

Wallan Structure Plan and Infrastructure Coordination Plan

EMERGING IDEAS PAPER

June 2014



WHAT IS THE WALLAN 3756 PROJECT?

It's a project that will piece together a new plan for the future development and growth of the township of Wallan, with your input.

WHAT IS A STRUCTURE PLAN?

A structure plan sets out a roadmap for the future and assists decision making by Council. It considers the current situation, issues and opportunities and then develops ideas to influence the future changes.

Structure plans generally include a series of policies, strategies and actions that consider the vision for the town, town centre and public space, shops, business and employment, housing types, community infrastructure (such as schools, health services, kindergarten, recreational space), open space (formal sports, playgrounds, parks), roads and connections, public transport and cycling and the environment.

A structure plan sets out the shared community, stakeholder and government vision for an area. It considers the aspirations and concerns of residents, land owners and business operators and tries to ensure that these can be met into the future. To assist this process, it identifies the steps that council can take to achieve the plan's aims. When finished, the plan will guide landowners, the State Government and agencies about the preferred way forward.

For further details, please visit www.wallan3756.com.au

WHY DO WE NEED A STRUCTURE PLAN FOR WALLAN?

Wallan was included in Melbourne's nominated north growth area by the State Government in 2012. This means that the town is set to grow significantly over time. Plan Melbourne estimates a total of around 50,000 people will come to live in Wallan over the next 30 years.

State planning starts at a broad level with local planning undertaking a lot by lot approach. The hierarchy for planning documents in Wallan is outlined in the graphic below. Each document in the hierarchy must be in keeping with the plan above it. The structure plan will sit between the Mitchell Shire Planning Scheme and Precinct Structure Plans (PSPs). Without the structure plan, the PSP wouldn't have the guidance to properly meet the community's needs.

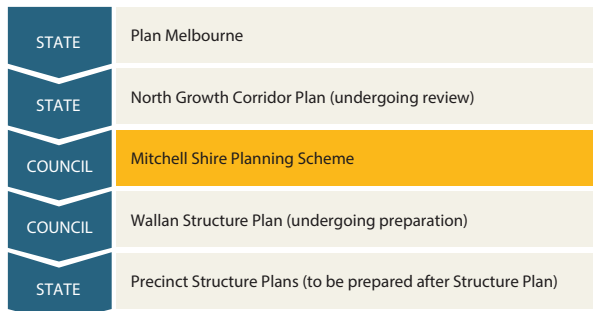


Figure 1. Document Hierarchy

THE PROCESS SO FAR

Context and Issues Paper

The Context and Issues Paper provided discussion of the key issues and opportunities facing the future planning and design of the Wallan Structure Plan area.

This analysis has provided background for the development of the ideas contained in this paper.

For further details or to view a draft copy of the Wallan Structure Plan and Coordination Plan - Context and Issues Paper, please visit www.wallan3756.com.au

Stage 1 Community and Stakeholder Consultation

The first stage of consultation was a four-week engagement program, which commenced on 5 March 2014 and concluded on 2 April 2014. The purpose of this stage was to understand the key issues facing Wallan, understand how the community would like Wallan to look and feel in the future, what services and facilities will be needed (such as shops, schools, kindergartens, sports fields, parks) and how to protect and build the town's identity.

This first stage of community engagement has provided background for the development of the ideas contained in this paper.

For further details regarding the Stage 1 Community Consultation process, please visit www.wallan3756.com.au.

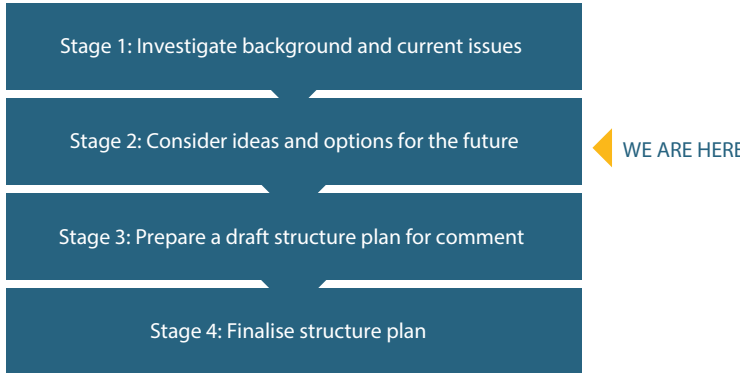


Figure 2. Project Program

WHAT IS THE EMERGING IDEAS PAPER?

PURPOSE OF THIS PAPER

The Emerging Ideas Paper outlines a number of preliminary thoughts and ideas for how the Wallan Structure Plan area could be planned into the future.

The thoughts and ideas have been informed by the Context and Issues Paper, Background Reports (various), Stage 1 Community and Stakeholder Consultation, Council feedback and site visits.

This paper will be used to gain feedback and test ideas with you; the community; and stakeholders, that will then help in developing a draft structure plan for Wallan.

The key components of this paper include:

- **Vision and Key Directions** - Identifies the intention for how Wallan should look, function and feel in the future. The vision and key directions set a framework for the future design and development of Wallan.
- **How could Wallan grow?** - Ideas to accommodate and plan for projected population growth, whilst considering the constraints of the site.
- **How could the Town Centre be improved?** - Ideas to enhance the existing Town Centre such as improving car, pedestrian and cycle movement, encouraging activity in the streets, enhancing the physical appearance of the centre and building on the assets that make it distinct.
- **How could people get around Wallan better?** - Ideas to make it clearer and easier for pedestrians and cyclists to move throughout Wallan.

HOW YOU CAN GET INVOLVED

We are currently seeking your feedback on the preliminary ideas for the Wallan Structure Plan contained in this Emerging Ideas Paper.

From **Monday 16 June to Friday 11 July** you can give your feedback on the ideas plan by:

- Attending the **Big Ideas for Wallan Drop-in on Saturday 5 July at the Wallan Multi Purpose Centre , 42 Bentinck Street, Wallan.** Drop-in any time between 10am to 1pm to discuss the ideas for Wallan with the project team and to provide your feedback.
- **Attending a focus group on Tuesday 24 June and Thursday 3 July 2014 from 6.30 to 8.30pm.** The focus groups will provide the opportunity to discuss in depth the ideas for Wallan. To register to attend a focus group please call Eleanor on 03 9285 9012 or email eleanor@capire.com.au
- Visiting **www.wallan3756.com.au** and provide feedback on the ideas for Wallan in the online forum or via a feedback form.
- Prepare a submission outlining your feedback and post it to **Eleanor at Capire Consulting Group, 96 Pelham Street Carlton 3053** or email it to eleanor@capire.com.au

Your feedback will influence the development of the draft Structure Plan and will help shape the long-term future of the Wallan Structure Plan area and community.

