



WALLAN TOWN CENTRE MASTERPLAN AND URBAN DESIGN FRAMEWORK.



September 2016

Echelon Planning
Outlines Landscape Architecture
Patch Design + Plan
Cardno

for

Mitchell Shire Council

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Note: All sketches within the document are indicative only and subject to detailed design.

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1 BACKGROUND AND CONTEXT

1.1 INTRODUCTION

The Wallan Town Centre Masterplan and Urban Design Framework are key guiding documents designed to shape the future development of the Wallan Town Centre as the major centre for the southern growth area of the Mitchell Shire. The Masterplan and Urban Design Framework (UDF) were commissioned by Mitchell Shire Council in December 2015 following the completion of the Wallan Structure Plan in mid-2015. The Structure Plan identifies the need for the Town Centre to expand and diversify to allow it to meet its identified Major Activity Centre role in the region.

This document establishes an agreed vision for the Wallan Town Centre which includes a set of immediate public realm projects as well as longer term development and expansion opportunities. The UDF establishes design objectives to guide future development of the town centre. This document also seeks to provide more explicit guidance for the immediate redevelopment and revitalisation of the town centre core through new pedestrian connections, simplification of access arrangements and creation of a town square. These elements are critical to the ongoing function and economic performance of the Town Centre.

This document will inform the Mitchell Planning Scheme and be the basis for future decision making as it relates to planning and design matters within the Town Centre. It will identify a number of key projects and priority actions as an impetus for change and lay the foundation for the preparation of more detailed development/design plans for important public or large development sites throughout the town centre.

The Masterplan and UDF have been prepared following a process of design, analysis, testing and targeted consultation with state and local government, key agencies, landowners, stakeholders and potential end users.

1.2

BACKGROUND AND PURPOSE

Situated at the top of the Northern Growth Corridor, Wallan is the largest and fastest growing town within the Mitchell Shire. Over the long term, Wallan is to accommodate considerable urban development and an expected increased population up to 31,581 by 2036 (id Forecasting, June 2016). This development brings with it the need to provide improved community and commercial services, expanded retail and additional entertainment and leisure facilities.

Responding to this future growth is the Wallan Structure Plan (December 2015), that aims to direct and inform the future planned growth within Wallan. It does this by providing targeted strategies, objectives and key projects to land owners, governmental agencies and stakeholders. The Structure Plan identifies that the Wallan Town Centre will aim to accommodate many of the key priorities for the region such as employment and business opportunities, provision of community infrastructure and the enhancement of retail and entertainment offerings to the broader community.

The Wallan Structure Plan contains a broad framework for the Wallan Town Centre as part of the growth of the northern corridor. It is also an integral component of the Northern Growth Corridor Plan (GAA, 2012), which identifies Wallan Town Centre as having Major Town Centre status. The purpose of a Major Town Centre is:

- To accommodate a wide range of shopping, employment, community, health education and housing options.
- To have a subregional catchment.

The Wallan Structure Plan identifies that local centres such as Wallara Waters are expected to accommodate significant proportions of the growth, however the established Wallan Town Centre is to retain its role as the key Town Centre within the surrounding region both in terms of the retail function and community facilities/service provision.

The Wallan Structure Plan establishes a town centre boundary for Wallan which includes the western expansion of the town centre and supports increasing the mix of uses within the town centre. The expansion of the town centre is to develop in line with population growth and the Structure Plan was supported by a range of background reports including an Economic Report (Charter Keck Cramer, 2014).

Key directions for the Town Centre identified in the Wallan Structure Plan are:

- Direction 1 - Encourage a healthy mix of land uses that foster prosperity and activity
- Direction 2 - Make the Northern Highway a great 'country town' main street
- Direction 3 - Transform Wallan's shopping street into a vibrant and engaging public space
- Direction 4 - Encourage a town structure that supports potential change and redevelopment
- Direction 5 - Develop a great modern Victoria country town
- Direction 6 - Promote civic pride in the Town Centre
- Direction 7 - Make Hadfield Park an iconic open space

For each of these directions, the Structure Plan identifies a set of objectives and some ideas to be further investigated through the Town Centre Masterplan process.

