

Castlemaine Railway Precinct Masterplan

October 2023



Acknowledgement of Country

Mount Alexander Shire Council acknowledges Aboriginal and Torres Strait Islander people as the Traditional Owners of country. We recognise and respect their cultural heritage, beliefs and continuing relationship with the land.

We pay our respect to leaders and Elders, past, present and emerging of the Dja Dja Wurrung and the Taungurung peoples as the traditional owners of the lands and waters of Mount Alexander Shire. We also recognise all other Indigenous people of the Shire.

We acknowledge the vital role that Dja Dja Wurrung and Taungurung peoples and their forebears play as custodians of this region for many centuries, performing age-old ceremonies of celebration, initiation and renewal.



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Introduction



Purpose of the Masterplan

Mount Alexander Shire Council has prepared the Castlemaine Railway Precinct Masterplan to set the strategic framework for land activation and improvements in and around the station Precinct.

The Railway Precinct represents a significant opportunity in the beautiful town of Castlemaine. This heritage precinct is not only a rich collection of buildings, landscape and natural features – but it is also the parcel that ties together key destinations in the Town. The Precinct is the conduit between the Town Centre, Old Gaol, the Mill Precinct and Botanical Gardens.

As such the Precinct has a major community role to play as the cultural anchor of the town, and the place where local stories can be told, heard, understood and celebrated. This special precinct also presents opportunities for urban renewal, adaptive re-use and new uses. A successful re-imagination could tie the town together and offer a whole new experience for residents and visitors. The fact that the Precinct is already well used by community organisations, commuters and tourists suggests that there is huge potential for its future.

The heritage context is significant and largely intact, with its collection of historical buildings, and the relationships between the buildings, views, landscape and gardens. It is imperative that any proposed change must have regard for the character, form of the buildings and setting as a whole, including the heritage overlays.

The Barkers Creek corridor running through the site represents another interesting opportunity in terms of open space, recreation and habitat restoration. The creek is geographically the spine and axis of Castlemaine, and can play a much larger role in the character and identity of the town.

The Castlemaine Railway Precinct has changed and evolved over time to meet the needs of industry and the community. This Masterplan provides an opportunity to plan the next iteration of the Precinct, ensuring protection of the heritage assets whilst providing for future community needs.



The Mill is an excellent example of adaptive reuse of a heritage industrial facility



The Railway Station forecourt is dominated by parking



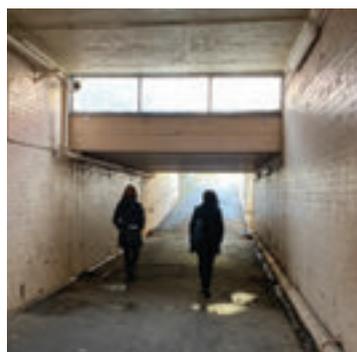
The Castlemaine State Festival draws crowds from all over Victoria



The underpass is the only existing east-west connection between Walker and Forest Streets



Significant views across the Precinct towards the Gaol



The underpass feels unsafe



The Goldfields Railway draws rail enthusiasts to Castlemaine



The biennial Castlemaine State Festival is the longest running flagship regional arts festival in Australia

Project Background

Castlemaine is located approximately 120 kilometres north west by road from Melbourne and about 40 kilometres from the major provincial centre of Bendigo. Castlemaine (including Campbell's Creek and Diamond Gully) is the main population centre in Mount Alexander Shire, accounting for about 50 per cent of the Shire's total population. It is the key administrative and commercial activity centre for the Shire.

Major commercial activity within Castlemaine is focused around Mostyn, Barker and Hargraves Streets, however Templeton Street is progressively becoming a key commercial strip within the activity centre, and one that connects directly to the Station Precinct. Other key nodes of activity include the Mill Precinct, the Botanical Gardens, the Castlemaine Hospital, and major employers including Don KR. The Precinct plays a vital role in connecting and activating these destinations.

Castlemaine and surrounds will play a role in providing for the future housing needs of the Shire. Land situated within walking distance of the Station Precinct and the central commercial area is ideally located for residential intensification. This integrated transport and land use approach recognises the benefits in directing population growth to areas which enjoy good access to local services and facilities. Refer to Appendix 1 for further information on the Housing and Neighbourhood Character Strategy for Castlemaine, Campbells Creek and Chewton.

A previous Masterplan was completed for the Precinct in 2004. Much of the historical context and recommendations are still relevant. The current Masterplan seeks to build on that work, while offering a fresh perspective in light of the changes that have occurred in the intervening years. In the twenty years since the adoption of the 2004 Masterplan the surrounding area and the town centre have changed:

- The Mill Precinct has been developed,
- Re-vegetation work has occurred along Barkers Creek,
- The Goods Shed has been renovated internally for use by the Castlemaine State Festival and Castlemaine Circus,
- The Castlemaine Gaol has been acquired by artist David Bromley, and is being privately developed,
- Increased tourism and interest in Castlemaine as a destination to live and work has lead to gentrification across the town.

These changes in the surrounding area mean that the Precinct is now strategically located at the axis of Castlemaine's key cultural destinations.

The new Masterplan for the Precinct will:

- Consider the recommendations of the 2004 plan,
- Articulate a future role and function for the Precinct,
- Acknowledge the significant gap in cultural representation in the Precinct,
- Respond to the aspirations of the current leaseholders,
- Encourage future expansion activities of the Victorian Goldfields Railway and other lease holders within the broader station Precinct,
- Support the proposed plans to update the Goods Shed,
- Prioritise interventions to improve access to and through the Precinct,
- Consider how to stitch into the wider context, and key destinations
- Support strengthened pedestrian connections to the Town Centre, and
- Outline clear and practical steps to realise activation and development opportunities for Council, potential developers and the State Government.



VISION FOR THE PRECINCT

“The Castlemaine Railway Precinct will connect people, places and foster a sense of community. The Precinct will celebrate the historic buildings, contemporary spaces, heritage and community values of the area. Urban renewal will accommodate a mix of uses that complement the Precinct’s role and function. Landscapes within the Precinct will link with the original and enduring custodians of the land, and look towards a vision of future living and connections.”

Castlemaine Railway Precinct Vision Statement,
Mount Alexander Shire Council

The Railway Precinct

The Precinct is set within a distinctive and unique landscape nestled within the township of Castlemaine in the Mount Alexander Shire. It is uniquely situated, with the potential to stitch together key destinations, supporting their growth while at the same time becoming a destination in its own right.

Castlemaine is a working station, with both regional commuter lines and a tourist railway running between Castlemaine and Maldon. V/Line run train and coach services between Bendigo, Echuca and Swan Hill. The recent reduction in regional fares across Victoria is expected to result in increased rail patronage.

The Castlemaine community utilise the station for train and coach services, and frequently move through the Precinct in order to connect to surrounding destinations. The station underpass is the only crossing point of the railway line between Walker and Forest Streets.

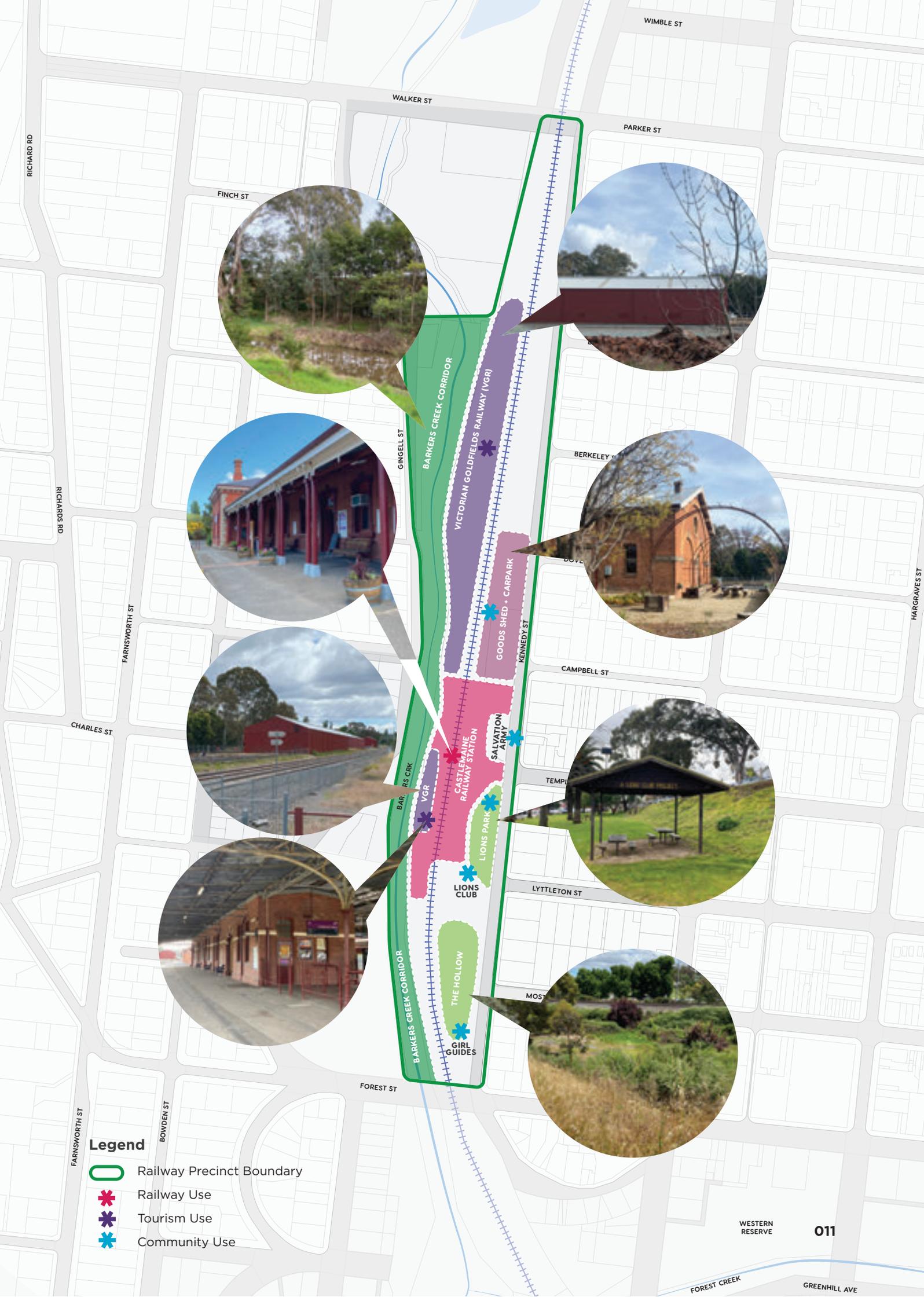
Broadly the key areas within the Precinct include:

- **Castlemaine Railway Station** - comprising of the main station building, ancillary railway buildings, multiple platforms and the station forecourt area which includes car parking, coach drop off area and bike storage,
- **Victorian Goldfields Railway** - a heritage tourist railway running between Castlemaine and Maldon utilises part of the station platform and large sheds north of the Station,
- **Goods Shed**, housing the Castlemaine State Festival and the Castlemaine Circus,
- **Barkers Creek Corridor** - running in a north south direction along the western edge of the Precinct,
- **Lions Park**, a public park located opposite the Station, and
- **The Hollow**, a depressed land form that was created through land excavation when constructing the railway lines.