HOW TO STAY INFORMED

To subscribe to the Wallan Structure Plan Bulletin and receive regular updates throughout the planning process, go to www.wallan3756.com.au to register your interest. The bulletin is available via email.



VISION AND KEY DIRECTIONS

WHAT IS A VISION?

The vision is a statement of the preferred long term future for Wallan. The vision is important as it sets out what Wallan should be in the future i.e. how the town will look, function and feel.

The statement below is based on initial community consultation (undertaken February 2014) and analysis of key opportunities and challenges for Wallan.

As part of this stage of consultation, this vision will be tested to determine if it is consistent with the community's aspirations.

WHAT ARE THE KEY DIRECTIONS?

The key directions are a summary of the most important components of Wallan and will be at the core of all key decisions made for the village into the future. They will be used to direct and assess all future planning and design outcomes within the town and to ensure that future development is consistent with the community's aspirations for the town.

As part of this stage of consultation, these key directions will be tested to determine if they are consistent with the communities values.

DRAFT VISION

Wallan is a thriving township with a distinctive country town feel. Residents have the best of both worlds benefiting from a range of learning, employment, civic and cultural experiences whilst living in a place that is welcoming, green, and still feels like the countryside.

The lifestyle qualities of Wallan are enriched by a strong connection to the open space networks that extend across the town taking in the natural creeks, wetlands and hillsides. Residents and visitors can walk or cycle safely from one end of town to the other experiencing all that Wallan has to offer.

The town centre and public spaces are places of pride for all residents. The streets are green, inviting, full of people and prosperous places for businesses. Hadfield Park and Greenhill Reserve are iconic open spaces where the community can gather and participate in events or just relax and enjoy the outdoors.

Wallan is a great place to live with a range of housing choices in and around the town centre or in newly planned neighbourhoods. They are well serviced by a range of shops, community facilities and a variety of open spaces for all ages to enjoy. Everything is close by and residents have the choice of walking, cycling or using public transport for their daily needs.



KEY DIRECTIONS

REINFORCING WALLAN’S COUNTRY TOWN CHARACTER

- Wallan is set within the surrounding foothills and streets are orientated to capture views of the surrounds.
- The waterways, vegetation and hilltops are protected as part of the open space network and influence the look and feel of new neighbourhoods.
- Streets and buildings are designed to reflect a rural country character.
- Wallan is separated from nearby townships with a substantial green break.
- The town centre provides places and spaces for the community to come together.
- Heritage buildings and features are retained and celebrated.



THRIVING, ACTIVE AND COMPLIMENTARY LOCAL CENTRES

- The existing town centre will provide a major focus for civic, community and business services across Wallan whilst enhancing its retail and hospitality role.
- New neighbourhood centres will be provided in planned locations and will complement the use and role of the existing town centre.
- The street based experience of the existing town centre will be enhanced significantly to act as a catalyst for investment and revitalisation.
- Future changes to the Northern Highway will ensure that the pedestrian environment is enhanced to allow for street based activity (i.e. outdoor trading and dining) and improve connections east and west of the highway.



ENHANCING WALLAN’S ENVIRONMENTAL AND LANDSCAPE SYSTEMS

- The open space network responds to the local volcanic cones, hills, wider regional landscapes and distinct landscape features of Wallan.
- Maximise the retention of biodiversity and landscape values and facilitate their function as corridors by integrating creeks, wetlands and areas of significant vegetation into an open space network.
- A permanent landscape buffer known as the ‘inter-urban break’ is incorporated, creating clear separation between Wallan and development to the south.



SUSTAINABLE TOWN GROWTH AND HOUSING

- The natural features of Wallan establish a framework for containing for future growth.
- New development is planned to integrate with and respond the environmental, landscape and infrastructure constraints of Wallan.
- Infrastructure needs are identified early so that they can be co-ordinated across future development.
- Wallan takes advantage of the significant employment opportunities created by increased populations, new neighbourhood centres and the Beveridge Interstate Freight Terminal.
- A diverse range of housing and affordable living choices that appeal to people of all circumstances are provided within Wallan.
- Additional housing opportunities are provided in and around the existing and future neighbourhood centres where there is good access to shops, services and infrastructure.
- Lots and dwellings are designed to respond to topography, vegetation, northern aspect and local conditions.
- The potential impacts of climate change are investigated and planned for, to ensure Wallan is more resilient into future.



A CONNECTED COMMUNITY

- Community facilities are strategically located to serve all residents and clustered into hubs to encourage facilities to work together and support each other.
- Walking and cycling paths, as well as public transport provide safe and convenient connections to community facilities.
- Greenhill, Greenhill Reserve and Hadfield Park provide a focus for civic and recreational uses reinforcing their role and importance within Wallan.
- Community spaces and hubs are flexible to adapt to the needs of the community as it changes over time.



A HIGH QUALITY PARK SYSTEM

- Hadfield Park strengthens its role as Wallan’s premier civic park with improved ease of access with better connections within the park, and enhanced landscaping and facilities.
- Greenhill reserve is enhanced as a key open space destination with better use of sports reserves and facilities, access to the hilltops and landscaping.
- Sports reserves are planned across Wallan and integrated with schools, community hubs and parks to maximise their use.
- A network of reserves and linear parks enable people to enjoy and experience the natural, environmental qualities of Wallan whilst being within easy reach of all residents.



PEOPLE FOCUSED STREETS AND SPACES

- The existing town centre and new centres provide streets and footpaths with opportunities for outdoor dining, seating, shade, shelter and gathering spaces.
- Civic spaces such as squares and plazas are provided within the existing and new centres to enable community gathering and interaction.
- Residential streets are designed with generous footpaths, street trees and landscaping and logically connect to key destinations across Wallan.
- Streets and civic spaces are distinct and inclusive providing for all ages, abilities, cultures and backgrounds.



CONNECTED, SAFE AND ENJOYABLE WALKING AND CYCLING NETWORKS

- Pedestrian and cycle access is prioritised.
- A network footpaths and off road trails connects homes to existing and future neighbourhood centres, community hubs and public open spaces.
- Future improvements will focus on completing the footpath network across the established areas of Wallan.
- Age and disability access is enhanced.