PURPOSE

The Wallan Town Centre Masterplan and UDF has reviewed, tested and built on the ideas raised in the Structure Plan and brought them together into an overall Masterplan and Design Framework. The purpose is to:

- **Test the ideas and respond to the directions in the Structure Plan** – The Masterplan has further analysed options set out in the Structure Plan, particularly relating to the provision of a bus interchange, access arrangements along High Street, pedestrian safety, the role of the Northern Highway (High Street) and expansion of the retail/commercial areas.
- **Provide a framework for the long term development of the centre** – The Masterplan establishes a town centre core which provides for new retail opportunities (both anchors and specialty shops) along Queen Street and part of Wellington Street.
- **Identify projects for delivery either by public or private developers** – The Masterplan identifies a series of public realm upgrades including the creation of a public square in the centre of town. The Masterplan also identifies improvements to service roads and access ways throughout the town centre.
- **Provide an assessment tool for statutory planners** – The Masterplan and UDF provides the basis for assessment of the applications within the Wallan Town Centre. The UDF contains a set of objectives and preferred outcomes which all applications for use and buildings and works must respond to.
- **Provide the basis for changes to the Mitchell Planning Scheme** – The UDF provides the basis for drafting of planning controls (overlays or local policy) for the town centre.

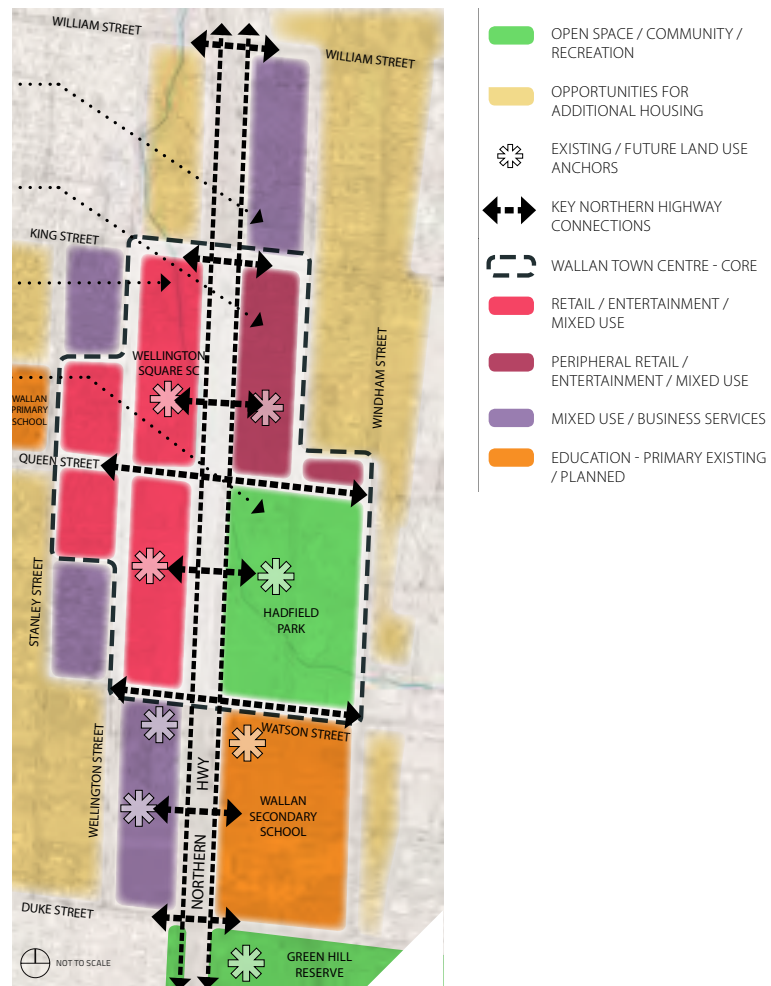


Figure 1. Proposed Land Use Plan, extracted from the Wallan Structure Plan 2015

HOW TO USE THIS DOCUMENT

This document provides detail and guidance for the study area as a whole, for individual precincts within the study area, and for 4 key development sites. The document has 4 parts being:

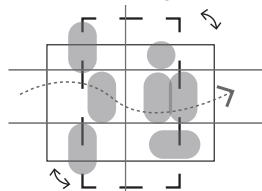
- Background and Context
- The Masterplan
- The Urban Design Framework (including Key Development Sites)
- Implementation Strategy

Figure 2 identifies the specific details contained within each section to enable readers to navigate through to the most relevant information.