A number of local community organisations lease buildings or areas within the Precinct. These organisations facilitate a wide range of uses that support tourism and community-building enterprises. They include:

- **Castlemaine Lions Club** - lease land immediately south of Lions Park,
- **Castlemaine State Festival** - lease offices within the Goods Shed,
- **Castlemaine Girl Guides** - use the Scout Hall south of the Hollow, close to Forest Street, and
- **Castlemaine & Maldon Railway Preservation Society** - manage the Victorian Goldfields Railway, and operate a tourist railway. The Society lease large sheds north of the Station on the western side of the tracks, as well as platform 3.

Going forward, the role of the Precinct needs to be more than just a station with transport uses. The precinct needs to function as a key arrival and connecting point for all types of users. It also has a vital role to play in supporting the development of community organisations and providing recreation spaces for both visitors and locals.



Legend

-  Railway Precinct Boundary
-  Railway Use
-  Tourism Use
-  Community Use

Surrounding Destinations

The Masterplan considers the wider context, specifically the functional relationships between key surrounding destinations. The following are considered because of their proximity and complimentary functions.

- **The Castlemaine Town Centre** - Castlemaine began as a gold rush boomtown in 1851 and developed into a major regional centre. It's early wealth is reflected in the grandeur of the architecture, and its proximity to Melbourne makes it a very popular destination.
- **The Mill** - Starting as the Castlemaine Woollen Mill in 1875, The Mill has transformed into a place for food and artisan manufacturing. This adaptive reuse of heritage buildings has turned into an attractor for artists and artisans, and has become a significant destination for both visitors and residents.
- **The Old Gaol** - Bought in 2018 by David and Yuge Bromley, the artist and designer couple have been working to transform the building. Their eccentric art collection (ranging from Japanese ceramic through to bronze buddhas, modernist sculpture and old theatre projectors), has the potential to be a major draw card for Castlemaine when opened to the public.
- **Camp Reserve** - the premier sports ground in the Mt Alexander Shire, it hosts a range of events including the Castlemaine Show, swap meets, dog trials and weekend sports. The 2020 masterplan provides direction for future improvements, aiming to strike a balance between keeping historic features and traditions at the reserve, while bringing the major sports facility up to modern day standards.
- **Botanic Gardens** - one of Victoria's oldest regional botanic gardens. Their scale reflects Castlemaine's prosperity during the gold rush and community desire to highlight the success of the town. Within the gardens is the Flora and Fauna Reserve, a 14.4Ha native conservation area that supports 98 indigenous flora species, including several threatened species.
- **Djaara Ceremonial Site** - Booladj Kiarp Bolealong (Three Creeks Meet) at the confluence of Forest, Campbells and Barkers Creeks, is one of the few places where magnificent mature river red-gums are still present. Works are being done to re vegetate the area with native wetland and creek species and to remove exotic weeds. This place is important for bush tucker growing, education, and employment for Traditional Owners.



BOTANIC GARDENS

WALKER ST

WIMBLE ST

PARKER ST

THE MILL



GINGELL ST

BERKELEY ST



THOMAS ST

DOVETON ST

EDWARD ST

THE GAOL



CAMPBELL ST

TEMPLETON ST

THE TOWN CENTRE

LYTTLETON ST

CAMP RESERVE

CAROLINE ST

MOSTYN ST

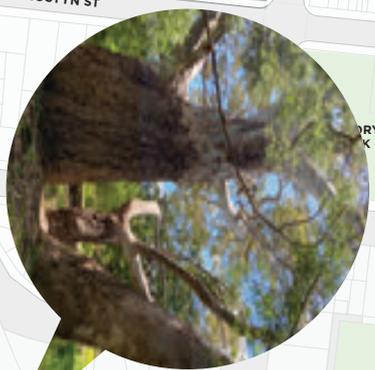


FOREST ST

DJAARA CEREMONIAL SITE

WESTERN RESERVE

013



FOREST CREEK

GREENHILL AVE

RICHARD RD

RICHARDS RD

FARNSWORTH ST

CHARLES ST

FARNSWORTH ST

MIDLAND HWY

HARGRAVES ST

Evolution of the Precinct



First Nations History

The Dja Dja Wurrung and Taungurung people are recognised as the first peoples of Mount Alexander Shire. As Traditional Owners, the Dja Dja Wurrung and Taungurung have been custodians of the land and waters for many centuries and continue to perform age old ceremonies of celebration, initiation and renewal. We acknowledge both the Dja Dja Wurrung and Taungurung as the Traditional Owners of the lands and waters of the Shire and we also recognise all other Indigenous people connected to the Shire. We acknowledge the vital role that First Nations people have played as custodians of the region.

Creation Story & Spiritual Traditions

The dreaming stories of the Dja Dja Wurrung explain the creation of the land and people. It is said that in ancient times Bunjil, the Eaglehawk, created the land and people. Bunjil banished the Crow (Waa), prompting the Crow to set fire to the Eagle's land in revenge, causing enormous upheaval and creating the existing mountains and hills. Mindi, the giant serpent, Bunjil's enforcer, implements the laws and ceremonies that ensure the continuation of life.

- Mount Alexander Shire Thematic Heritage Study



Barkers Creek and Surrounds

Hundreds of years ago, Dja Dja Wurrung Country was mostly covered in open forests and woodlands, providing the plants and animals that were used for food, medicine, shelter and customary practices.

Barkers Creek and the surrounding riparian network has played a vital role providing life and nourishment to both the people and the landscape. It would have been home to eels, mussels, crays and fish like Murray Cod and yellow belly, and been a life source to land-dwelling species such as emu, goanna, possum, kangaroo and wallaby. These species along with local plants like lomandra, saltbush, nardoo, cumbuji, wattle, red gum and chocolate lilies have been sustainably used on this Country for thousands of years and continue to be important to the Jaara people.

- *Dhelkunya Dja Country
Plan 2014-2034*



Early Settlement

Major Mitchell led the first European investigation of the region in 1836. His reports of fertile plains enthused plans to colonise the area, in spite of his records also showing aboriginal resistance to his expedition. The following year squatters arrived to manage sheep farms, naming the area Forest Creek.

With the discovery of gold however, the area quickly burgeoned into an important administrative centre, attracting some 25,000 inhabitants. In 1851 Gold Commissioner William Henry Wright arrived and set up the Commissioner's Camp and Government office, which later became known as Camp Reserve. In 1853, the township of Castlemaine was officially proclaimed. Wealth led to development, which can be seen in the scale of the grand Victorian buildings and the wide streetscapes throughout the town.

The 20th century brought more change to Castlemaine and its region. While mining was still significant, other industries were established. The Woollen Mill opened in 1875 and operated until 2013, before being developed into the current Mill Precinct. Thompson's foundry established a strong base of manufacturing, there was a brewery, and an abattoir which still operates today. Agriculture had become significant with orchards, vineyards and market gardens in the district.

The latter part of the 20th century saw local tourism increase, with the development of a café culture and strong arts community. Faster trains meant residents can work in Melbourne, while still enjoying the lifestyle that Castlemaine offers.

- *Castlemaine and its History*, Castlemaine Historical Society.



Sketch of the Commissioner's Camp, 1862



Chinese immigrants played an important role in supplying vegetables to the goldfields. Arriving initially to seek gold, many turned to market gardening - leaving a legacy that still survives in the area today.



Ernst Leviny, a Hungarian silversmith and jeweller, set up his home 'Buda' as an early arts centre in the early 20th Century

Introduction of the Railway Line

With gold driving the local economy a railway was needed to transport people and freight between Melbourne and the goldfields in Bendigo. The importance of the railway line was evident in its scale and configuration. Most Victorian lines were constructed as single track with passing loops configurations, however the Castlemaine section of the Melbourne to Bendigo line was delivered as a double track railway, which resulted in a large take up of land.

The introduction of the railway and station in the 1860s had obvious implications for Barkers Creek. In the early 1900s it was decided to divert and straighten the course of the Creek in order to achieve greater efficiency in the railway line by running it parallel to Kennedy Street.

Significant earthworks were carried out to accommodate the tracks. The embankments are still visible today, forming what is now known by locals as 'The Hollow', a depression between the train line and Kennedy Street.



Castlemaine Station, c.1910

Key Milestones

1852 - Construction began on the Melbourne-Bendigo Railway Line.

1862 - The Castlemaine Railway Station opened in October.

1874 - Maryborough line was opened in August.

1884 - Maldon line was opened in June.

1887 - The brick-lined underpass was constructed. This provided for pedestrian access between platforms as well as from the town centre to a footbridge over Barkers Creek, and still exists today.

1888 - construction of the first signal box 'Castlemaine B' began in April at the Parker Street level crossing, followed by the construction of Castlemaine A, a month later.

1900s - Barkers Creek was straightened in order to achieve greater efficiency in the railway line.

1915 - The original signal box was replaced by the current structure on the island platform. Half of the Goods Shed was removed and a cantilevered verandah was provided over the remaining platform.

1989 - The signal boxes were abolished, replaced by a panel in the station building and coloured light three position signalling. Signal box B at Walker Street was demolished.

2004 - Signal box A was given a new lease of life controlling the signals and sidings for the Victorian Goldfields Railway.

Castlemaine Today

Today Castlemaine is a vibrant regional centre, with a thriving creative arts and hospitality scene. The area is home to many artisan producers selling local seasonal produce, and there is an abundant trade in vintage and antiques.

Adaptive reuse of heritage buildings and preservation of the distinctive goldfields architecture has contributed significantly to the unique character of the town.