AN ACCESSIBLE, EFFICIENT AND INTEGRATED PUBLIC TRANSPORT SYSTEM

- Key east west links are improved between existing and proposed residential areas and the train station.
- The train station is enhanced an integrated transit hub, providing safe and efficient bus, train, cycle, pedestrian connections and commuter parking.
- Support the future electrification of the railway line to provide for more frequent services to Wallan.
- Employment and residential uses will leverage off the adjacent train station, increasing activity around this area.
- The bus network provides efficient links between the station, key destinations in Wallan, residential neighbourhoods and nearby centres with stops located to serve existing and future residential areas.



SAFE AND COHESIVE ROAD NETWORK

- The street network that provides easy access between residential neighbourhoods and services, including connections between Wallan and Wallan East.
- The Northern Highway maintains its key traffic role in Wallan whilst improving pedestrian and cycle movement through the existing town centre.
- The road network is designed to focus major traffic movements onto arterial roads and reduces through traffic on local streets.
- Streets are aligned and designed to respond to creek corridors and topography, and maximise the experience of Wallan's landscape setting.



HOW COULD WALLAN GROW?

OVERVIEW

Being located within the Urban Growth Boundary, Wallan is expected to grow significantly from a population of approximately 10,000 to approximately 50,000. The majority of this population will be located within new greenfield development areas (currently farm or agricultural land) across the Wallan.

Analysis, as part of the Context and Issues Paper, identified a number of opportunities and constraints that will inform how Wallan can grow into the future.

WHAT WE KNOW

Figure 4 identifies the following issues:

- The Beveridge Interstate Freight Terminal is proposed in Plan Melbourne and occupies the majority of land east of the rail line.
- There are significant drainage constraints to the east and south west of Wallan with large areas of 1 in 100 year flood affected land.
- The south western areas of Wallan are affected by a number of planned drainage infrastructure elements as well as a wetland.
- The high pressure gas pipeline provides a further consideration in the east as buffers to sensitive land uses may be required to the pipeline.
- A number of areas to the north-west and west are affected by significant slope which may limit development opportunities.
- Significant community infrastructure will be required to support new communities.
- Large areas of significant vegetation along Old Sydney Road.
- An inter-urban break (permanent landscape buffer) is proposed in the Melbourne Planning Authorities Growth Corridor Plan to separate Wallan from Beveridge North West.
- Two proposed quarries and the buffers from these uses needs to be considered.
- Some areas of Wallan have already been planned and approved for development.

WHAT YOU HAVE TOLD US

Although there were no specific community consultation questions focused on the town structure a number of responses to the country character question provide relevance. In particular:

- There was concern from the community that the country town character would be lost through future growth.
- Comments relating to open space and views to the surrounding hills being important for the country town character.

"It disappears as the paddocks are turned into estates and shopping centres appear." (Online Forum participant)

"I love the backdrop of the rolling hills and trees. That it feels like a semi rural town." (Online Forum participant)

"Wallan should aim to keep the country views and preserve any remaining green areas that allow us to enjoy the surroundings" (Online Forum participant)

The plan below identifies the important topographical elements in Wallan.

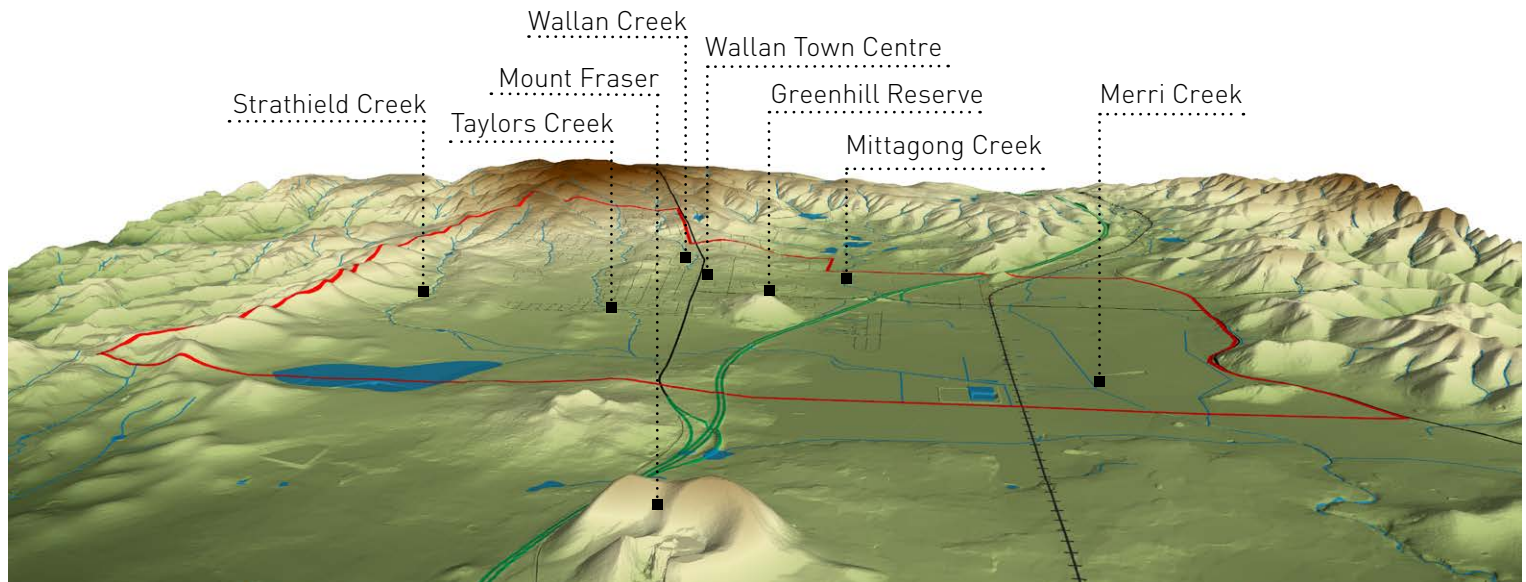


Figure 3. Topography Plan

Significant slope may limit development opportunities	Large areas of significant vegetation along Old Sydney Road	Planned / proposed residential communities	Proposed quarries and buffers	High pressure pipeline and significant buffers	Large areas of 1 in 100 flood affected land
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Legend

- STUDY AREA BOUNDARY
- ROAD NETWORK**
- FUTURE POTENTIAL ROADS FROM BEVERIDGE NW
- OPEN SPACE**
- EXISTING OPEN SPACE
- POTENTIAL FUTURE / PLANNED OPEN SPACE
- BEVERIDGE NW LANDSCAPE VALUES
- DRAINAGE**
- WATERCOURSES
- 1 IN 100 YEAR ARI FLOOD AREA
- MW WETLAND / BIO-RETENTION
- MW FUTURE ASSET
- TOPOGRAPHY**
- 1m CONTOURS
- SLOPE GREATER THAN 15%
- 2005 EVCs
- MAJOR GAS PIPELINE AND BUFFERS
- QUARRIES AND BUFFERS
- HERNES SWAMP - BIOSITE OF NATIONAL SIGNIFICANCE
- PROPOSED LOCATION OF THE BEVERIDGE INTERSTATE FREIGHT TERMINAL (MPA NORTHERN CORRIDOR PLAN - MAY 2013)