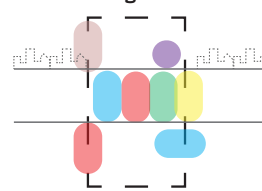
Section 1

Purpose, Background and Context, Existing Conditions, Issues and Opportunities

The Masterplan

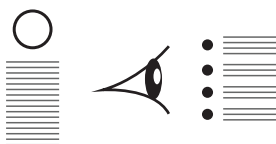


Urban Design Framework

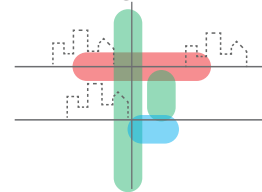


Section 2.1

Vision and Design Strategies



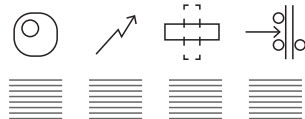
Overall Design Guidelines



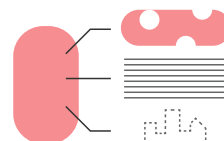
Section 3.1

Section 2.1

Overall Structure



Precinct by Precinct Principles



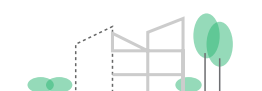
Section 3.2

Section 2.2

Precinct Role and Land use



Key Development sites



Section 3.3

Section 4

Implementation



(Projects to be implemented by Council and their respective public and private partners)

Figure 2. Components of the document

1.3

CONTEXT AND ANALYSIS

The town centre analysis involved a review of specialist reports, discussions with key stakeholders, a survey of Wallan residents, a review of community and stakeholder feedback and site visits. The following areas were analysed as part of the Town Centre Assessment:

- Land uses and activities
- Built form appearance and structure
- Vehicle movements and car parking
- Pedestrian movements
- Landscape features
- Zoning and Overlays