The layered history and natural beauty of the town and the surrounding area make Castlemaine a desirable place to both live and visit. The town's popularity has been increasing for the last decade, accelerated by the increased ability to work remotely.

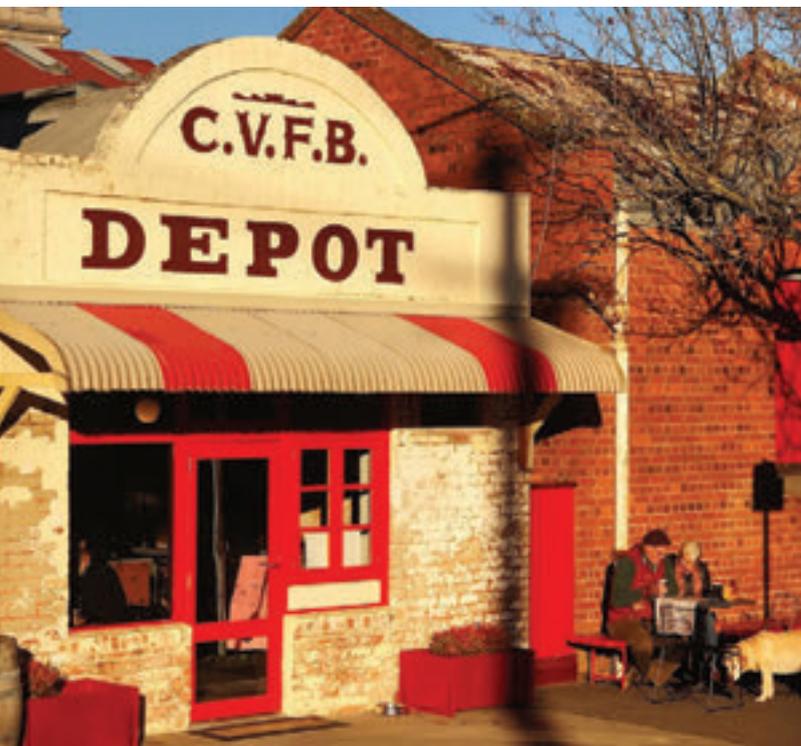
The recent reduction in regional rail fares across Victoria will make regional travel significantly more accessible to people, and is expected to further increase the popularity of Castlemaine.



Boutique accommodation in this popular tourist destination



The Castlemaine Art Museum has a unique collection of Australian art, First Nations cultural material and historical artefacts reflecting the history of the region



The Old Fire Station is now a popular cafe that showcases local produce



Castlemaine is home to award-winning artisan producers such as The Cheese School and Cabosse & Feve Chocolates

The Role of the Railway Precinct Today

The gold diggings and implementation of the railway have done irreparable harm to the lands of the Dja Dja Wurrung people, so much so that the land around Castlemaine is referred to as 'upside-down Country'. From mining activities to the realignment of Barkers Creek, the face of Country has been forever changed.

The colonial and gold rush history of Castlemaine has strongly influenced what the town is today. The development of the railway line enabled great connectivity between Melbourne – which remains one of the attractions of Castlemaine as a destination. This proximity has enabled the culture of Castlemaine to flourish, bringing elements of urban life while still maintaining a distinctly local sense of place.

The Castlemaine Railway Precinct has changed and evolved over time to meet the needs of industry and the community.

This Masterplan provides an opportunity to plan the next iteration of the Precinct, ensuring we protect the heritage of the site while providing for the needs of the future.

In order to do this, the role of the Precinct needs to be more than just a station with transport uses. With the amount of land that the Precinct occupies and its relationship to Barkers Creek, the Precinct needs to work harder environmentally, culturally, and creatively to support the requirements of station users, tenants, and the wider community.

The evolving design narrative for the Masterplan is driven by a desire to balance history with cultural understanding. As part of the new evolution of the Precinct there is an opportunity to reintroduce habitat and restore native ecology, to better connect sites of significance, and to incorporate educational and interpretive signage throughout the Precinct to communicate the rich and layered history of the area.



A thriving vintage and antique trade



The Goldfields Railway enables visitors to see, hear and participate in an active steam railway, preserving a bygone era

The Next Chapter for the Railway Precinct



Realising the Vision

Based on Council's vision for the Precinct, and an understanding of the key opportunities that emerged through stakeholder feedback, the following are the guiding principles for the Masterplan:

Stitching the Precinct Together

1. Stitching the Precinct Together

Making the Precinct more than the sum of its parts is the ambition for this project. There are many high profile venues in addition to a number of community destinations dotted throughout the Precinct, however currently they are largely disconnected. The opportunity to better connect the existing destinations will effectively stitch the Precinct together.

Creating Destinations

2. Creating and Enhancing Destinations

The Railway Precinct is already home to many high profile and much-loved destinations for both locals and tourists. Promote the Precinct as a major cultural heritage and arts hub, by further knitting its key elements with an embellished and integrated public realm and new public spaces in key locations.

Rediscovering Barkers Creek

3. Rediscovering Barkers Creek

Barkers Creek is a significant feature in the Precinct. While re-vegetation works are underway now, even more can be done to celebrate the history, and cultural and environmental assets of the creek.

The Railway Precinct is an eclectic but beautiful precinct with heritage features set in a functioning railway station. The landscapes and destinations beyond are used by residents and tourists alike.

The following Masterplan chapter sets out a series of recommended projects, some grand and visionary and others small and more affordable and short-term. The recommendations focus on revitalisation, repair and the re-purposing of space to breath new life into the Precinct whilst not detracting from its primary role as a functioning train station in a heritage setting.

Revitalisation will provide a logic and rationale for the under-utilised spaces, creating cohesion within the Precinct while still maintaining the open character and view lines. Repair will involve the restoration of biodiversity and natural character into the Creek.

Investment in active transport networks and connectivity will prove to be mutually beneficial in activating the station and the broader precinct. Delivery of the projects will see the Precinct transform into vibrant gateway to Castlemaine as well as a desirable destination in its own right.

DTP and Council will champion project implementation. There will be various pathways to implementation involving multiple stakeholders. The Implementation Plan (refer to page 66 for details) outlines the key deliverable actions for each project. Delivery of the identified actions is contingent on the outcomes of detailed design, stakeholder support, and the availability of the required funding. In reality, some projects could potentially be delivered earlier if opportunistic grants become available, however some projects may be delayed due to funding or unforeseen constraints. Importantly, implementation on all projects can happen incrementally when resources and funding becomes available.



RICHARD RD

RICHARDS RD

CHARLES ST

FARNSWORTH ST

FARNSWORTH ST

BOWDEN ST

CAROLINE ST

FINCH ST

BOWDEN ST

EDWARD ST

THOMAS ST

GINGELL ST

WALKER ST

STATION

MILL PRECINCT

GOODS SHED

FOREST ST

LAKE JOHANNA

KENNEDY ST

TEMPLETON ST

LYTTLETON ST

MOSTYN ST

DOVETON ST

BERKELEY ST

BULL ST

HUNTER ST

PARKER ST

WIMBLE ST

CASTLEMAINE TOWN CENTRE

VICTORY PARK

WESTERN RESERVE

Stitching the Precinct Together

Creating Destinations

Rediscovering Barkers Creek

HALL ST

HARGRAVES ST

025

FOREST CREEK

GREENHILL AVE

MIDLAND HWY



THE OLD GAOL



CAMP RESERVE



MILL PRECINCT



GOODS SHED



CASTLEMAINE TOWN CENTRE



1. Stitching the Precinct Together

Making the Precinct more than the sum of its parts is the ambition for this project. There are many high profile venues in addition to a number of community destinations dotted throughout the Precinct, however currently they are largely disconnected. The opportunity to better connect the existing destinations will effectively stitch the Precinct together, achieving greater safety, accessibility and cohesiveness.

Opportunities

- Add a shared path to the western edge of Kennedy Street (1)
- Improve footpath connections across the rail line on Walker Street to better connect visitors from the Station to the Mill Precinct (2),
- Investigate opportunities to establish a new creek-side path on the western bank of Barkers Creek opposite the Mill Precinct. Decking may need to be considered (3),
- Work with VGR to improve public access through the site, and specifically to the turntable which could also include a viewing deck (4),
- With VicTrack, investigate the long term possibility of an improved pedestrian connection south of the Mill precinct (5)
- With VicTrack improve the pedestrian station underpass (6),
- Improve the Forest Street pedestrian underpass (7),
- Improve pedestrian accessibility to the Old Gaol (8),
- Improve pedestrian and cycling accessibility to Town Centre (9),
- With VicTrack, investigate the long term possibility of improved pedestrian connectivity through the centre of the precinct (10),
- Devise a wayfinding strategy that ties the precinct together visually and symbolically, that also provides direction to key destinations.



Wooten Road Reserve by GLAS Landscape Architects



Deep Creek Eco Play by Playce Pty Ltd with Agency of Sculpture.



Art installation by Richard C Elliot in Belleview Light Rail Station, Denver



Art and music installation by art collective AntyRAMA, Katowice Poland



Frankston Nature Conservation Reserve signage by Heine Jones



Saltwater Coast Residential Development, by Tract Landscape Architecture

2. Creating & Enhancing Destinations

The Railway Precinct is already home to many high profile and much-loved destinations for both locals and tourists. Promote the Precinct as a major cultural heritage and arts hub, by further knitting its key elements with an embellished and integrated public realm and new public spaces in key locations.

Opportunities

- Investigate the reconfiguration of the Station Forecourt to make it a safer, more pedestrian-focused, and attractive arrival experience to the Station without impacting the functionality of it as a passenger drop-off and bus stop (1),
- Upgrade Lions Park to create more of a destination park suitable for those visiting the broader precinct (2),
- Support an outdoor public space co-located with the Goods Shed for outdoor concerts, events and markets (3),
- Work with The Lions Club and Heritage Victoria to determine the recreational or garden opportunities within The Hollow (4),
- Strengthen the park setting along Barkers Creek including additional creek crossings to further strength access to key destinations in the Precinct such as Barkers Creek, seating, picnic facilities, viewing platforms, and additional habitat restoration (5),
- Support Goldfields Railway in improving access into their site, and creating a destination and viewing platform at the VGR turntable (6),
- Investigate the possibility of creating a small area of public realm that can serve as a connecting space between VGR land and the Mill Precinct (7),
- Look for opportunities to create additional park space in underutilised spaces along the railway line (8),
- Broaden the types of public realm offerings by including themed gardens (bush tucker, medicinal, cottage) or urban farming, interpretation and story-telling throughout, different types of event spaces to support the existing destinations such as Goldfields Railway and the Goods Shed,
- Support the Castlemaine State Festival in improving landscaping and access arrangements to front of Goods Shed building.
- Understand the need for short-stay volunteer accommodation.