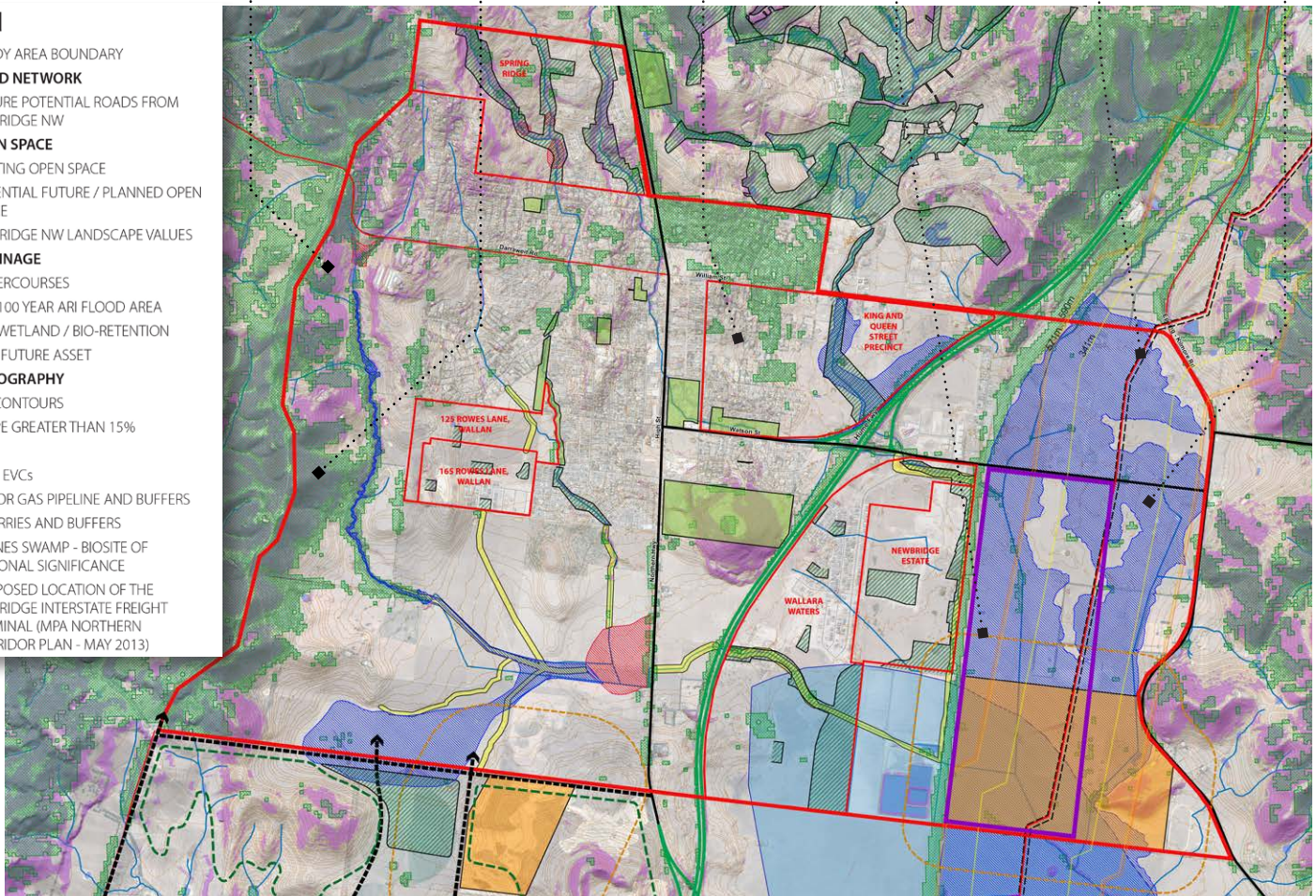


Figure 4. Development Constraints Plan

THE IDEAS

LANDSCAPE AND OPEN SPACE NETWORK

The following plan provides an open space framework for Wallan. It aims to build on the local and distinct features of Wallan including its creek corridors, vegetation, hills and existing open space areas to create unique residential neighbourhoods that are well connected, retain / protect significant landscape and heritage features, whilst considering the constraints of Wallan.

Legend

- STUDY AREA BOUNDARY
- ROAD / RAIL NETWORK**
 - FREEWAY
 - ARTERIAL ROAD - EXISTING / PLANNED
 - ARTERIAL ROAD - POTENTIAL
 - COLLECTOR ROAD - EXISTING / PLANNED
 - COLLECTOR ROAD - POTENTIAL
 - RAILWAY LINE
 - RAILWAY STATION
- OPEN SPACE**
 - ACTIVE RECREATION NODE - REGIONAL
 - OPEN SPACE - EXISTING / PLANNED / POTENTIAL
 - GREEN SPINE
 - GREEN STREETS
 - ✱ KEY VIEWS / HILLTOPS
 - SHARED PATH NETWORK
 - SURROUNDING FOOTHILLS
 - NEIGHBOURHOODS
 - MAJOR GAS PIPELINE AND BUFFERS
 - WATERBODIES
 - WATERCOURSES

The town is set within the surrounding foothills

Open space is linked to create a network for pedestrian and cycle movement throughout Wallan

Open spaces define neighbourhoods and gives them with a sense of identity

The waterways, vegetation and hills are protected and integrated within an open space network