CONTEXT

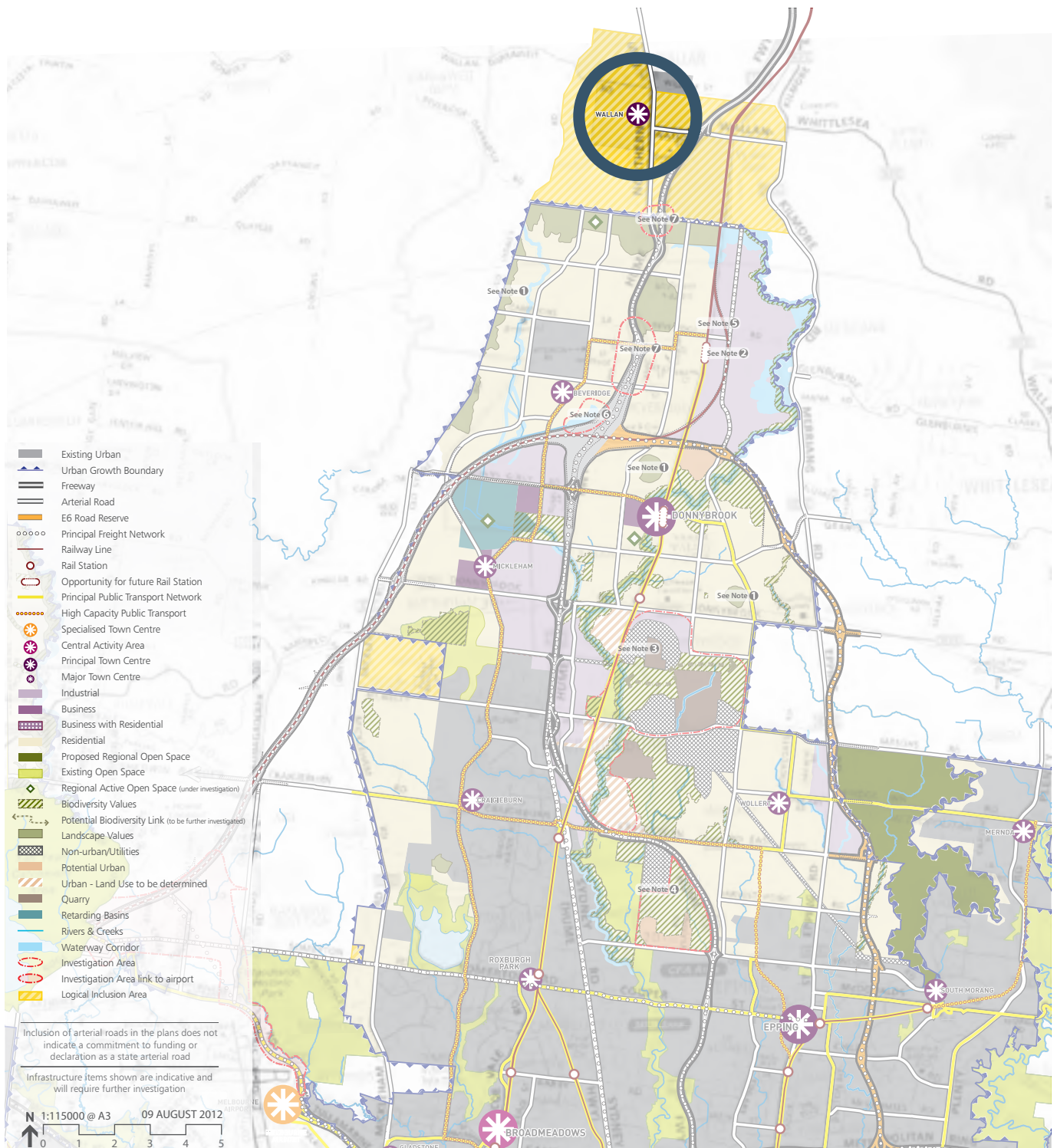


Figure 3. Northern Growth Corridor Context

The North Growth Corridor Plan identified Wallan's existing town centre as a future 'Major Activity Centre.' This will mean that the town centre will grow and serve its local population while providing for higher order services and retail to support surrounding regional towns.