Bendigo TAFE Six Seasons Garden by SBLA



The Bowden Urban Precinct by ASPECT Studios



Mavis Terrace, Pasqual Architects



RICHARD RD

RICHARDS RD

CHARLES ST

FARNSWORTH ST

FARNSWORTH ST

BOWDEN ST

CAROLINE ST

FINCH ST

BOWDEN ST

EDWARD ST

THOMAS ST

WALKER ST

GINGELL ST

FOREST ST

BARKERS CRK

LAKE JOHANNA

WIMBLE ST

PARKER ST

HUNTER ST

BULL ST

BERKELEY ST

DOVETON ST

KENNEDY ST

CAMPBELL ST

TEMPLETON ST

LYTTLETON ST

MOSTYN ST

VICTORY PARK

WESTERN RESERVE

HALL ST

HARGRAVES ST

FOREST CREEK

GREENHILL AVE

7

5

6

1

2

4

3

8

029

3. Rediscovering Barkers Creek.

Barkers Creek is a significant feature in the precinct. While re-vegetation works are underway now, even more can be done to celebrate the history, and cultural and environmental assets of the creek.

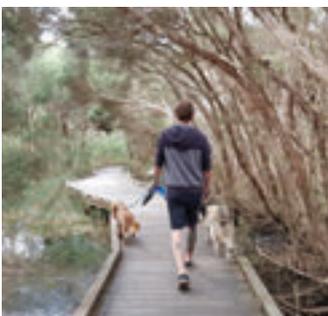
Opportunities

- Continue the work with DJAARA (Dja Dja Wurrung Clans Aboriginal Corporation) to balance ecological restoration, cultural awareness and public amenity.
- Work closely with DJANDAK to further re-vegetate and restore habitat along the creek.
- Reveal the historical layers of Barkers Creek through cultural understanding, and interpretation of the original alignment of the creek.
- Investigate the potential role the Precinct can play in being a key destination for cultural tourism.
- Weave together the threads and narratives of local transport routes stories.

In conjunction with cultural support, plan for a string of special places for people to connect with Country, along Barkers Creek including:

- Increased access to the creek, including potential board walks, viewing platforms, additional creek crossings (1),
- Educational and interpretive opportunities through signage and artwork,
- More places for picnics, BBQs, and spaces for gatherings (2),
- More places for passive recreation (benches, seating) for quiet respite (3), and
- Walking trails and integration into the larger trails network.

All future works along the Creek corridor will need to consider flood mitigation and climate responsive strategies.



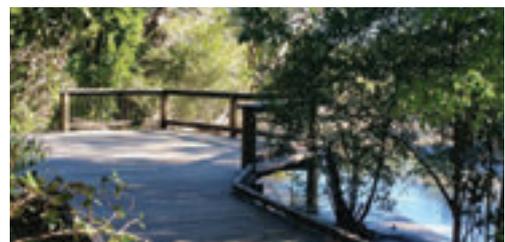
Balcombe Estuary Boardwalk Circuit, Mt Martha VIC



Healthy river ecosystem, VIC



Bullawah Cultural Trail, Wangaratta VIC



The Capembah creek boardwalk, North Stradbroke Island



Bullawah Cultural Trail, Wangaratta VIC, signage by Challis Design



Madja boardwalk, Cape Tribulation, QLD



Summit Park Interpretive Signage Blue Ash, Ohio, by MKSK



RICHARD RD

RICHARDS RD

CHARLES ST

WORTH ST

FARNSWORTH ST

BOWDEN ST

CAROLINE ST

FINCH ST

BOWDEN ST

EDWARD ST

THOMAS ST

WALKER ST

GINGELL ST

FOREST ST

KENNEDY ST

CAMPBELL ST

TEMPLETON ST

LYTTLETON ST

MOSTYN ST

PARKER ST

HUNTER ST

BULL ST

BERKELEY ST

DOVETON ST

WIMBLE ST

HALL ST

HARGRAVES ST

VICTORY PARK

WESTERN RESERVE

031

FOREST CREEK

GREENHILL AVE

LAKE JOHANNA

BARKERS CRK

-  Creek connection node
-  Current creek alignment
-  Approximate original creek alignment

1

2

1

3

1

The Masterplan



Recommendations

The following pages will outline the projects that have been developed in response to the three guiding principles and informed by stakeholder and community consultation. These projects can be staged over a number of years with the support of DTP and Council. All of the identified projects are subject to further detailed investigation and design and implementation is reliant on appropriate funding allocation (both State Government and Mount Alexander Shire Council),

Stitching the Precinct Together

1 Reconfiguring the Station Forecourt

Reinstate the grand arrival experience to Castlemaine Railway Station and create a safer and more logical pedestrian environment.

2 Providing a safe and accessible East-West crossing

Improve pedestrian and cyclist connectivity between the east and western sides of the township.

3 Making it safer to move along Kennedy Street

Formalise a continuous safe pedestrian and cycling route connecting north and south.

Creating Destinations

4 Upgrading Lions Park

Make small improvements to the park to support visitors to the Precinct.

5 Ecological Restoration of the Hollow

Increase biodiversity and strengthen connection to Country by transforming underutilised land into a planted installation viewed from above.

Rediscovering Barkers Creek

6 Creating a Cultural Trail along Barkers Creek

Strengthen the township's connection to Country by linking important cultural destinations.

7 Improvements to Gingell Street Park

Create a lush green riverside destination for picnics, gathering and events.



BOTANIC GARDENS

WALKER STREET

PARKER STREET

MILL PRECINCT

HUNTER STREET

2

7

BULL STREET

6

BERKELEY STREET

BARKERS CREEK

3

DOVETON STREET

THE OLD GAOL

2

CAMPBELL STREET

1

TEMPLETON STREET

TOWN CENTRE

2

4

LYTTLETON STREET

CAMP RESERVE

5

MOSTYN STREET

FOREST STREET

DJAARA CEREMONIAL SITE

035



1. Reconfiguring the Station Forecourt.

Make the precinct safe and accessible for all users.

The Project

Station forecourts function as public spaces and as arrival and departure points. This project will reconfigure the layout and design of the Station Forecourt to support the ambition of transforming the Station into a safe and welcoming gateway, as well as a vibrant destination. Creating a grand arrival experience will recognize the significance of the Station's past and future. Adaptive reuse of a heritage building will support commuter cyclists, as well as the local tourism offer.

The Benefits

- Makes arrival to the Station a safer and more comfortable experience - for pedestrians and vehicles.
- Promotes efficient and legible pedestrian and inter-modal connections.
- Enables safer and more convenient parking and vehicle movement.
- Creates a legible pedestrian link between the forecourt and northern car park.
- Increases amenity for commuters and visitors to the Precinct and supports the local tourism offer.
- Creates a greener and more attractive forecourt environment.
- Generates incidental activity and interest from people passing through the Precinct.
- Demonstration of a contemporary adaptive re-use of a heritage building.
- Rationalises inefficient and underutilised areas within the Station Forecourt.

Recommendations

- ① Create a continuous pedestrian priority treatment from Templeton Street to the Station Building.
- ② Expand the landscaping treatment in Templeton Street into the station forecourt, replacing the central car parking area with landscaping.
- ③ Provide a traffic calming measures to create a low speed environment (i.e. raised threshold treatment).
- ④ Create clear pedestrian priority pathways between car parking areas, the entrance to the station buildings, the platforms, pedestrian underpass and the Goods Shed. Improvements should include provision of street lighting along all major pedestrian pathways, along the platforms, and through the car parks and clear and consistent wayfinding and signage including clear delineation of accessible routes.
- ⑤ Improve the experience of the pedestrian underpass and the connection to Camp Reserve.
- ⑥ Ensure the provision of bike parking at the station meets needs of commuters & services the demand (immediate improvement).
- ⑦ Investigate the feasibility of adaptive reuse of the ancillary heritage building - potentially as a local bike hub. Ideally the hub would provide services for local and tourist use including end of trip facilities, bike repair facilities and bike (including e-bike) hire (long term improvement).
- ⑧ Remove redundant fencing and tall vegetation located between the heritage building, the underpass and the platform.
- ⑨ Provide increased platform access and more seating along the platform.
- ⑩ Prioritise the reconfiguration of unsafe and non compliant areas of car parking (reconfiguration of parking areas should allow for wider standardised parking spaces and aisles).
- ⑪ Consult with relevant stakeholders to plan for the provision of a continuous pedestrian path west of the Goods Shed, connecting the forecourt to the northern car park.



GOODS SHED

11

CAMPBELL STREET

10

SALVATION ARMY

6

1

THE STATION

3

2

1

TEMPLETON STREET

GINGELL STREET

VICTORIAN GOLDFIELDS RAILWAY

7

4

10

8

KENNEDY STREET

5

BARKERS CREEK

9

10

LIONS CLUB

LYTTLETON STREET

CAMP RESERVE

Next Step:
Engage with VLine, the major leaseholder in the station forecourt, on preferred pedestrian infrastructure improvements and car parking reconfiguration outcomes.

After

Landscaping to green the expanse of forecourt area

Clearly delineate a level pedestrian path to enable users of all abilities to safely move between the car park, station building & platforms

Continuous pedestrian path to Templeton Street

Pedestrian Priority Zone



Reconfigure the Station Forecourt to create a vibrant and more logical pedestrian priority environment.

Before

Reconfiguring the car park will enable safer pedestrian and vehicle movements through the forecourt. It will provide the opportunity to better connect pedestrian paths to surrounding destinations.



The station forecourt is dominated by a large expanse of car parking. Equally, the informal carriageway and uneven surface makes it challenging for some users to navigate.

Before



Informal parking and dense vegetation prevent clear sight lines to the station platforms and pedestrian underpass.

Clearing vegetation in and around the underpass and station platform areas and rationalising informal car parking will contribute to improved visual permeability and wayfinding.

