AT STAFF PARKING, LIFTS, STAIRS, FOOTBRIDGE AND FORECOURT AREA.
- HYDRAULIC PIPING AND DRAINAGE SYSTEM FOR THE FOOTBRIDGE SHALL BE INSTALLED ACCORDINGLY AND TO BE DISCHARGED INTO COUNCIL'S LEGAL POINT OF DISCHARGE.

ALL DETAILS TO BE CONFIRMED AT LATER STAGE (DESIGN DEVLEOPMENT)

HOSKIN STREET

VICTRACK BOUNDARY

VICTRACK LAND BUILDING

V-LINE LEASED LAND

2.9M WIDE STAIR TO ALLOW 2.6M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING. RISE: 150MM, TREAD: 300MM, CONNECTING RL0.0 TO RL7.80. STAIRS TO BE FINISHED IN EPOXY PAINT FINISH.

EX. V-LINE LEASED BUILDING

REFER ELEVATION FOR CLADDING TO BOTH SIDES OF STAIRS

3 SK0501

2 SK0501

1 SK0501

BOTTOM OF BRIDGE WALL CLADDING AT RL7.10 ABOVE RAIL TRACK

3.9M WIDE BRIDGE (INCLUDING BRIDGE TRUSSES AND EXTERNAL CLADDING) TO ALLOW FOR 3.0M CLEAR PASSAGE BETWEEN HANDRAILS. BRIDGE FLOORS TO BE FINISHED IN EPOXY PAINT FINISH. BRIDGE SLAB TO BE 150mm THK CONCRETE ON METAL DECK.

REFER ELEVATION FOR CLADDING

BRIDGE SLAB FINISH AT RL7.8 ABOVE TRACK

REFER ELEVATION FOR CLADDING

CANTILEVERED COLUMN TO SUPPORT ELEVATED LANDING

REFER TO ELEVATION FOR CLADDING AROUND STEEL LIFT STRUCTURE

BRIDGE FOYER LANDING AT RL7.80 ABOVE TRACK. BRIDGE AND LANDING FLOOR TO BE FINISHED IN EPOXY PAINT FINISH. LANDING SLAB TO BE MAXIMUM OF 1200mm THK CONCRETE.

REFER TO ELEVATION FOR CLADDING AROUND STEEL LIFT STRUCTURE

CANTILEVERED COLUMN TO SUPPORT ELEVATED LANDING

EX. V-LINE LEASED BUILDING

V-LINE LEASED LAND

EX. V-LINE LEASED BUILDING

V-LINE LEASED LAND

BOTTOM OF BRIDGE WALL CLADDING AT RL7.10 ABOVE RAIL TRACK

BRIDGE FOYER LANDING AT RL7.80 ABOVE TRACK.BRIDGE AND LANDING FLOOR TO BE FINISHED IN EPOXY PAINT FINISH. LANDING SLAB TO BE MAXIMUM OF 1200mm THK CONCRETE.

EXISTING PORTABLE STATION BUILDING TO BE RETAINED

EX. PLATFORM

EX. UNDERCOVER PLATFORM

EX. PLATFORM

EX. STATION BUILDING

FUTURE WAITING ROOM

V-LINE LEASED LAND

VICTRACK BOUNDARY

REFER ELEVATION FOR CLADDING TO BOTH SIDES OF STAIRS

2.9M WIDE STAIR TO ALLOW 2.6M CLEAR PASSAGE, WITH 2 INTERMEDIATE LANDING. RISE: 150MM, TREAD: 300MM, CONNECTING RL1.2 TO RL7.80. STAIRS TO BE FINISHED IN EPOXY PAINT FINISH.

EX. SUBSTATION

EX.VIC RAILWAY INSTITUTE HALL

EX. COMMERCIAL BUILDING

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS PRELIMINARY	18068	GREATER SHEPPARTON CITY COUNCIL	BRIDGE LEVEL PLAN (OPTION 3A)	SL	AF	21.02.2019	1 : 500 @ A3	SK0202	

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STRUCTURAL COLUMN TO STRUCTURAL ENGINEER'S DETAIL
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ALL DETAILS TO BE CONFIRMED AT LATER STAGE (DESIGN DEVLEOPMENT)

HOSKIN STREET

VICTRACK BOUNDARY

VICTRACK LAND BUILDING

V-LINE LEASED LAND

EX. V-LINE LEASED BUILDING

ROOF ACCESS HATCH. ROOF ACCESS SYSTEM TO BE DETAIL AT LATER STAGE. PROVIDE SAFETY ROOF ACCESS FOR MAINTENANCE IN ACCORDANCE TO RELEVANT AUSTRALIAN AND BCA REQUIREMENTS.