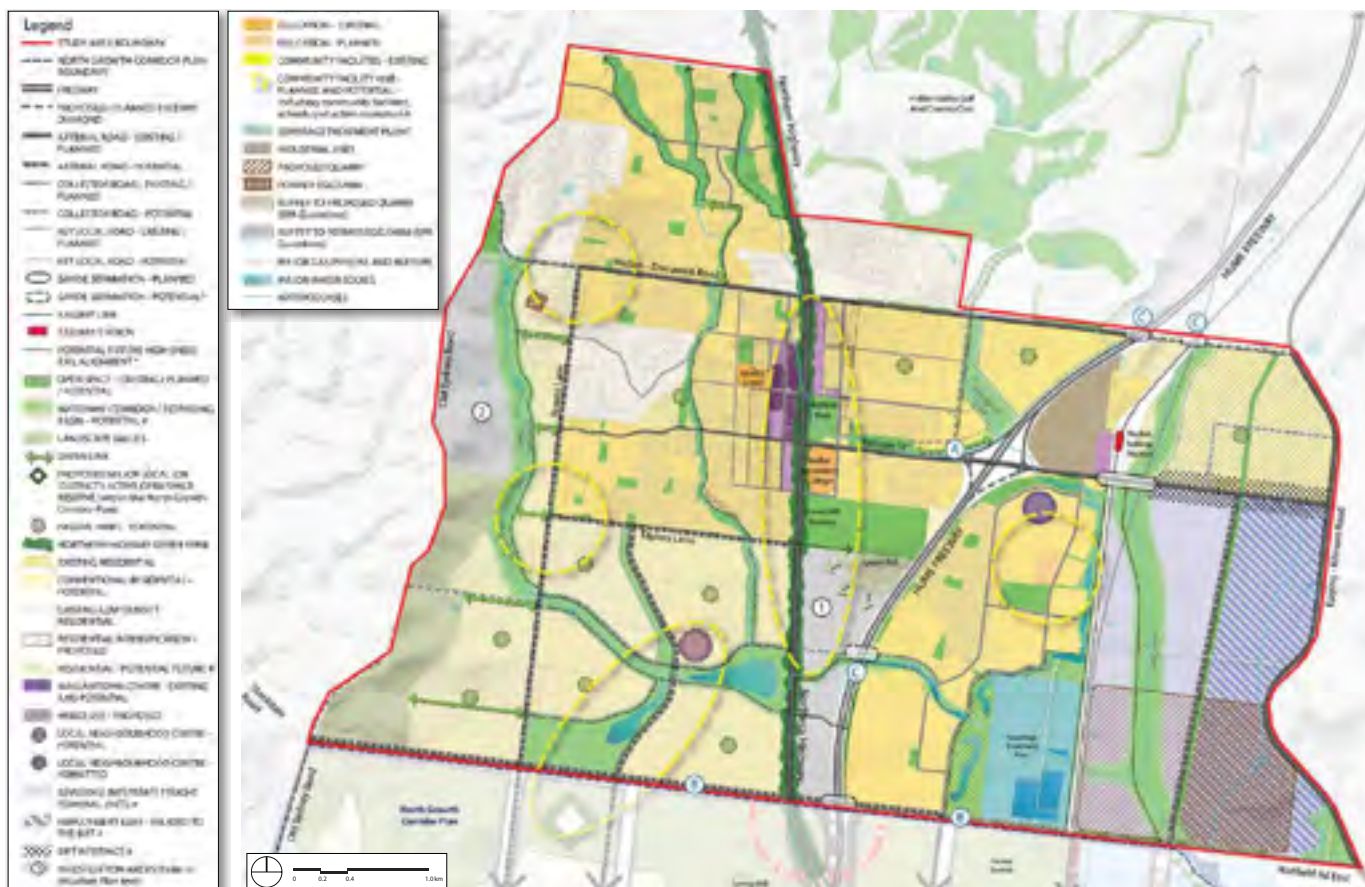


Figure 4. Wallan Structure Plan, 2015

The Structure Plan for Wallan provides the context and basis for the preparation of the Wallan Town Centre Masterplan. The Structure Plan notes the following:

Being located within the Urban Growth Boundary of Melbourne, 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 Wallan.

Wallan will provide a distinct offering from other growth areas in the region. Its containment within the surrounding landscape and green separation from adjoining towns, along with its integrated open space assets and linkages, will provide future residents with a strong sense of a country lifestyle. The open space network will create neighbourhoods that boast an individual identity and character.

Wallan will have a diversity of housing choices ranging from rural living lots, low density lifestyle housing, standard density detached housing, and medium density housing located in areas around shops, transport and services. Hidden Valley, immediately north of the study area, provides additional choices for housing within a masterplanned rural living community.

LAND USE AND ACTIVITY

Retail

The Wallan Town Centre has a predominantly retail and commercial core running along the western side of High Street, with the majority of retail concentrated between King Street to the north and Watson Street to the south.

Anchor tenants include Coles and Woolworths supermarkets that are located on opposite sides of Queen Street. An Aldi supermarket is located outside the retail core area, south of Watson Street. These two areas generate considerable shopping activity.

Along High Street, between Queen and Watson Streets there is finer lot sizing with a variety of smaller businesses operating, contrasting with the larger format Wellington Square Shopping Centre to the north of Queen Street.

This large and small format retail and commercial strip core is surrounded by a mixture of residential and community facilities including Wallan Primary School and the Council Community Centre (under construction) to the west on Queen Street, Wallan Secondary College on the corner of Watson Street and High Street and a number of community uses with Hadfield Park to the east.

Commercial

The commercial land uses within the Town Centre are generally dispersed along High Street, primarily north of Queen Street and some south of Watson Street. Land along High Street (north of Queen Street) consists of large properties that include petrol stations, trade supplies and some dwellings. The western section of this area includes a mix of residential, garden nurseries and small health related uses such as dental clinics, vet clinics and a private gym.

Whilst zoned for commercial purposes, land south of Watson Street fronting High and Wellington Streets has only had limited commercial development with many sites still vacant, potentially due to Wellington Street being unconstructed in this section.

Community/Open Space

The south eastern section of the town centre comprises two large landholdings being; the Wallan Secondary College and Hadfield Park. Hadfield Park currently has a number of community uses with the eastern precinct containing a sports stadium, multi-purpose community facility, child and kinder facilities, skate park and tennis courts. Wallan Secondary School has its open space fronting Watson Street and the administrative buildings fronting Duke Street.