Greenhill and Hadfield Park provide a focus for recreational uses

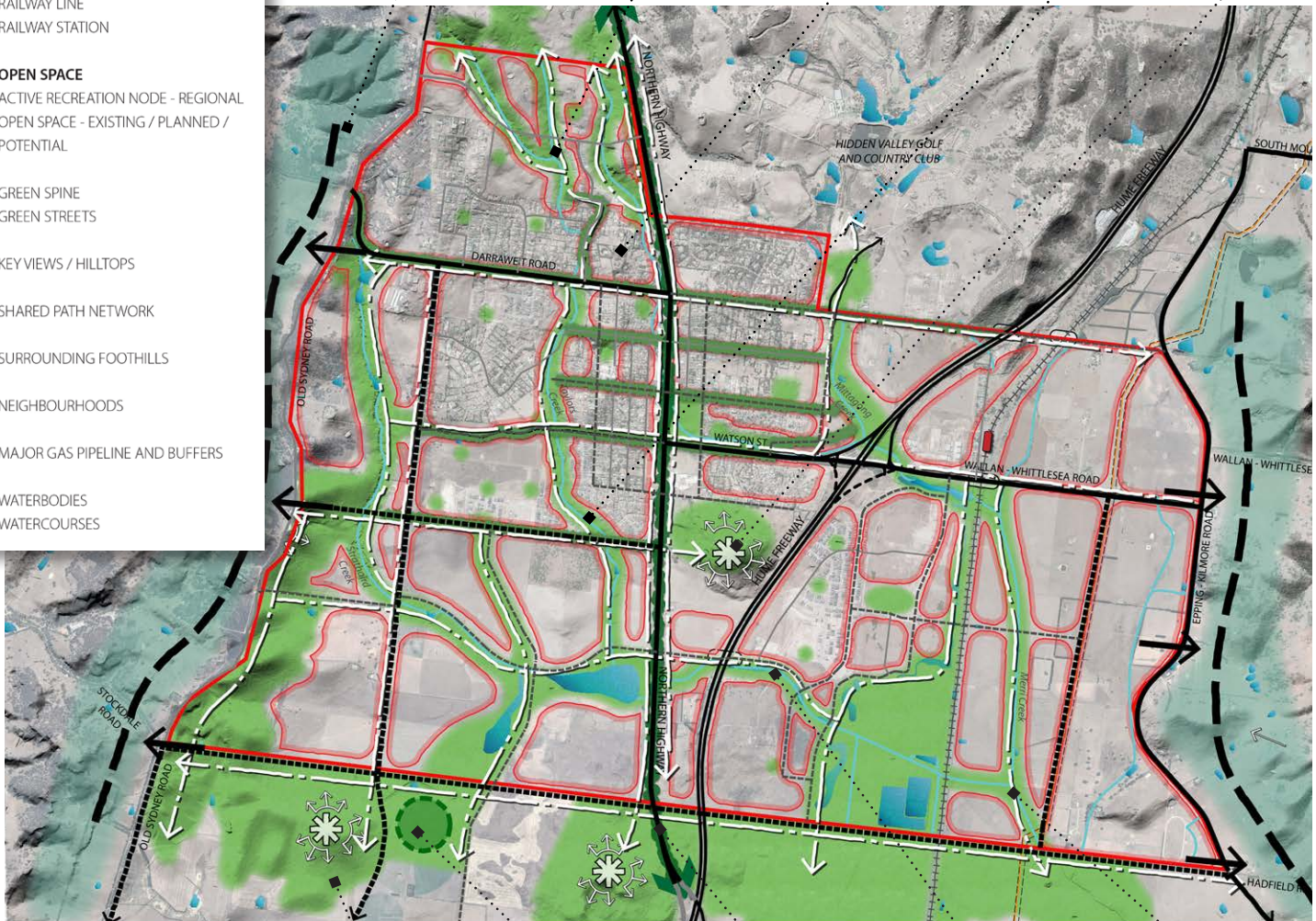


Figure 5. Landscape and Open Space Response Plan

A substantial landscape buffer separates Wallan from nearby townships

Planned regional sports reserve for investigation (as per the North Growth Corridor Plan)

Pedestrian and cycle movement along Northern Highway is enhanced

Streets are aligned along creek corridors and towards views

Paths and trails connect homes to local centres, open spaces and community facilities

GROWTH SCENARIO

The following plan aims to provide a growth scenario for Wallan. It identifies underlying characteristics and design parameters which are important to the identity of Wallan, is influenced by the landscape and open space response plan and will guide future use and development to enhance social, environmental, cultural and economic values.