BOX GUTTER

REFER TO ELEVATION FOR CLADDING AROUND STEEL LIFT STRUCTURE

BOX GUTTER

METAL ROOF

3 SK0501

2 SK0501

1 SK0501

METAL ROOF ABOVE LIFT SHAFT

REFER ELEVATION FOR CLADDING

REFER ELEVATION FOR CLADDING

EXISTING PORTABLE STATION BUILDING TO BE RETAINED

EX. PLATFORM

EX. UNDERCOVER PLATFORM

EX. PLATFORM

BOX GUTTER

METAL ROOF

REFER TO ELEVATION FOR CLADDING AROUND STEEL LIFT STRUCTURE

EX. STATION BUILDING

METAL ROOF ABOVE LIFT SHAFT

FUTURE WAITING ROOM

BOX GUTTER

ROOF ACCESS HATCH. ROOF ACCESS SYSTEM TO BE DETAIL AT LATER STAGE. PROVIDE SAFETY ROOF ACCESS FOR MAINTENANCE IN ACCORDANCE TO RELEVANT AUSTRALIAN AND BCA REQUIREMENTS.

V-LINE LEASED LAND

VICTRACK BOUNDARY

EX.SUBSTATION

EX VIC RAILWAY INSTITUTE HALL

EX. COMMERCIAL BUILDING

0 1 2 5 10 M

REVISIONS

PROJECT
SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
PRELIMINARY

PROJECT NUMBER 18068

CLIENT GREATER SHEPPARTON CITY COUNCIL

DRAWING TITLE ROOF LEVEL PLAN (OPTION 3A)

DRAWN BY SL | CHECKED BY AF | DATE 21.02.2019

SCALE 1 : 500 @ A3

DRAWING NUMBER SK0203

REVISION

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10-22 MANTON LANE MELBOURNE 3000 AUSTRALIA I T +61 3 9670 1800

GENERAL NOTES :