The western section of Hadfield Park offers passive open space with an integrated wet/dry playspace being constructed adjacent to Queen Street. The Wallan Secondary School has its open space fronting Watson Street and the administrative buildings fronting Duke Street.

Greenhill Recreation Reserve is located immediately south of the Wallan Secondary School on the border of the Town Centre. It is the only active recreation reserve in Wallan and currently accommodates both the Wallan Netball and Football Club and the Wallan Cricket Club on the two ovals.

In addition to the ovals, the Wallan Lawn Bowls Club is also located within the reserve. The size of the reserve is 34.43ha, but a large part of the reserve is encumbered by the significant slope associated with Green Hill.

Council is planning for an expansion of active recreation uses immediately abutting the reserve at 300 Northern Highway, given existing and predicted community demand.

Mitchell Shire Council have prepared a Planning Scheme Amendment (C112) which proposes to apply a Public Acquisition Overlay (PAO) to the land at 300 Northern Highway. The purpose of this overlay is to identify land for future active open space, which would be acquired by Mitchell Shire Council.



Figure 5. Wallan Town Centre, looking south



Figure 6. Existing Land Use Plan

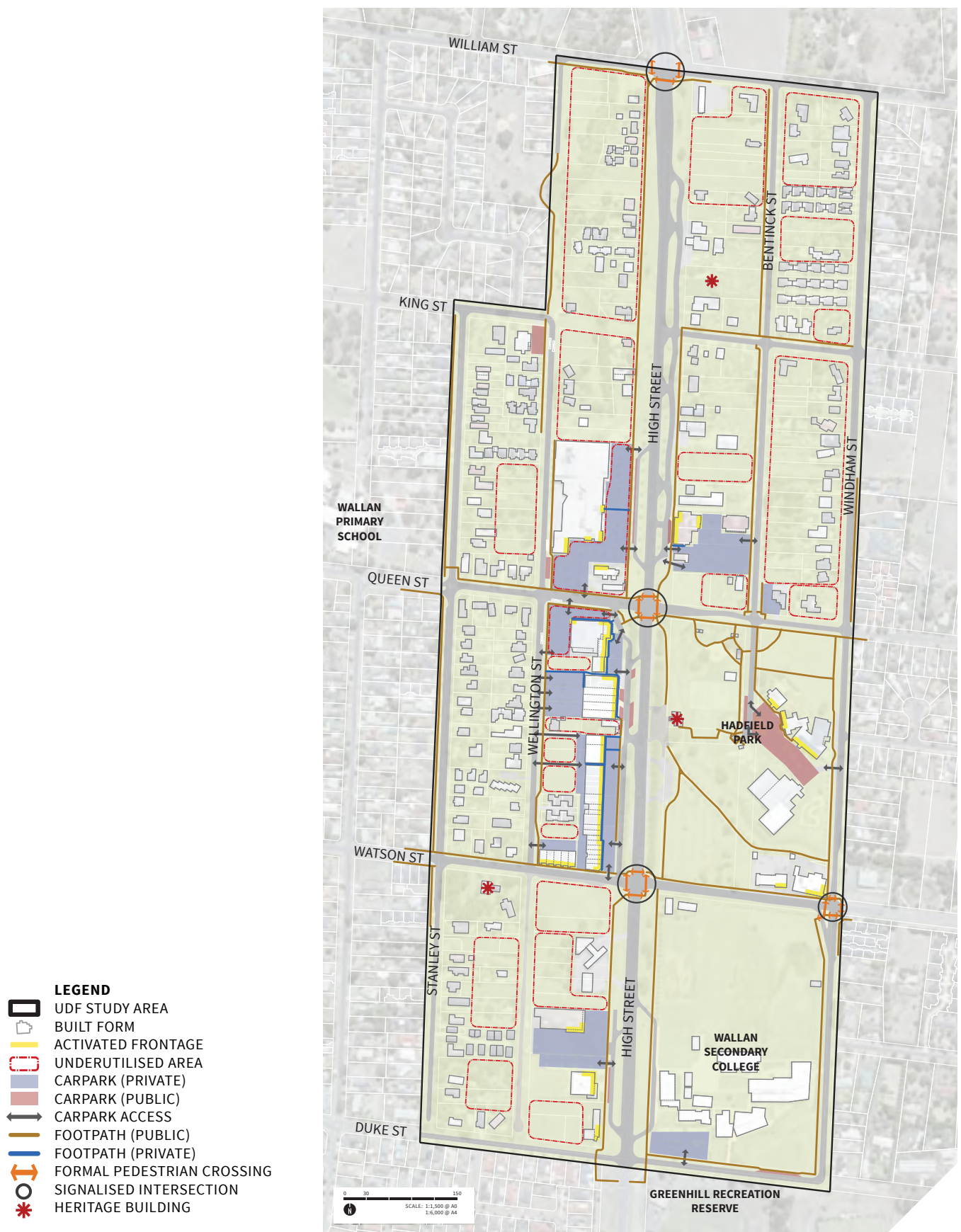


Figure 7. Existing Activity Analysis

BUILT FORM ANALYSIS

Built form is concentrated on the western side of High Street. The typical building elements within Wallan are:

- Varied building styles and heights
- Pitched, angled and skillion roofs
- Simple building elements and clean lines
- Column awnings
- Strong horizontal and vertical lines

The built form across Wallan is best defined as functional, and without ornament or a clearly developed character. Colours are generally neutral off-whites and muted yellows.

There are few buildings of architectural presence, with the Free Library, Wallan Hotel and the Nexus Health building providing exceptions (See photos B,F and G).

Across the Town Centre, uses have not been organised with clear precincts and as such there is little agglomeration of 'like' activities/uses. There are no defined clusters or precincts of either retail or commercial offers, rather a splintering of uses that does little to encourage foot traffic.

Most shop fronts have considerably large setbacks from boundaries, and as a result there are few defined streetscapes and street corners within the Town Centre. Accessibility to many of the buildings is hampered by large carparks which wrap around the main structures, without clear or designated pedestrian pathways.

Canopy and weather protection is inconsistent throughout the centre and offers little protection for public spaces, especially between Watson and Queen Streets.