After

Clearing overgrown vegetation increases passive surveillance of the underpass

Adaptive re-use of redundant heritage building could support increased activation of the precinct

Creating clear sight lines to the platforms increases site legibility



Reconfiguring the car park and removing barriers to the station platform could enable intuitive wayfinding through visual and physical connectivity to the station platforms.

What This Could Look Like:

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The images should not be considered a representation of what is proposed, rather each caption mentions a specific intervention that could be implemented as a way to improve the experience of the Station Forecourt and parking areas.

“Accessibility throughout the Precinct is a challenge” - Project Reference Group



Low planting throughout the forecourt especially around the underpass entrance helps keep clear sight lines



A pedestrian priority zone where people and vehicles safely share the carriageway - Bell Street Shared Space, Seattle Washington, by MIG|SVR



Adaptive reuse of a heritage building, utilised as a bike hub offering hire and repairs - cycle club in Grimsby, UK



Clear pedestrian priority pathways, low landscaping, and wider parking spaces and aisle widths will make car parking safer and minimise conflict points - Hurstbridge Station car park, VIC



Green landscaped areas that soften the forecourt and provides areas for storm water capture - Wynyard Quarter, Auckland NZ, by Taylor Cullity Lethlean with Wraight + Associates



A well lit station entrance contributes a higher sense of safety - Footscray Station VIC, by RBA and HASSELL



Raised tables and changed surface texture alerts drivers to pedestrian priority - Greville Street VIC, by Rush Wright Associates



Clear sight lines from the forecourt through to the platforms - Footscray Station VIC, by RBA and HASSELL

“Solving issues of navigation and legibility of space needs to be a priority” - Project Reference Group

2. Creating a safe & accessible east west connection across town.

Provide a direct & universally accessible pedestrian crossing across the rail and creek corridors.

The Project

Providing a safe and accessible east west pedestrian crossing should be a priority for this Precinct. The pedestrian underpass, located in the Station Forecourt, is the only mid-block pedestrian crossing within the 1km block between Walker and Forest Streets. Acknowledging the underpass infrastructure is aging and does not meet contemporary accessibility standards, there is a need to investigate alternative options. There a number of ways this could be achieved. Whilst each option has key challenges, the need for an improved crossing is agreed, therefore further investigation of the following options is recommended:

- Upgrading the existing pedestrian underpass.
- Constructing one or more DDA compliant pedestrian overpasses over the rail line.
- Connecting the new pedestrian overpasses to new footbridges over Barkers Creek.

Pedestrian overpasses are a significant cost and there would need to be considerable investment from the State Government to realise this initiative.

The Benefits

- Establish a major pedestrian and cyclist connection between Kennedy Street and Gingell Street supporting movement within the Precinct, but also wider movements around the Town Centre.
- Enables increased passive surveillance in and around the pedestrian underpass.
- Changes perception around using space.
- Safer and more comfortable movement between platforms
- Increased movements will enliven the Precinct with activity, supporting patronage and visitation to local key destinations.
- Contributes to creating a more cohesive Precinct, linking the heritage and environmental assets.

Recommendations

Pedestrian Underpass:

Whilst there are limitations on major structural changes that can be undertaken, in the short term it is feasible to make a number of small scale improvements that will improve the look and feel of the pedestrian underpass:

- ① Increase ambient lighting levels in and around the underpass for improved visibility. Use atmospheric lighting to create interest and ambience.
- ② Increase passive surveillance in and around the underpass in as many spots as possible (platforms, car park and surrounding paths) by removing overgrown vegetation with low lying shrubs.
- ③ Transform the underpass into a canvas for local artists, commissioning artwork that contributes a Castlemaine flavour. Other ideas to brighten the interior and create a pleasant environment include installing murals, backlit advertisement boards, feature paving and regular maintenance.
- ④ Improve the pedestrian connectivity between the underpass and surrounding key destinations. Better integration with paths and adjacent land uses will make the underpass feel safer and more active.
- ⑤ Improve the drainage in and around the underpass.
- ⑥ Advocate to DTP for funding to upgrade the underpass structure and achieve DDA compliance.

Northern Pedestrian Overpass:

- ⑦ Investigate the feasibility of a pedestrian overpass over the railway in the northern section of the Precinct, connecting to the Mill. Also consider a new footbridge over Barkers Creek.

Goods Shed Pedestrian Overpass:

- ⑧ Investigate the feasibility of a pedestrian overpass located at the northern end of the station platforms, to provide DDA compliant access to the western platform. Also consider a new footbridge over Barkers Creek.



THE MILL
PRECINCT

HUNTER STREET

7

BULL STREET

BERKELEY STREET

BARKERS CREEK

DOVETON STREET

8

CAMPBELL STREET

THE OLD
GAOL

TEMPLETON STREET

THE
STATION

TOWN CENTRE →

4

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Next Step:
Work with VicTrack and VLine to negotiate a long term solution to providing a DDA compliant pedestrian crossing.

CAMP
RESERVE

Before



The condition of the existing pedestrian underpass is poor

After



Clearing obstructions and overgrown vegetation will increase passive surveillance and perception of safety

Increased lighting in and around the entrance & exit will improve the user experience

Plant low ground shrubs on the embankments

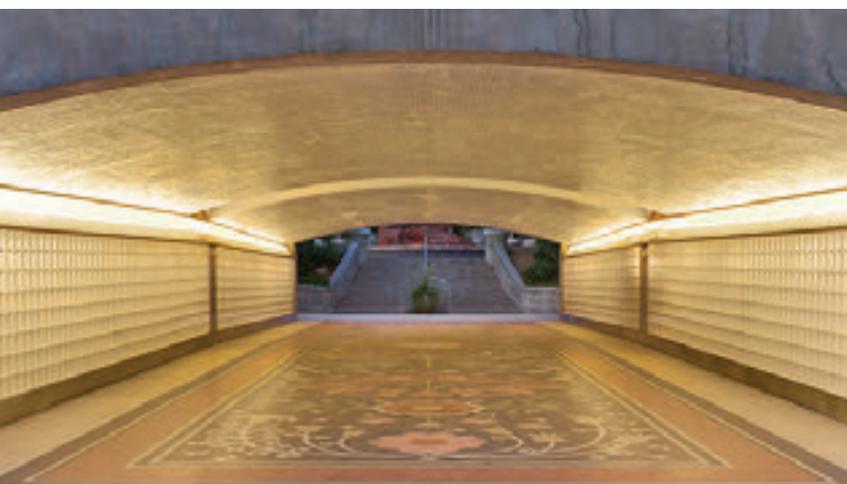
A number of small interventions can improve pedestrian comfort and perceived safety when using the underpass.

Upgrading the pedestrian underpass will enable equitable access to the station platforms, as well as, to surrounding local destinations.

What This Could Look Like:

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This underpass is well-illuminated and consistently bright throughout, which makes it feel like safe and comfortable - Camelback Road Pedestrian Underpass, Phoenix Arizona



Simple LED lighting can be used to great effect to make a dark underpass bright and interesting - installation by Bill FitzGibbons, Birmingham Alabama



Feature lighting helps to create a vibrant attraction that draws people to the night time experience of moving through the underpass - installation by AntyRAMA, Katowice Poland



A mural is a cost effective means of brightening up an underpass - and a reference to the rail and/or landscape would be appropriate - Eastwood Pedestrian Underpass, Ryde NSW

3. Making it safer to move along Kennedy Street.

Deliver active transport and recreational infrastructure.

The Project

Kennedy Street plays an important role in connecting the southern part of the Town Centre to key destinations including the Mills Precinct, Botanic Gardens and northern parts of Town.

It is designated as a strategic cycling corridor. However, cyclists currently share the carriageway with vehicles and pedestrians are limited to walking along the eastern side of the street.

Improving walking and cycling infrastructure would enable safe and comfortable pedestrian and bike movement along Kennedy Street for locals and better north-south connectivity for the tenants and visitors to the Precinct.

The Benefits

- Provides a safe walking and cycling path the entire length of the Precinct.
- Supports integration with the township's bike and footpath networks.
- Generates activity and passive surveillance along the eastern edge of the Precinct.
- Strengthens the local tourism offer.

Recommendations

1 Section 1 - Walker/Parker Street to Doveton Street:

There are a number of significant trees located in the western verge. In order to retain as many of these trees as possible, the recommended path alignment is offset from the western side of the tree-line. This alignment will also minimise civil earthworks. However it will encroach into VicTrack land and require the existing boundary fence to be relocated further west.

2 Section 2 - Doveton Street to Templeton Street:

At the Doveton Street intersection, there is opportunity to divert the path alignment onto the verge, located between VicTrack land and the carriageway. This alignment will avoid the VicTrack operational areas. However there are a number of established trees that should be retained. This section of shared path could be delivered in conjunction with formalising vehicle and pedestrian access to the Goods Shed and Station Forecourt.

3 Section 3 - Templeton Street to Forest Street:

Continue the path along the edge of the road reserve, through the Station Forecourt entrance to enable pedestrian and cyclist priority and clear sight lines through the Station Forecourt. Once through, divert the path between the fence line and established trees, connecting to the Forest Street underpass.

Next Step:

Work with VicTrack to negotiate an agreed path alignment preserving significant existing trees in accordance with rail safety and operational requirements.

BOTANIC GARDENS

WALKER STREET

PARKER STREET

SECTION 1

MILL PRECINCT

HUNTER STREET

BULL STREET



Path alignment would require fence realignment

SECTION 2

BARKERS CREEK

DOVETON STREET

CAMPBELL STREET



Path alignment along verge with consideration of trees

SECTION 3

THE STATION

TEMPLETON STREET

LYTTLETON STREET

MOSTYN STREET

FOREST STREET



Path alignment between fence and existing trees

THE OLD GAOL

CAMP RESERVE

DJAARA CEREMONIAL SITE

Before



Kennedy Street has a lovely informal rural character that should be preserved.

After



Creates viewing area over the Hollow

Retain the informal street edges which contribute to the streetscape character

Post and rail fence contribute to the Precinct's natural character

A shared path along Kennedy Street will enable safer pedestrian and cycling movements and increased connectivity throughout the Precinct, especially to the Guides Hall which is currently disconnected.

Elevated views over the Railway Precinct will contribute to the walking and cycling experience along Kennedy Street.