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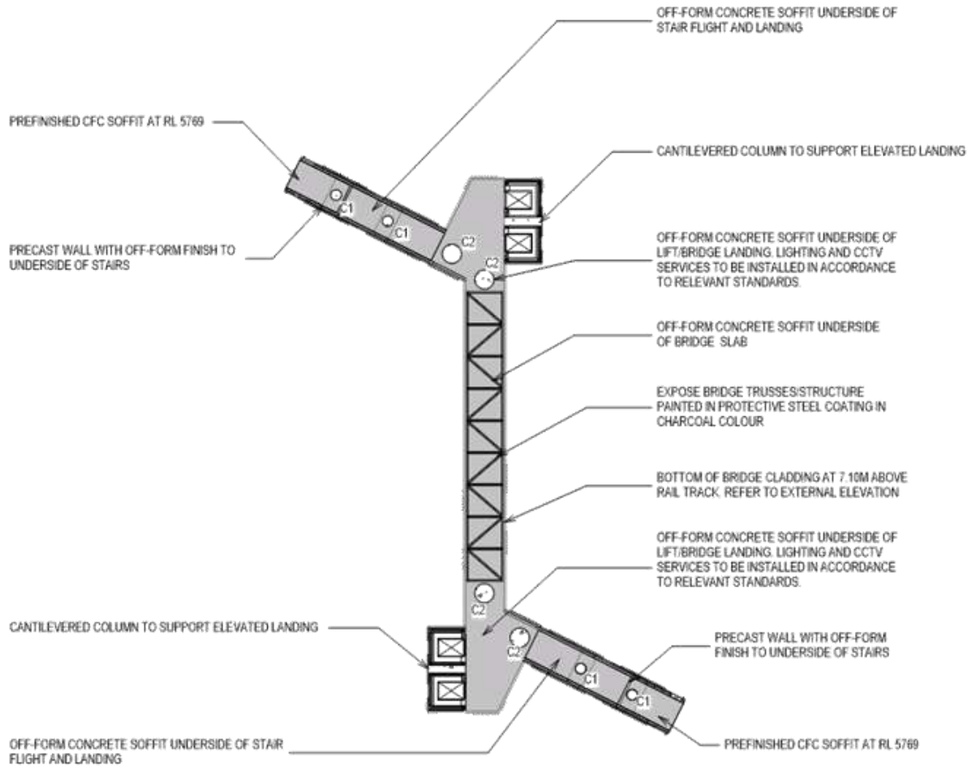
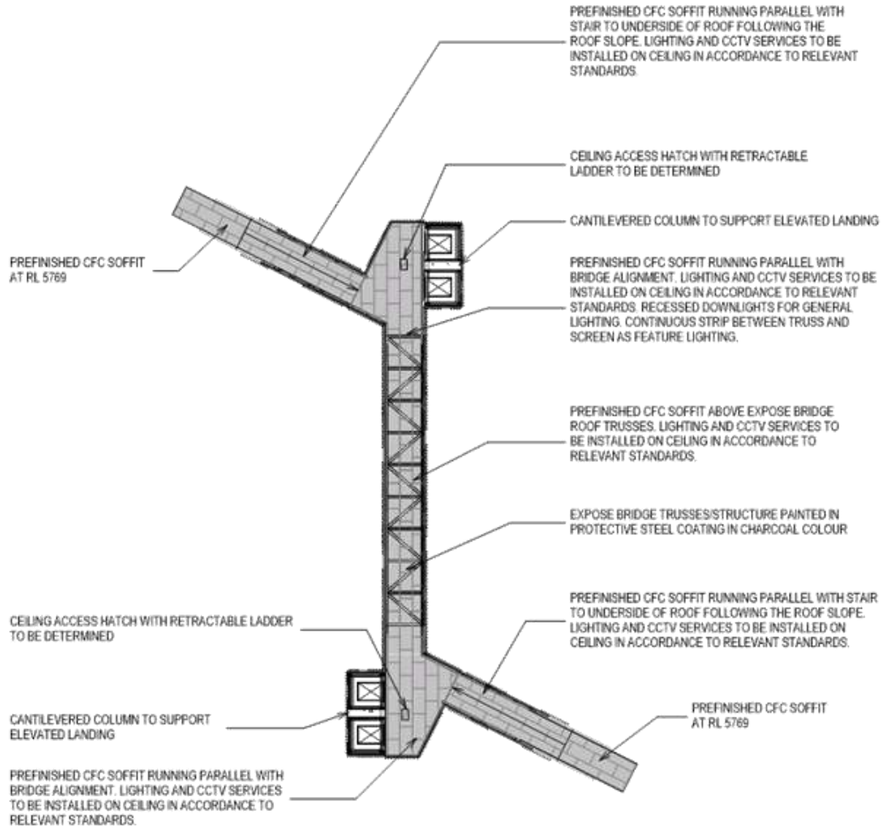


1 SK0401 RCP_PLATFORM LEVEL
1 : 500



2 SK0401 RCP_BRIDGE & STAIRS
1 : 500

0 1 2 5 10 M

REVISIONS

PROJECT
SHEPPARTON RAILWAY PEDESTRIAN OVERPASS
PRELIMINARY

PROJECT NUMBER 18068
CLIENT GREATER SHEPPARTON CITY COUNCIL
DRAWING TITLE REFLECTED CEILING PLAN (OPTION 3A)
DRAWN BY SL
CHECKED BY AF
DATE 21.02.2019
SCALE 1 : 500 @ A3
DRAWING NUMBER SK0301
REVISION

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10-22 MANTON LANE MELBOURNE 3000 AUSTRALIA I T +61 3 9670 1800

GENERAL NOTES :