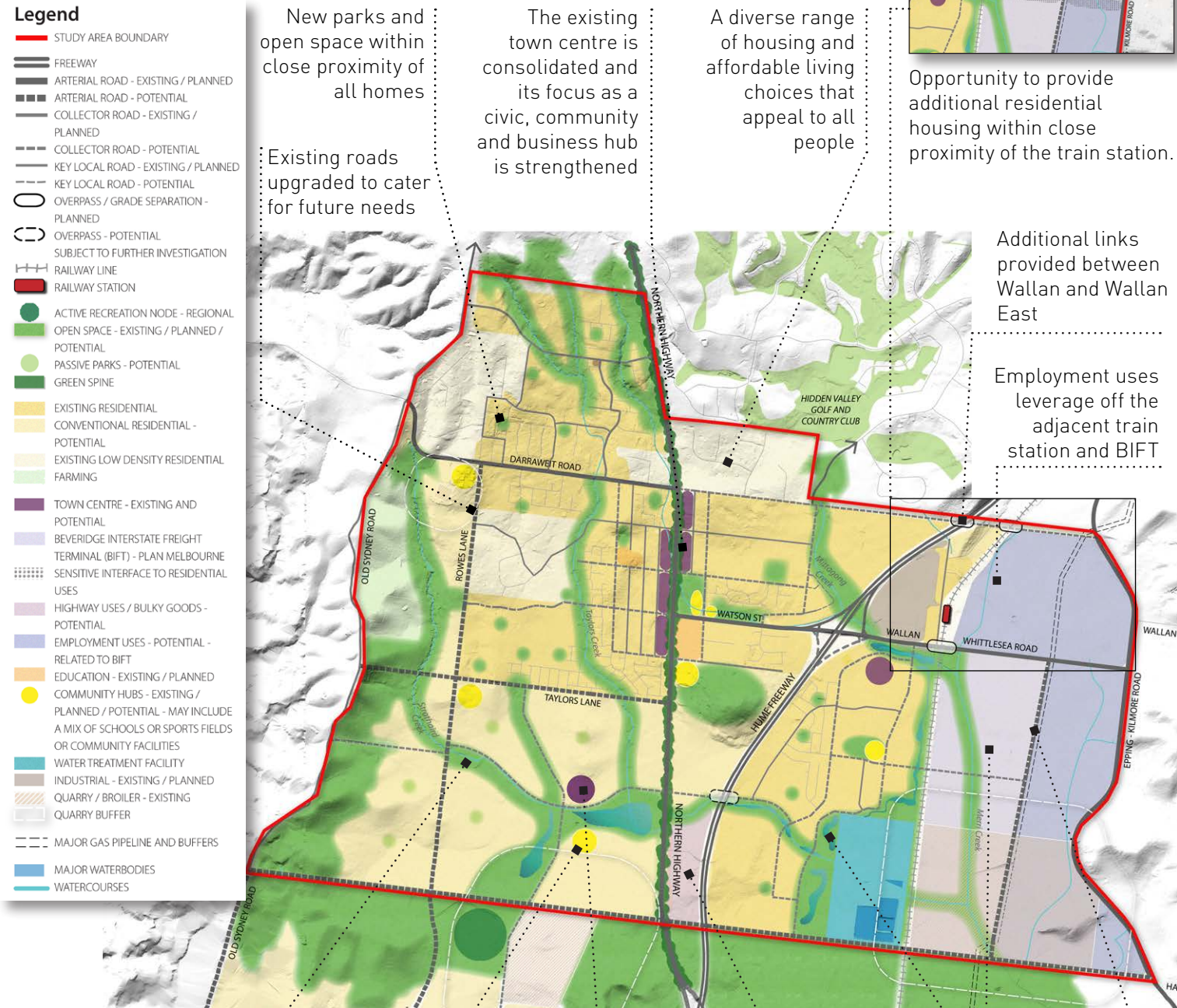


Figure 6. Growth Response Plan

HOW COULD THE TOWN CENTRE BE IMPROVED?

WHAT WE KNOW

The current town centre experience is influenced by retail and commercial uses along the western side of Northern Highway and community and open space uses to the east. A key challenge identified during analysis and community consultation work was the need to improve the town centre experience of Wallan and connections between the uses on either side of the Northern Highway.

Key issues relating to the town centre experience include:

- A variety of building and streetscape treatments provide a inconsistent and disjointed retail / shopping experience.
- There is poor legibility for pedestrians with narrow footpaths that change width, materials and direction
- There are limited seating and resting areas for pedestrians within the town centre and no civic spaces for people to gather.
- Footpath within the town centre are generally less than 2.0m in width, providing limited opportunities for such activities to occur within the existing streetscape.
- The footpaths along the shop-front and adjoining car parks are in private ownership making it challenging for Council to make improvements.
- Car parking areas located in front of retail shops are typically void of trees or landscaping.
- Wellington Square Shopping Centre functions as internalised complex with limited shops fronting onto the Northern Highway.
- The Northern Highway creates a visual and physical barrier between uses on either side, with limited pedestrian crossing opportunities provided (only at signalised intersections located approximately 400m apart).
- There are plans by VicRoads for the future duplication of Northern Highway to be two lanes in each direction.
- Vehicular circulation is complex and confusing.
- The Avenue of Honour is a distinct feature of the town centre unifying the east and western sides of the street. It also has cultural significance.
- There are two buildings within the town centre considered to have heritage values. These are located opposite each other, central to the town centre.
- The town centre is elongated and uses are drawn out and fragmented.

The below plan and cross section highlights some of the key issues relating to the current town centre experience.

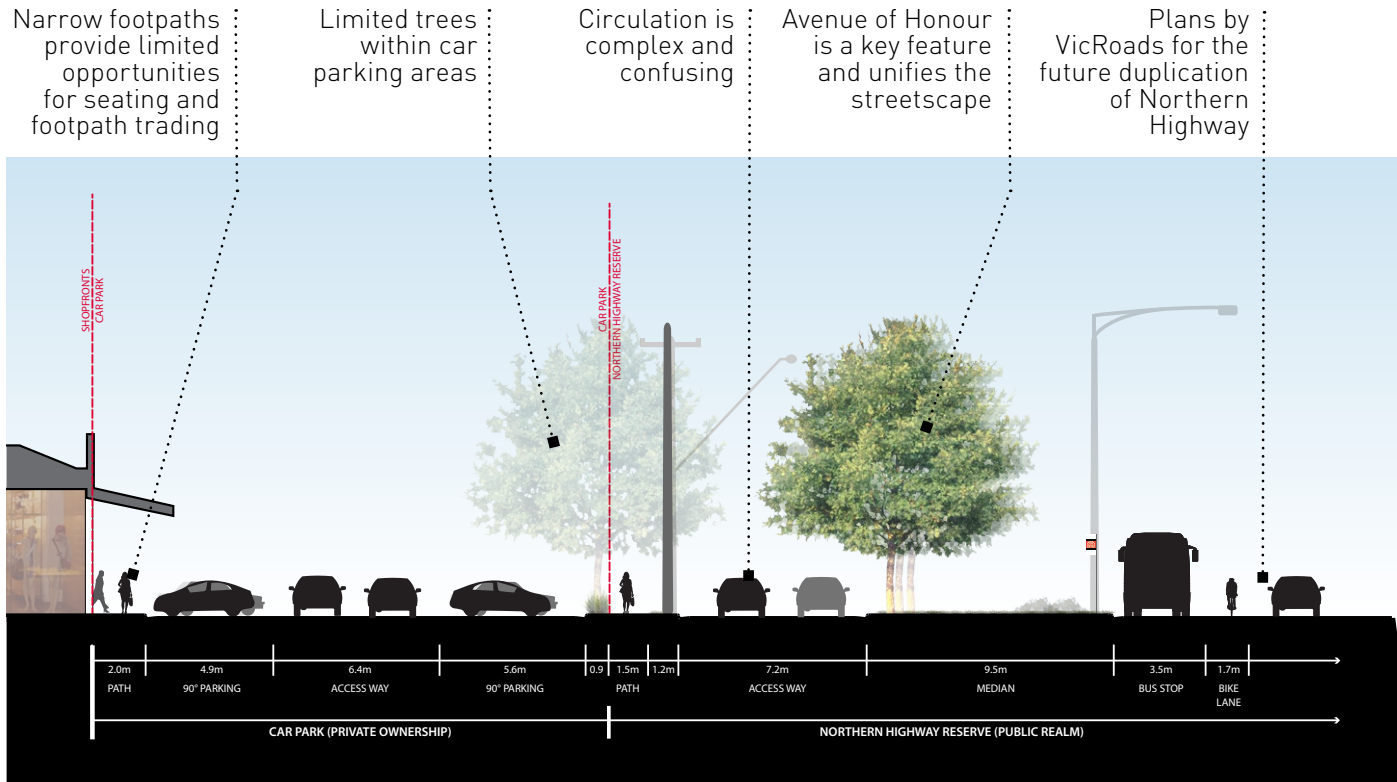


Figure 7. Retail Interface - Existing Cross Section

WHAT YOU HAVE TOLD US

A number of issues were raised through community consultation in relation to the Wallan Town Centre experience. These included:

- Wallan's town centre is too spread out and should be more centralised
- Wallan's shopping area could be improved so that people don't travel to other centres to do their shopping
- Wallan is currently missing some retail and dining options
- The design of Wellington Square Shopping Centre car park is a concern
- The main street should represent the gateway into Wallan

"The gardens and trees that the council have planted over the last few years make the biggest difference to the towns appearance" (Online Forum participant)

"Protection of smaller community retail is needed to encourage community spirit" (intercept survey, March 2014)

"There is no centre feel to the region, activity and vibrancy is severely lacking" (intercept survey, March 2014)

THE IDEAS

The following plans provides ideas for how the existing Town Centre could be enhanced to improve buildings, the public realm, movement and uses.