Uncontrolled advertising and signage directed towards roads predominates facades.



Figure 8. Strip shops on the corner of High and Queen Street looking west



Figure 9. Contemporary built form on High Street



Figure 10. Example built form along High Street

Retail and Commercial

Wallan's retail and commercial development is concentrated on the west side of High Street, with a small pocket on the east side, north of Queen Street, containing the Hotel and a new Bakery-Café and some Hardware or supply outlets in steel shed constructions.

Small format outlets are typically single storey brick masonry or precast concrete, with occasional office or administration on first level. Typically they have skillion roofs and parapets for signage predominate. In the retail core many buildings provide a narrow verandah protecting the footpath, but this is typically insufficient to allow protected on street dining and foot traffic. Historic preferences for carparking has resulted in some inconsistent setbacks and very little sense of place. Signage is focused to be visible for vehicles and is not oriented for pedestrian use.

Medium format outlets are mostly reflected in the Coles site on the south side of Queen Street and the Aldi development west of High Street and south of Watson Street, which are also single storey format. These have typically blank concrete facades with limited detailing or windows.

The large format retail offer of Wellington Square includes Woolworths concentrated north of Queen Street. It constitutes a large volume with some double height articulation and is setback some 50 metres from High Street with a large carpark to the street edges.

The small Hotel and Bakery cluster to the north-east is unique with its red gabled roof forms. Other commercial developments in the Town Centre consist of Service Stations, Carwash and Fast Food outlets that are oriented towards servicing car based users. The built form of these sites is purely functional and provide little public realm amenity or orientation.

Residential

Residential development within the Town Centre is typically single storey, detached brick veneer housing, mostly from the 1970s and 1980s. These are generally located on large lots with considerable site permeability. Front fences are typically low, and side fences paling.

Recent new residential developments are 2-3 bedroom rendered or brick villa units, with 8-12 units on each lot with a large site coverage and low permeability. Private outdoor spaces are poorly provided and are typically narrow spaces between the building and paling fences. An internal driveway provides off street parking but reduces shared open spaces.