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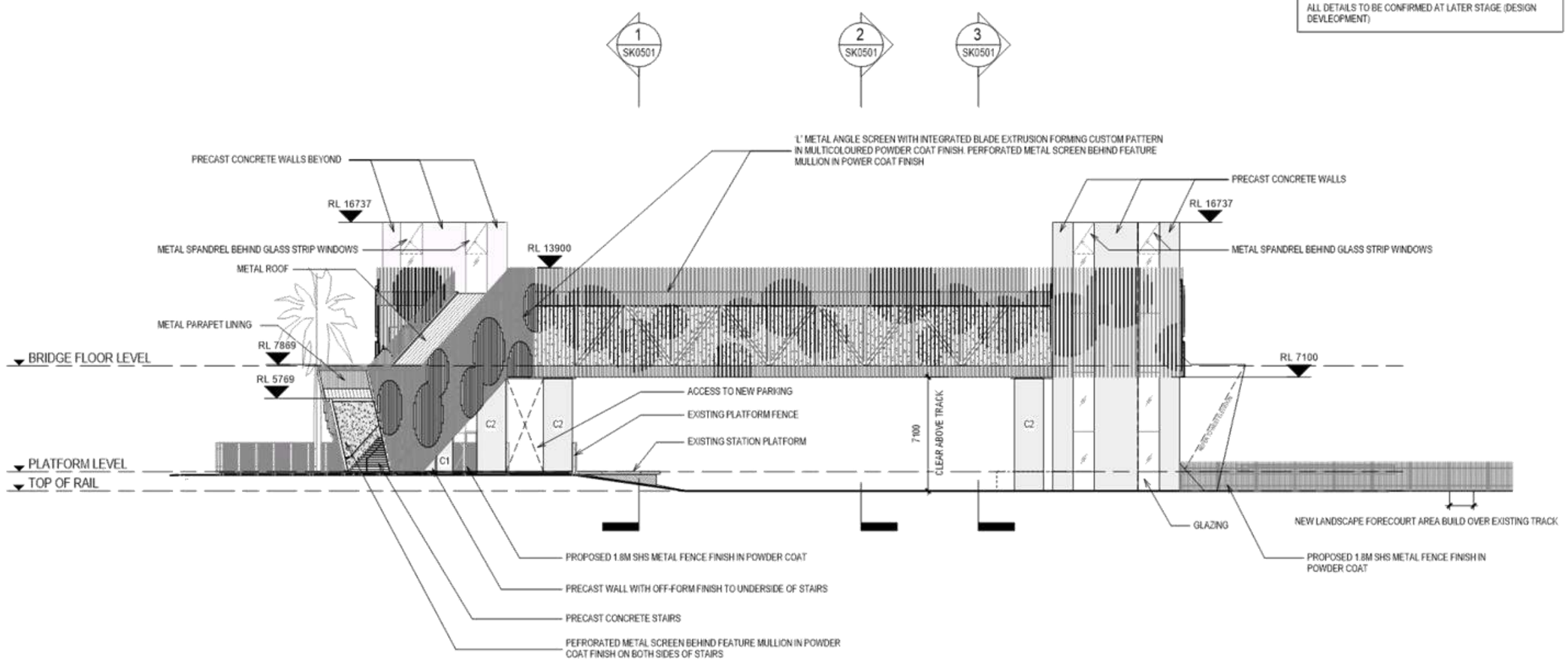

1 SK0000 NORTH ELEVATION
1 : 250

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS PRELIMINARY	18068	GREATER SHEPPARTON CITY COUNCIL	ELEVATION_NORTH (OPTION 3A)	SL	AF	21.02.2019	As indicated @ A3	SK0401	