What This Could Look Like:

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Trees and additional landscaping between the street and the shared path will help maintain separation and make the environment safer - Westside bike path, Adelaide SA



A wide compacted hoggin path shared by different users. This low-cost surface treatment could be considered for Kennedy Street, subject to detailed design - Tan Track, Melbourne VIC



Bi-directional coated asphalt shared path. The red coating is more fitting with a heritage aesthetic than traditional uncoated asphalt - riverfront bike path, Perth WA



An aggregate pathway like this one provides a solid, durable, surface and is more sympathetic to heritage than concrete or asphalt - shared pathway, Mornington Peninsula VIC

4. Improving Lions Park for locals & visitors.

Create a centrally located gathering place.

The Project

Lions Park plays an important role in welcoming visitors to Castlemaine, as well as providing a local green place for users of Precinct. The park provides an open, green area, located adjacent to the Station Forecourt.

The existing public amenities and landscaping is looking tired. There is opportunity to upgrade the shelters and landscaping. With some small improvements the park will can be utilised by tenants, visitors and local residents as a central gathering place.

The Benefits

- Creates a pleasant first impression for visitors to the Precinct.
- Visitors to the park provide passive surveillance over the station forecourt and the pedestrian underpass.
- Creates a comfortable green spot to enjoy lunch or a break during the day.
- Creates incidental activity in and around the Precinct that adds vibrancy to the place.

Recommendations

- ① Provide new sheltered seating areas in small clusters along the edge of the park.
- ② Provide new shade pavilion(s) with BBQ facilities at either end of the park to accommodate use by small groups.
- ③ Create a secondary access point from the park to the pedestrian underpass to provide increased passive surveillance of the area and underpass.
- ④ Plant native vegetation along the embankment to soften the edges and green the park.
- ⑤ Ensure there is adequate lighting through Lions Park (and the adjacent car park) to improve the perception of safety in and around the park.
- ⑥ Consider providing EV charging stations for electric vehicles in close proximity to the park.
- ⑦ Consider re-naming Lion's Park to recognise new management by Council.
- ⑧ Ensure that any future structures are sympathetic to heritage character.

Next Step:
Undertake detailed design for new park
furniture and shade structures.



THE STATION

TEMPLETON STREET

KENNEDY STREET

LIONS PARK

LIONS CLUB

LYTTLETON STREET

1

2

3

1

4

6





After

Direct link & line of sight between the park and underpass

Contemporary shelter providing shade & comfort

The amenity of Lions Park will be greatly improved by upgrading the sheltered seating and providing increased areas of indigenous low lying shrubs. Natural play elements could also be introduced to encourage play.

Before



The existing facilities are tired, unwelcoming and the park feels disconnected from the surrounding precinct.

Lions Park should function as a high quality green space, a place for social interaction and community connection.

What This Could Look Like:

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A series of small contemporary shade pavilions - Felixtow Reserve, SA, by ASPECT studios



Perimeter seating to encourage people watching - Potters Fields Park, London



Amenities such as seating, bins and drinking fountains can increase peoples usage and enjoyment of public parks - Horscroft Place Pocket Park, VIC



Natural features such as logs and boulders can be used for seating or play - Darebin Parklands, VIC

Create an immersive landscape experience.

The Project

The introduction of railway infrastructure along Barkers Creek impacted on the creek's ecology and natural landscape. Significant earthworks were undertaken when constructing the Melbourne to Bendigo rail line through Castlemaine. Grading of the area between the railway line and the embankment to Kennedy Street created a unique land form, still evident today.

This feature is known locally as the 'Hollow'. It is a stark visual reminder of the impact the railway infrastructure has had on the Barkers Creek corridor and surrounding landscape. Djaara refer to this condition as an example of 'Upside Down Country'.

There is opportunity to work with Djaara to heal Country in this prominent location and transform the Hollow into a unique cultural activation experience.

The Benefits

- Seeks to repair Country that was impacted by the construction of the railway line.
- Transforms a largest area of relatively inaccessible and underutilised land into a regenerated native landscape.
- Recognises the unique land form is part of the story of rail heritage in the Precinct and suggests ways this could be interpretative.
- Transforms the Hollow into a destination on the Barkers Creek Cultural Trail.
- Promotes the highly valued view over the Precinct, which in turn creates passive surveillance over the area.
- The experience of walking along the Kennedy Street shared path would be enhanced by views over a re-vegetated landscape.

Recommendations

- 1 Work with the Lions Club and DJAARA / DJANDAK to undertake re-mediation works of the degraded area known as the Hollow. Explore ideas to embed cultural storytelling and interpretation in the landscape. A starting point for exploration could be contemporary interpretation of a six seasons garden.
- 2 Consult with Heritage Victoria to establish criteria for what is acceptable public art in a heritage environment.
- 3 Interpretive signage and artwork could be provided along the Kennedy Street Shared path to communicate information about its cultural significance, flora and fauna that it supports, and aboriginal and colonial history.
- 4 Protect key view lines by keeping them free of taller vegetation.
- 5 Work with the Lions Club and the Guides to understand their needs for areas adjacent to their buildings.

Next Step:
Facilitate ongoing discussions between Council and Djarra to understand the potential for re-vegetation and the design and ongoing maintenance of the area. As key stakeholders/leaseholder, the Lions Club can bring insights and ideas to these discussions.



BARKERS CREEK

CAMP RESERVE

5 LIONS CLUB

SHARED PATH

LYTTLETON STREET

4

3

4

KENNEDY STREET

1 2

3

4

MOSTYN STREET

3

5

4

SHARED PATH

FOREST STREET



After

A healthy landscape educates visitors about cultural values & environmental systems

Kennedy Street shared path viewing area

Return the area known as the Hollow into a place of native vegetation and landscape interest.

Before



Restricted access to the area known as the Hollow limits the opportunity for users to move safely through the site.

Working with Djaara to regenerate the degraded landscape could inspire the transformation of the Hollow into an immersive cultural experience.

What This Could Look Like:

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Opportunity for temporary lighting installations within the landscape - such as Parrtjima Aboriginal light festival in Alice Springs, NT



A large scale immersive landscape achieved through native re-vegetation of seasonal grasslands - Wootten Road Reserve, VIC, by Glas Landscape Architects



Opportunity for large scale public artwork - like the DJAARA Lights exhibit in Bendigo which is a site specific artwork based on a contemporary interpretation of the six seasons across Djandak Country - installation by Troy Firebrace and Drew Berick



Opportunity to showcase seasonal colour changes with native planting

6. Creating a Cultural Trail along Barkers Creek.

Upgrade the walking infrastructure.

The Project

For some time there has been a walking path with interpretative signage along some sections of Barkers Creek.

Recently, an important Indigenous ceremonial space has been created at the confluence of Barker, Forest and Campbell Creeks, just south of Precinct. To the north of the Precinct, an indigenous seasons garden is planned for the Botanic Gardens.

There is opportunity to link these culturally special places with a self guided walking trail along the Barkers Creek corridor. The trail could build on and improve the existing trail infrastructure.

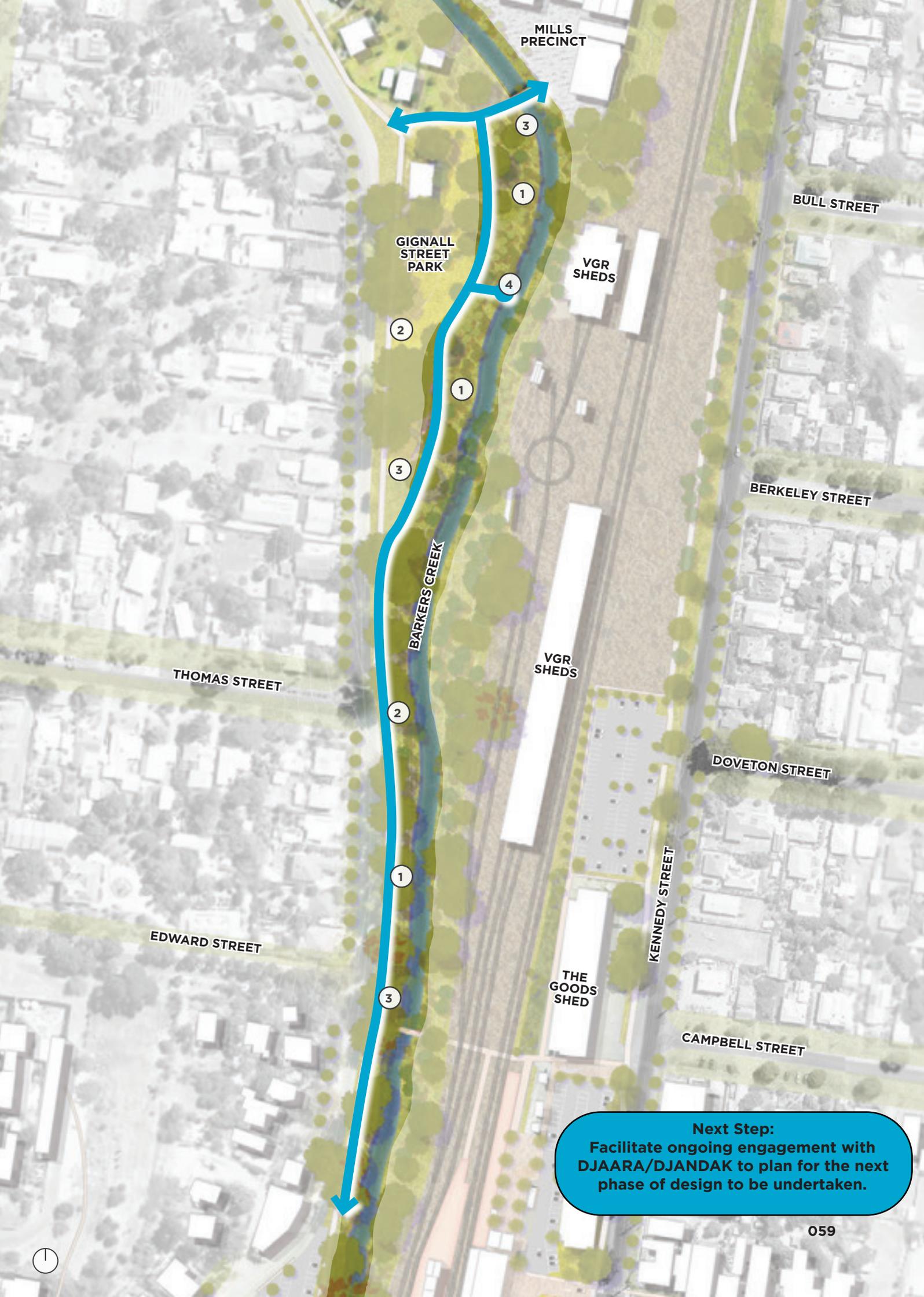
Recognising the growing interest in Dja Dja Wurrung cultural practice and knowledge, formalising the Cultural Trail will create a special place for increased understanding and active participation with Dja Dja Wurrung culture.