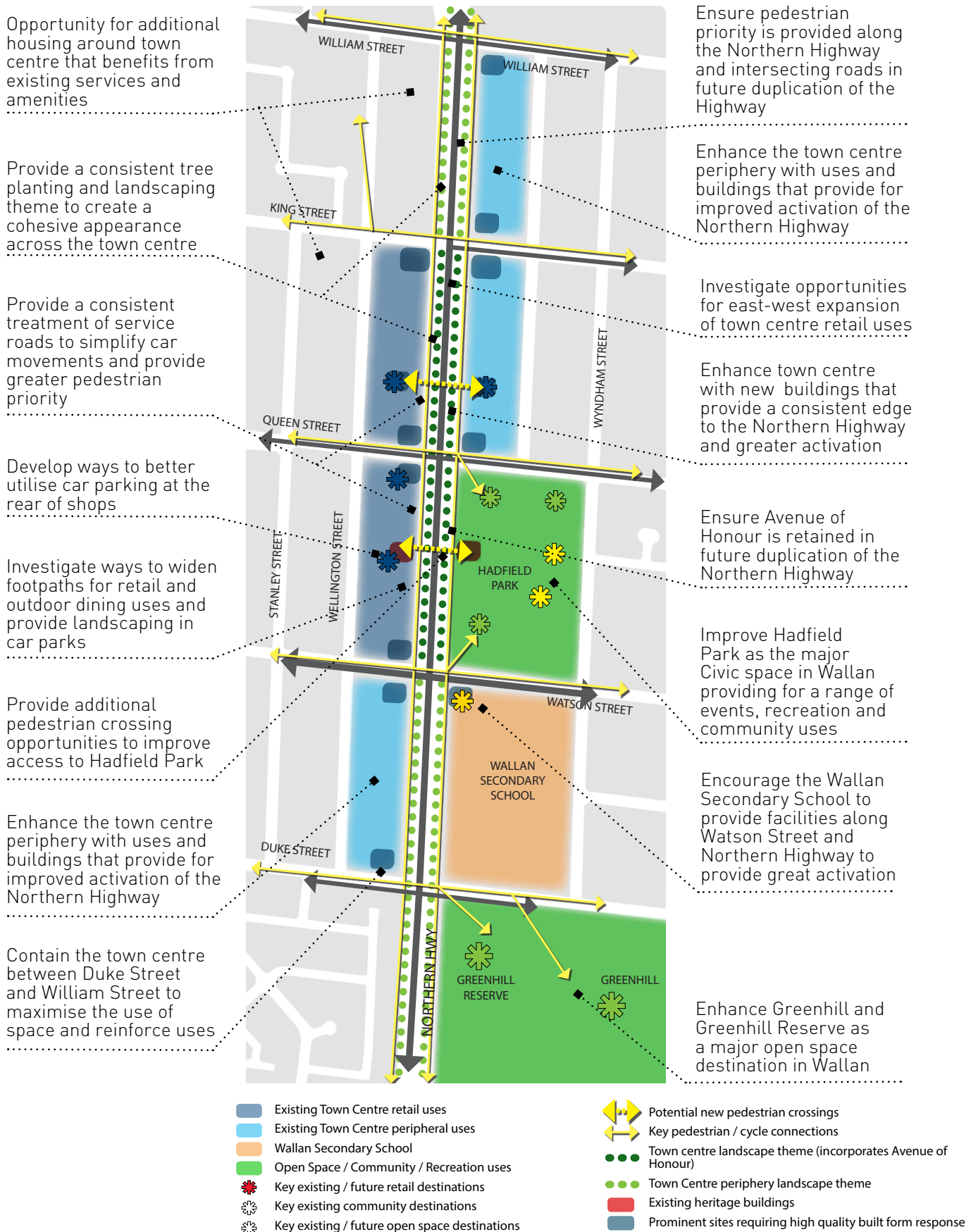


Figure 8. Town Centre Ideas Plan

PHOTO EXAMPLES - RETAIL / CIVIC SPACE



Wide footpaths with outdoor dining



Outdoor spaces capturing sunlight



Landscaping in car parks



Civic spaces for gathering



Adjoining land uses activating public spaces



Pedestrian priority

PHOTO EXAMPLES - HADFIELD PARK



Spaces for events



Defined path network and spaces



Rural character structures



Enhancement of the creek corridor



Play spaces for children

PHOTO EXAMPLES - GREENHILL RESERVE



Viewing facilities

PHOTO EXAMPLES - HOUSING



Medium density housing



High quality design

HOW COULD PEOPLE GET AROUND WALLAN BETTER?

WHAT WE KNOW

A key challenge to emerge from the analysis and community consultation work was the need to improve pedestrian and cycle access throughout Wallan.

Key issues relating to pedestrian and cycle access include:

- Footpaths within Wallan are generally limited to the town centre, surrounding streets and to recently constructed residential developments
- Footpaths within established areas are typically inconsistent in regards to their location, material and widths.
- Footpaths are generally absent within lower density residential areas of Wallan, forcing pedestrians to walk on the naturestrip or the road.
- Off road pedestrian / cycle access is limited and does not form part of an interconnected network
- The bike network in general is limited, has little connectivity and does not include dedicated infrastructure
- The Principal Pedestrian Network Mapping analysis (Figure 12) highlights the importance of key east west roads in providing access from surrounding residential areas into the existing town centre

PRINCIPAL PEDESTRIAN NETWORK ANALYSIS

The following plans provide an analysis of the likely pedestrian trips from surrounding residential areas to various destinations within Wallan including train stations, bus stops, schools, retail, open spaces and community facilities. The increase in colour intensity indicates a greater number of potential pedestrian trips along a section of the street. This analysis is based on the Department of Transport, Planning and Local Infrastructure Principal Pedestrian Network Methodology.

The map shows a number of key routes focused primarily around the periphery of the town centre. Key east west routes include Queen Street and Watson Street particularly on the West Side of the Northern Highway. A number of key north-south streets are identified including Wellington Street and Raglan Street.