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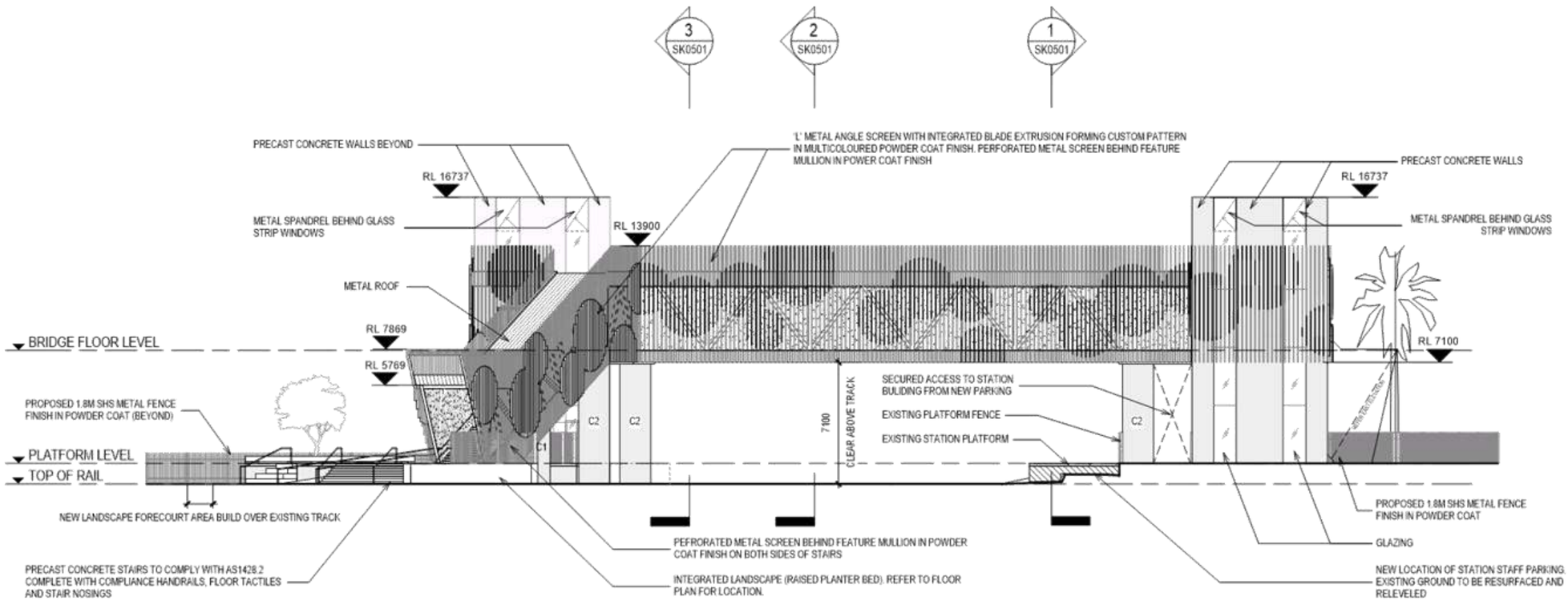

1 SK0000 SOUTH ELEVATION
1 : 250

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS PRELIMINARY	18068	GREATER SHEPPARTON CITY COUNCIL	ELEVATION_SOUTH (OPTION 3A)	SL	AF	21.02.2019	As indicated @ A3	SK0402	