The Benefits

- DJAARA to balance ecological restoration, cultural awareness and public amenity along the Barkers Creek corridor.
- Working with DJAARA/DJANDAK to investigate the Precinct's role as a key destination for cultural tourism.
- Prioritising the re-vegetation and restoration of disturbed habitat along the creek corridor.
- Better pedestrian connections along and across Barkers Creek.

Recommendations

- ① Work with DJAARA/DJANDAK to investigate and plan for ecological restoration of the creek corridor. Investigations should incorporate climate change adaptation and mitigation approaches such as slowing down water to increase potential for urban greening. Consideration should be given for how to incorporate future placemaking and greening strategies without impact on flooding. Starting points for future improvements could include:
 - Prioritise continued planting and creek regeneration, recognising previous years of work by Castlemaine Landcare Group, Friends of Campbells Creek, DEECA and the North Central Catchment Management Authority.
 - Prioritise embedding best practice flood mitigation strategies into engineering and detailed design, especially in relation to any future provision of boardwalks or structures.
 - Ensure appropriate, clear and consistent wayfinding and signage to key destinations.
- ② Work with DJAARA/DJANDAK to promote cultural awareness of the significance of the site. A starting point could be updating the 'Story Walk' with contemporary interpretations of Indigenous stories. Interpretive signage and artwork could be located along the creek corridor, linking DJAARA's ceremonial meeting spot to the south, to the Indigenous six seasons gardens being developed in the Botanic Gardens (to the north).
- ③ Work with DJAARA/DJANDAK to investigate the feasibility of creating a board walk experience along Barkers Creek and a pedestrian bridge across the creek to the Mill Precinct. Small scale viewing platforms could be strategically located to provide opportunities for ecological and environmental engagement.



MILLS PRECINCT

BULL STREET

GIGNALL STREET PARK

VGR SHEDS

BERKELEY STREET

BARKERS CREEK

VGR SHEDS

THOMAS STREET

DOVETON STREET

EDWARD STREET

KENNEDY STREET

THE GOODS SHED

CAMPBELL STREET

Next Step:
Facilitate ongoing engagement with DJAARA/DJANDAK to plan for the next phase of design to be undertaken.

After

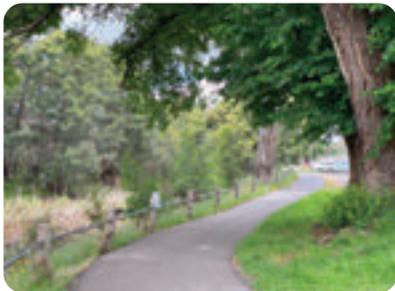


The Dja Dja Wurrung story can be expressed through integrated signage, wayfinding and public art along the trail

The boardwalk strengthens the diversity of experiences along the creek corridor

Provision of a board walk incorporating wayfinding, interpretation, and artwork is an engaging way to respect and understand the cultural significance of Barkers Creek.

Before



There has long been a walking trail along Gingell Street however there is limited recognition of the cultural and environmental significance of the creek corridor.

Restoring the ecological values to the creek corridor provides Djaara with the opportunity to promote their cultural and spiritual connections to the Creek.

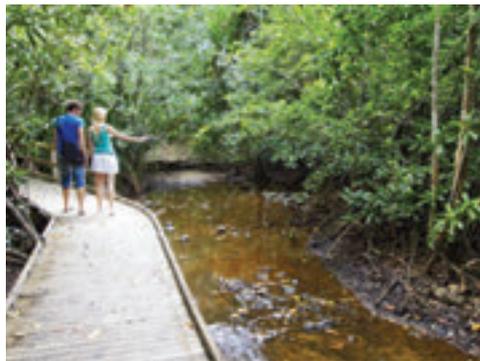
What This Could Look Like:

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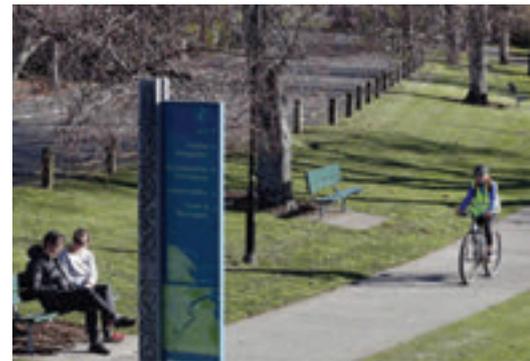
The images should not be considered a representation of what is proposed, rather each caption mentions a specific intervention that could be implemented as a way of celebrating both the Creek and telling the stories of the Traditional Owners of the land.



Wayfinding should be available to direct people to other key destinations along the Cultural Trail - Franskston, VIC, signage by Heine Jones



A board walk along the Creek will offer a unique experience while protecting regenerating ecology - Dubuji boardwalk, Cape Tribulation QLD



The Cultural Trail could continue along Gingell Street connecting the Botanic Gardens with Booladj Kiarp Bolealong - Maitai Walkway, Nelson NZ



Artwork and interpretation can tell stories of species that live in the Creek - National Museum of Australia, by TCL with Nggunawal artists



Places of quiet reflection along the cultural trail will offer public amenity and an opportunity to connect to nature and the regenerating native ecology - Bendigo TAFE, VIC, by SBLA

7. Making Gingell Street Park a local destination.

Improve the park's amenity and infrastructure.

The Project

With some minor improvements Gingell Street Park will become a creekside destination for recreational activities and a unique venue for small events. Prioritising these improvements will create another key destination along the Barkers Creek Cultural Trail.

The Benefits

- Creating a recreational node for creekside picnics, gatherings and a small events, and for use by visitors to the Victorian Historic Railway Centre, in addition to quiet spots for respite and connection with nature along the Barkers Creek Cultural Trail.
- Working with DJAARA/DJANDAK to balance ecological restoration, cultural awareness and public amenity along the Barkers Creek corridor.
- Prioritising the re-vegetation and restoration of disturbed habitat along the creek corridor.

Recommendations

- ① Provide recreation facilities such as picnic tables, BBQs, and bins in strategic locations that allow for occupation by small groups.
- ② Work closely with DJAARA/DJANDAK to further re-vegetate and restore habitat along the creek corridor.
- ③ Work with DJAARA/DJANDAK to investigate the feasibility of creating a board walk experience along Barkers Creek. Small scale viewing platforms could be strategically located to provide opportunities for ecological and environmental engagement.
- ④ Investigate the feasibility of providing a bridge connection to the Mill which creates an opportunity to shape a new 'entrance' space on the Mill side that could be a much softer and greener experience of the Mill, offering more opportunity for outdoor space.
- ⑤ Consider future expansion of the Mill Precinct, west of Barkers Creek to allow for complimentary land uses such as a small hospitality venue, or artist residence.

Next Step:
Undertake detailed design for a board walk and viewing platform (ideal location indicated in the plan opposite).



MILL PRECINCT

VGR SHEDS

VGR SHEDS

GINGELL STREET

BARKERS CREEK

KENNEDY STREET

063



After

Providing picnic benches creates a pause point along the Cultural Trail

Protecting the natural features is important to retain the local sense of place

Celebrate Barkers Creek and share the stories and values of the Traditional Owners of the land with a board walk and cultural trail incorporating wayfinding, interpretation, and artwork.

Before



The open space benefits from established trees and a large expanse of riverside vegetation creating a soft, green and valued local character.

Increased recreational facilities and interpretive signage will turn this underutilised space into a local destination.

What This Could Look Like:

These precedent images show specific treatments that have been utilised elsewhere as a reference for what could be achieved in Castlemaine.

The images should not be considered a representation of what is proposed, rather each caption mentions a specific intervention that could be implemented as a way of increasing public amenity and celebrating the Creek in an underutilised area of land.



Landscaping and lighting can help to transform a 'left over' piece of land into a destination for the community - MB Lynch Memorial Gardens, Sunshine VIC



Offering spaces for gathering and events increases the versatility of the space and allows for community programming to occur - Hinterland Adventure Playground, Noosa QLD



Recreational amenities such as seating, BBQs and bins can help attract people to this park amongst beautiful established trees - Jells Park, Wheelers Hill VIC



Opportunities to grow Bush Tucker, connect to the Cultural Trail, and increase education of native ecology - Bush Tucker Garden, University of Queensland

Implementation Plan



The Implementation Plan

The Implementation Plan outlines further investigations, design and engagement required to deliver the recommendations identified in the Railway Precinct Masterplan that are recommended for consideration by Council, DTP and the major landowner, VicTrack.

The Implementation Plan translates the agreed guiding principles into deliverable actions, organized according to project. The table opposite identifies the next steps to progress the projects as outlined in the previous chapters with consideration of the following influenced factors:

- Delivery of the identified actions is contingent on the outcomes of detailed design, stakeholder support, and the availability of the required funding. In reality some projects could potentially be delivered earlier if opportunistic grants become available.
- Some projects may be delayed due to funding or unforeseen constraints. Importantly, implementation on all projects can happen incrementally when resources and funding become available.
- Detailed design should consider alignment with relevant DTP strategies and Council work, including the Castlemaine Railway Precinct Draft Conservation Management Plan,

MASC	-	Mount Alexander Shire Council
DTP	-	Department of Transport and Planning
RDV	-	Regional Development Victoria
DEECA	-	Department of Energy, Environment and Climate Action