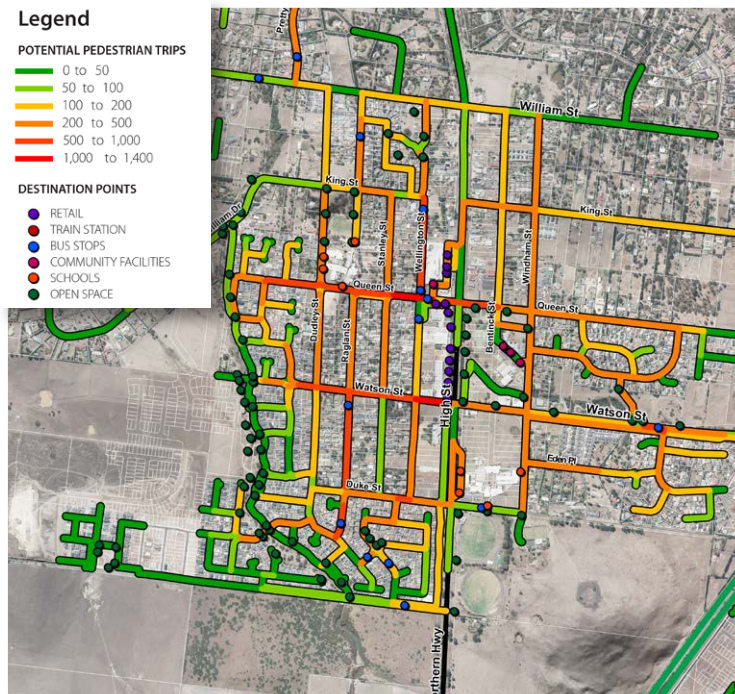


Figure 12. Combined Access Analysis

WHAT YOU HAVE TOLD US

A number of key issues were highlighted during community consultation in relation to pedestrian and cycle access within Wallan. These included:

- Wallan needs footpaths that connect to each other and that separate cars from pedestrians.
- The lack of connecting footpaths that make it difficult for them to get around Wallan, as they appear intermittently throughout the town and often jump from one side of the road to the other.
- The current lack of footpaths that is considered dangerous, as people have to walk on the often-busy roads.
- More people would cycle if the infrastructure was there.

"More footpaths, we don't have any where we live"(intercept survey, March 2014)

"The cycling lanes need to be improved" (intercept survey, March 2014)

"Footpaths that go somewhere would be wonderful" (Online Forum participant)

"Better access to the Railway Station especially for bikes and pedestrians." (Online Forum participant)

THE IDEAS

PEDESTRIAN AND CYCLE NETWORK PLAN

The following plan aims to provide ideas to make it clearer, easier and more comfortable for pedestrians and cyclists to move throughout Wallan.

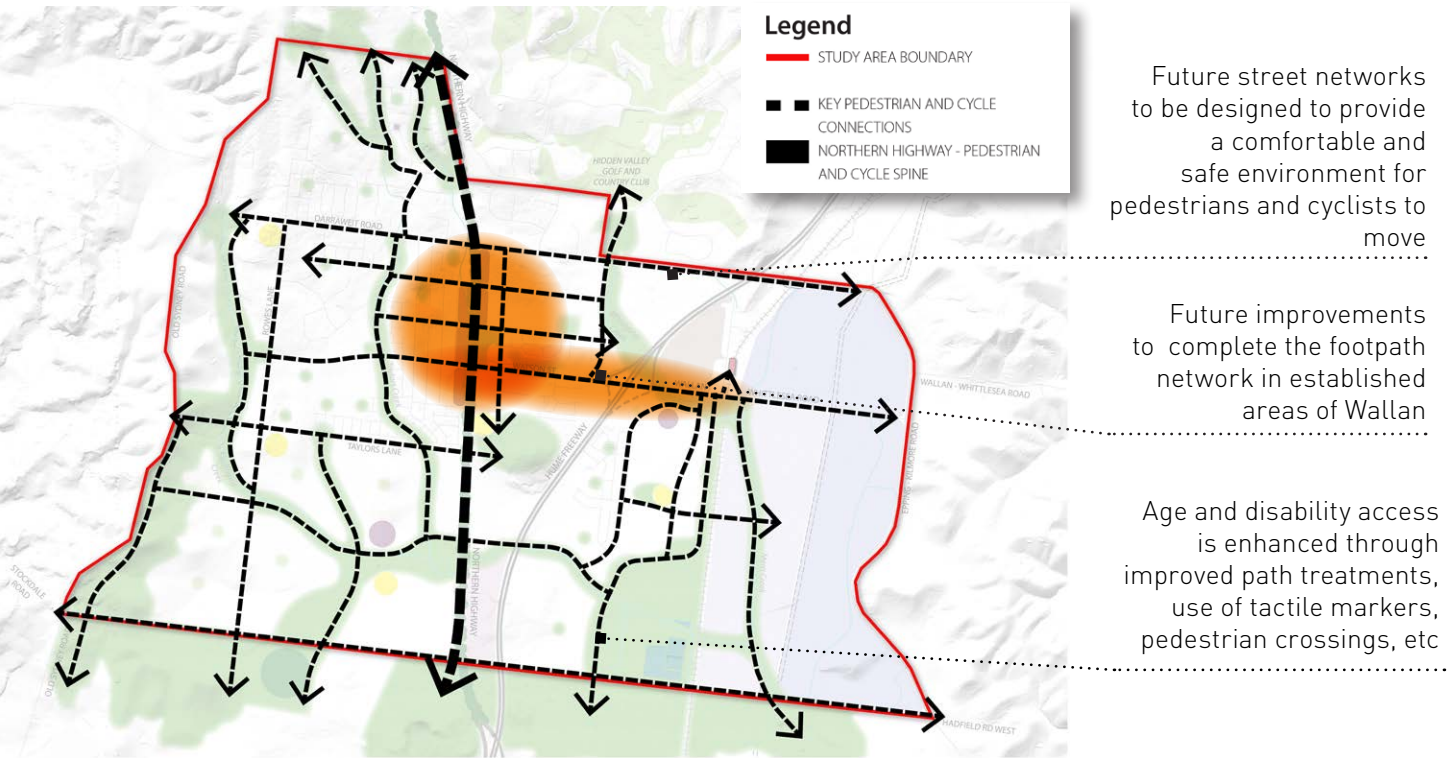


Figure 13. Pedestrian and Cycle Network Plan

PHOTO EXAMPLES - PEDESTRIAN AND CYCLE IMPROVEMENTS



Bicycle infrastructure at key destinations



Shared trails provide for both pedestrian and cycle access



Tactile markers to assist disabled users



Pedestrian crossings along the Northern Highway to better connect both sides of the street



Seating to provide places for people to sit and relax or catch their breath



Signage to help people find their way to key destinations within Wallan