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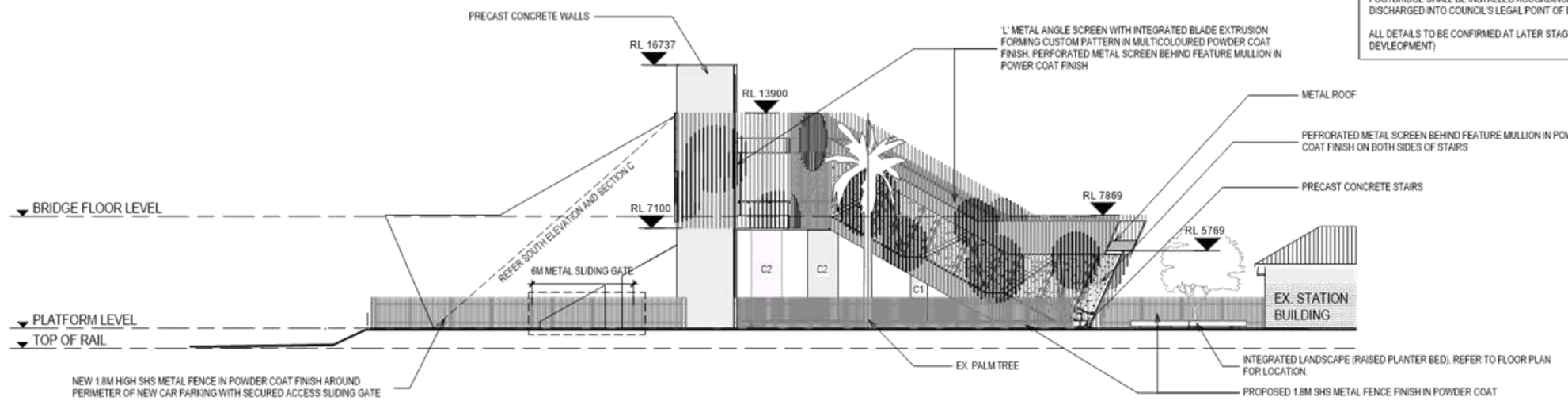
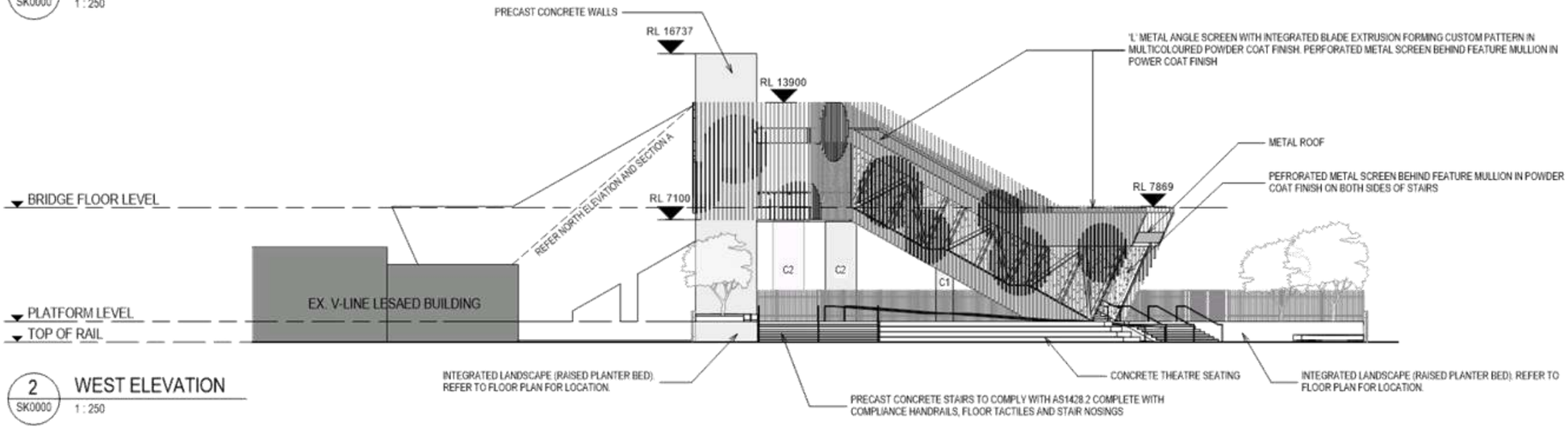


1 SK0000 **EAST ELEVATION**
1 : 250



2 SK0000 **WEST ELEVATION**
1 : 250

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS PRELIMINARY	18068	GREATER SHEPPARTON CITY COUNCIL	ELEVATIONS_EAST AND WEST (OPTION 3A)	SL	AF	21.02.2019	As indicated @ A3	SK0403	