Project	Stakeholders	Time Frame		
1. Reconfiguring the Station Forecourt <i>Recognising the Station Forecourt is used by a diverse range of users at different times of the day, the purpose of this project is to improve the safe and accessibility for all users.</i>		Short 0-5 years	Medium 5-10 years	Long 10+ years
Partnership & Advocacy:				
Work with DTP to align the priority walking and cycling infrastructure improvements with the Movement & Place Framework.	DTP	✓		
Initiate discussions with VicTrack and Vline to negotiate funding streams and develop a staged program of pedestrian/cycling infrastructure and car park improvements.	MASC VicTrack Vline	✓		
Work with VicTrack and VLine to negotiate an agreed approach to delivering improved lighting and wall treatments.	MASC VicTrack Vline	✓		
Work with MASDAG to ensure that accessibility needs are embedded in development and detailed design – e.g. appropriate contrast and surface treatments, and investigate the feasibility of additional facilities such as a changing places toilet within the station, a storage facility for mobility aids, and better access to platforms.	MASDAG	✓		
Plan for a pre-application discussion with Heritage Victoria to review proposed improvement works to the Station Forecourt and discuss suitability of pedestrian path alignments and wayfinding devices through the precinct.	MASC Heritage Victoria	✓		
Capital Works:				
Undertake a feature site survey of the forecourt extent.	MASC VicTrack Vline	✓		
Undertake detail design of a formalised car park, investigate a more efficient layout, traffic calming treatments, pedestrian and cycling infrastructure, landscaping and lighting.	MASC VicTrack Vline		✓	
Remove the overgrown vegetation at the entrance to the pedestrian underpass & undertake associated ground works to improve the visibility and sight lines in and around the pedestrian underpass.	MASC VicTrack Vline	✓		
Establish a place management agreement with the major leaseholders that identifies maintenance responsibilities.	MASC VicTrack	✓		
Deliver the approved Station Forecourt arrival experience and car park reconfiguration.	MASC VicTrack VLINE		✓	✓
2. Creating a safe & accessible east west connection <i>Provide a universally accessible east west pedestrian crossing within the precinct.</i>		Short 0-5 years	Medium 5-10 years	Long 10+ years
Partnership & Advocacy:				
Work with VicTrack and VLine to negotiate a long term solution to providing a DDA compliant pedestrian crossing through the precinct.	MASC VicTrack Vline	✓	✓	✓
Capital Works:				
Work with VicTrack and VLine to negotiate an agreed approach to delivering short term improvements to the pedestrian underpass, prioritising measures that improve visibility and activation.	MASC VicTrack Vline	✓		
Work with the Mount Alexander Shire's Infrastructure team to align works to improvement the existing pedestrian underpass entry/exit points with planned works to improve the station forecourt.	MASC VicTrack Vline	✓	✓	
Undertake a feasibility study investigating the preferred solution to providing a DDA compliant pedestrian crossing across the railway line and Barkers Creek.	MASC VicTrack Vline DEECA		✓	

3. Making it safer to move along Kennedy Street		Short	Medium	Long
<i>Provision of a 1km length of continuous shared path along the western side of Kennedy Street for pedestrians and cyclists.</i>		0-5 years	5-10 years	10+ years
Partnership & Advocacy:				
Work with VicTrack to negotiate an agreed path alignment preserving significant existing trees, in accordance with rail safety and operational requirements. Undertake community engagement to seek feedback on the path alignment and treatment as part of the detailed design process.	MASC VicTrack Vline	✓		
Advocate to the State Government for funding to undertake detailed design and delivery of the shared path.	MASC DTP RDV	✓		
Capital Works:				
Work with Mount Alexander Shire's Engineering Team to develop a brief for the detailed design of the shared path specifying drainage, alignment and treatment requirements.	MASC	✓		
Undertake detailed design of a continuous shared path along the western side of Kennedy Street. Key design considerations include provision of street lighting and clear and consistent wayfinding and signage along the path length, retention of existing trees and best practice flood responsive design (incorporating WSUD measures).	MASC VicTrack Vline	✓		
Deliver a continuous shared path experience with stakeholder and community feedback connecting Forest Street to Walker Street.	MASC VicTrack	✓	✓	
4. Improving the Lions Park		Short	Medium	Long
<i>Amenity improvements to support passive recreational activities in the Park</i>		0-5 years	5-10 years	10+ years
Capital Works				
Undertake detailed design for new shade pavilion(s) and landscaping works.	MASC	✓		
Create a secondary access point from the park to the pedestrian underpass.	MASC VicTrack Vline	✓		
Provide EV charging stations for electric vehicles in close proximity to the park.	MASC Vline		✓	
Implement works as funding becomes available.	MASC	✓		
5. Restoring Ecology to the Hollow		Short	Medium	Long
		0-5 years	5-10 years	10+ years
Partnership & Advocacy:				
Engage DJANDAK to provide advice on re-mediation works to the degraded area known as the Hollow.	MASC Djarra / Djandak Lions Club	✓		
Engage with State Government arts funding bodies to understand the eligibility criteria for relevant funding grants, and prepare the relevant funding application.	MASC Creative Victoria RDV	✓		
Engage with the City of Greater Bendigo to understand the lessons learnt through the Djaara Lights program (management, operational, design and programming considerations)	MASC City of Bendigo Djarra	✓		
Consult with Heritage Victoria on the proposed new use of the area.	MASC Heritage Victoria	✓		
Implement re-vegetation of the Hollow area in close consultation with DJANDAK.	MASC Djarra / Djandak Lions Club		✓	

6. Creating a cultural trail along Barkers Creek		Short 0-5 years	Medium 5-10 years	Long 10+ years
Engage Djarra to undertake a cultural values assessment of the site to establish tangible and intangible values to be protected and enhanced.	MASC Djarra	✓		
Engage DJAARA/DJANDAK to undertake re-mediation works along the Creek corridor and undertake detailed design of a board walk experience in the northern section of the cultural trail.	MASC Djarra / Djandak DEECA	✓		
Implement landscape and public realm improvements		✓		
7. Gingell Street Park		Short 0-5 years	Medium 5-10 years	Long 10+ years
Undertake detailed design for new shade pavilion(s), BBQ facilities and landscaping works.	MASC Djarra / Djandak DEECA	✓		
Investigate the feasibility of providing a bridge connection to the Mill Precinct.	MASC DEECA			✓
Implement landscape and public realm improvements	MASC		✓	



Appendix



Appendix 1 - Managed Housing Change Areas

The draft Housing and Neighbourhood Character Strategy for Castlemaine, Campbells Creek and Chewton, recognises the need to increase housing supply in strategic locations near transport and services, and away from areas of high bushfire risk. In the case of Castlemaine this includes the Railway Precinct because of its close proximity to the Town Centre.

Figure 1 below, taken from the draft Housing and Neighbourhood Character Strategy for Castlemaine, Campbells Creek and Chewton, shows the Station Precinct is located within an area of managed housing change. Figure 2 opposite shows the areas identified for residential change located within a 400m and 800m walking catchment of the Station Precinct.

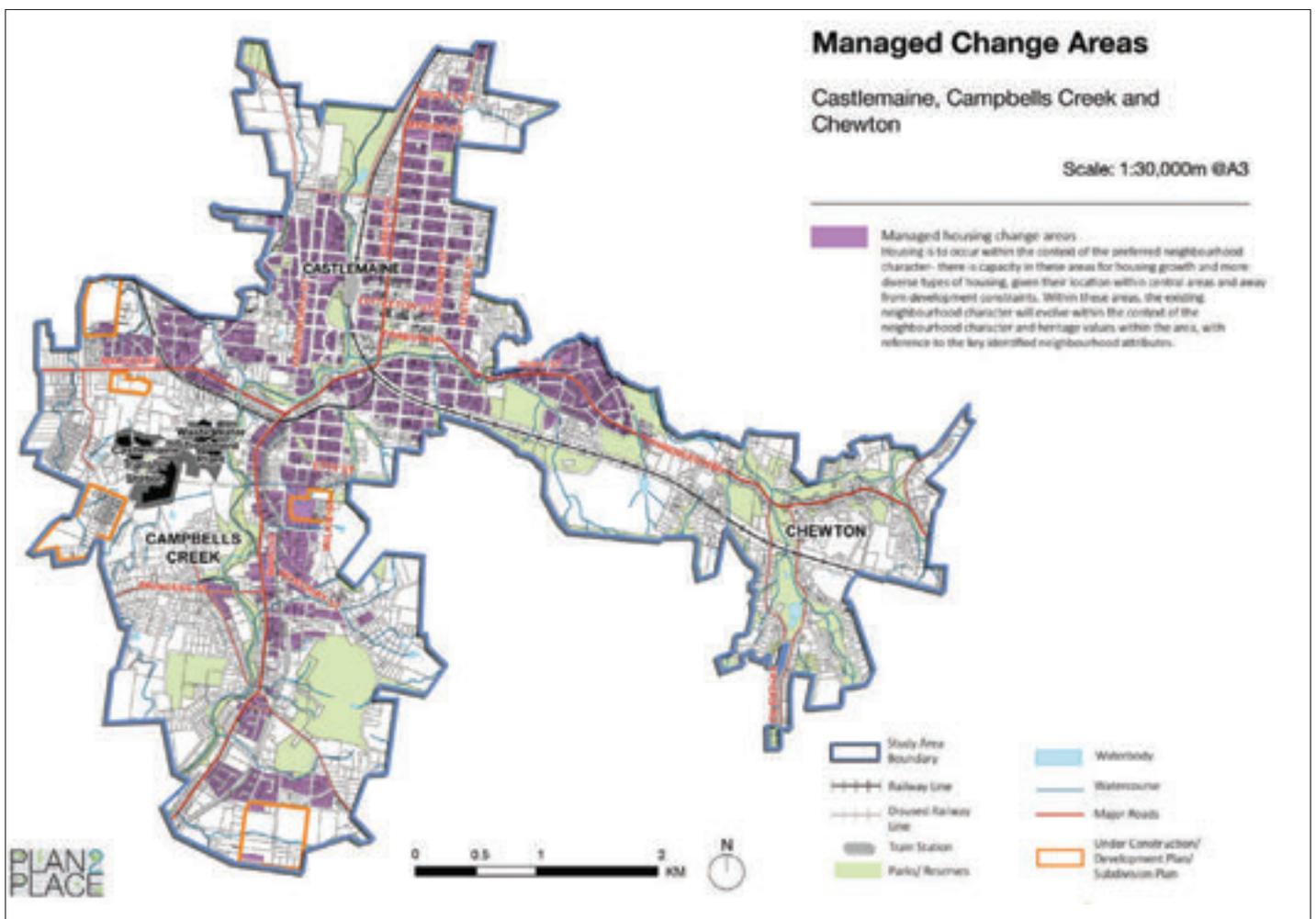


Figure 1 - Managed Housing Change Areas (Source: Mount Alexander Draft Housing and Neighbourhood Character Strategy)



Figure 2 - Areas identified by the Mount Alexander Draft Housing and Neighbourhood Character Strategy as likely to undergo managed residential change, located within a 400m and 800m walking catchment of the Railway Precinct