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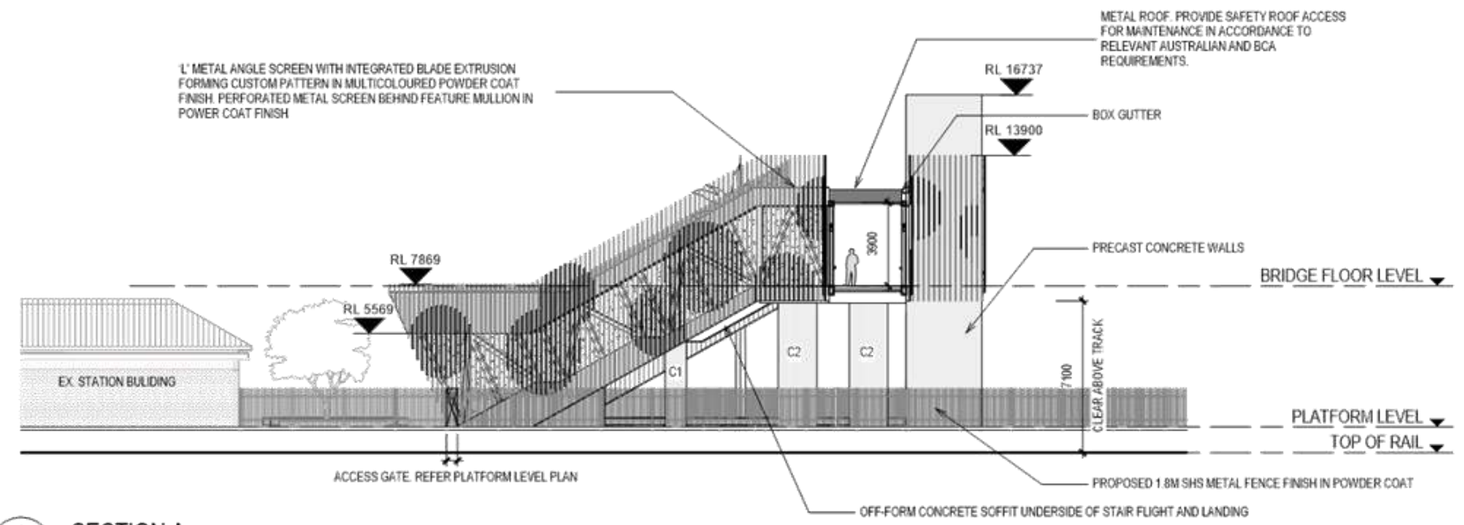
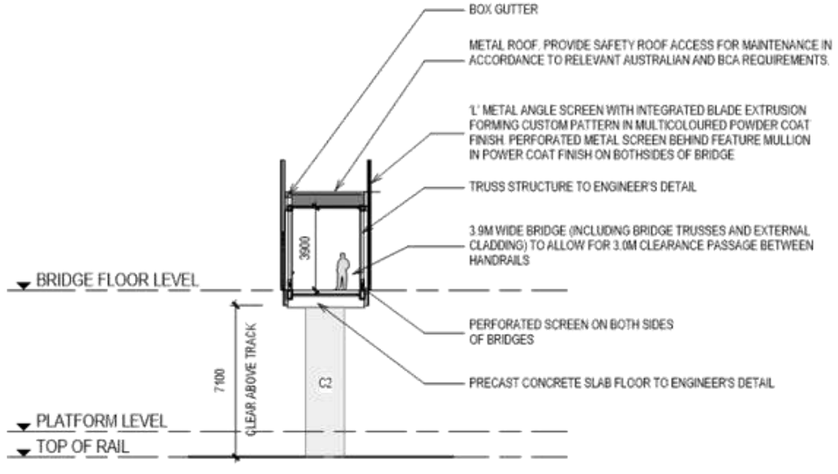
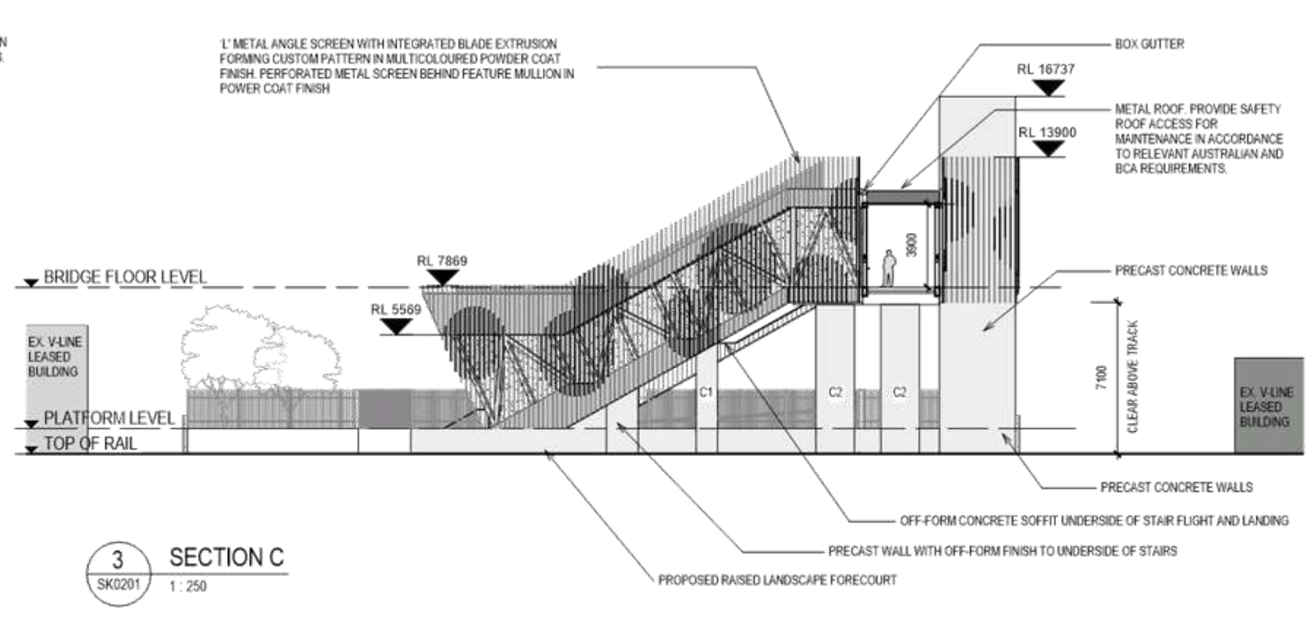


1 SK0201 — SECTION A
1 : 250



2 SK0201 — SECTION B
1 : 250



3 SK0201 — SECTION C
1 : 250

0 1 2 5 10 M

REVISIONS	PROJECT	PROJECT NUMBER	CLIENT	DRAWING TITLE	DRAWN BY	CHECKED BY	DATE	SCALE	DRAWING NUMBER	REVISION
	SHEPPARTON RAILWAY PEDESTRIAN OVERPASS PRELIMINARY	18068	GREATER SHEPPARTON CITY COUNCIL	SECTIONS (OPTION 3A)	SL	AF	21.02.2019	As indicated @ A3	SK0501	

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3d Images


Architectural Concept
Artist Impression_View From West (Vaughan Street)
mgs


Architectural Concept
Artist Impression_View From East (Station Car Park)
mgs


Architectural Concept
Artist Impression_View From West (Vaughan Street)
mgs

Architectural Concept

Aerial view from Northeast (Station)

mgs

Architectural Concept

Aerial view from Northwest (Hoskin Street)

mgs

Architectural Concept

Aerial view from Southeast (Station)

mgs

Architectural Concept

Aerial view from Southwest (Hoskin Street)

mgs

Architectural Concept

View from Existing Station's Platform

mgs

Architectural Concept

View inside pedestrian overpass

mgs

Architectural Concept

Finishes & Materials

Plain concrete

Columns, Stairs, Bridge Soffit and Balustrade

Stained concrete

Bridge supports

Painted steel

Steel structures

Colorbond metal

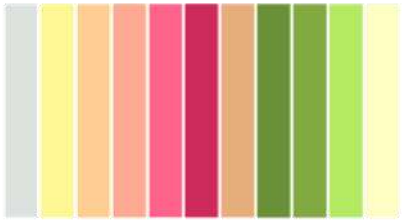
Roof cladding

Epoxy paint finish to concrete surface

Bridge floors and Stairs

Perforated metal screen in power coat

Bridge and stairs screens



Painted metal

Bridge screens

Landscaping (Forecourts)

Forecourt_Station Entry

Forecourt_Vaughan & Hoskin Street Entry

Precedent Images

Landscape Seat

Sculpture

Ornamental Trees

Each of the options includes a modest, landscaped plaza as a landing point of the bridge at both the station and Hoskin Street interfaces. The Hoskin Street plaza would also provide a sense of forecourt or address for the station at this interface, including provision of standard PTV/VLine signage. These areas would be paved with a blend of granites, providing warm earthy tones reminiscent of the local geology.

Soft landscaped areas are framed with public bench seating. The materiality of the seating varies between the options and the intention would be to incorporate integrated graphics/ art into the structure that would tell a local story (details of which will depend on the selected theme and are to be developed in proceeding design studies).

The proposal includes tree planting. The selection of trees could include varieties such as flowering peaches that would provide a spark of colour to the forecourt spaces and reference to the local production agriculture and industry product.

There is the option to replace parts of the landscape with art sculptures (per opportunities identified in Council's Shepparton Railway Precinct Master Plan document).

mgs