Figure 11. Strip shops on High Street looking west

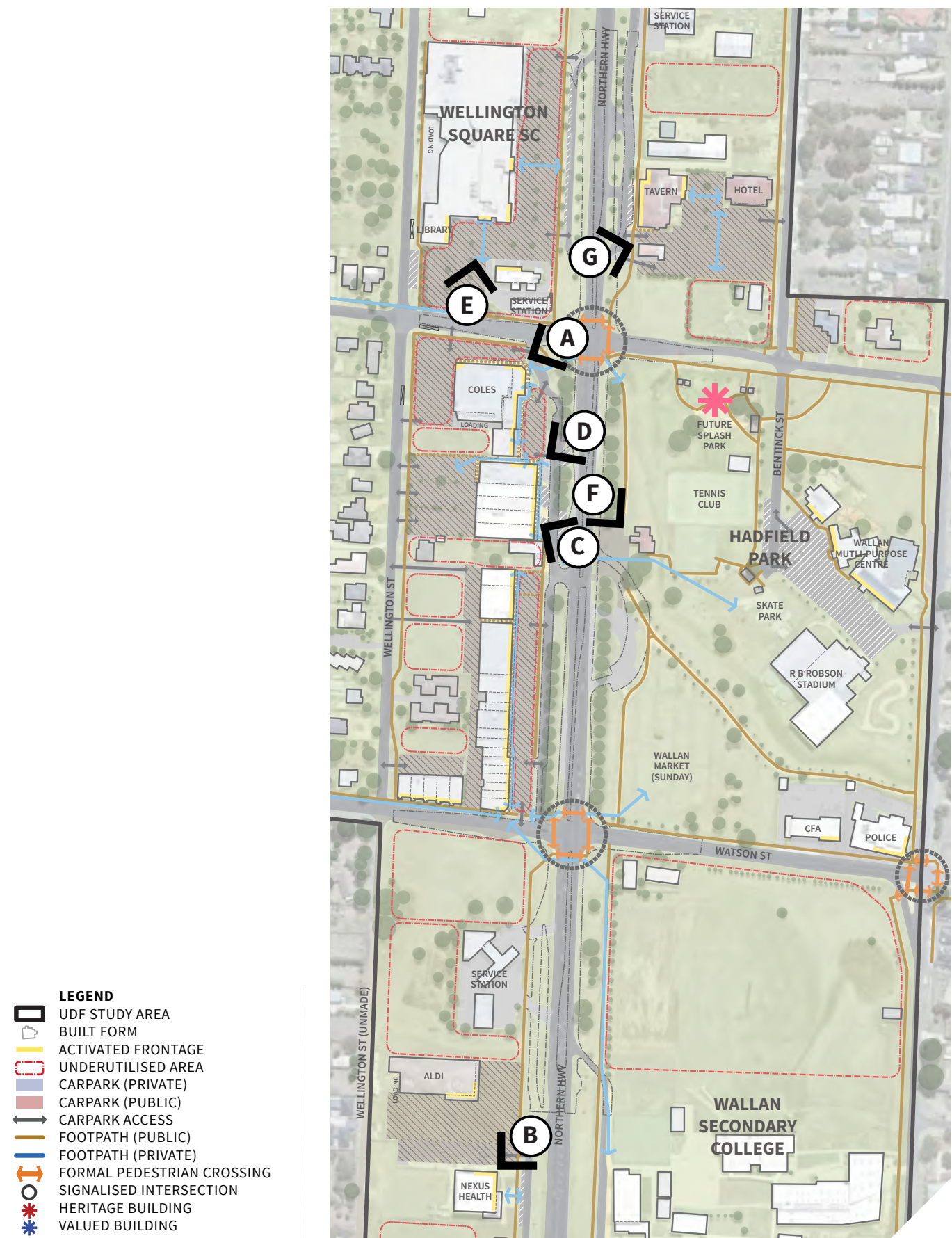


Figure 12. Built Form Analysis



Figure 13. Wellington Square Shopping Centre



Figure 14. Free Library



Figure 15. Hogan's Tavern

VEHICLE MOVEMENT AND CAR PARKING

Vehicle movement in the Town Centre is challenging by virtue of High Street (Northern Highway) and the associated service land requirements. There are only a few signalised intersections along High Street which limits east-west accessibility and pedestrian connectivity. The unformed section of King Street provides a further impediment to east-west vehicle movements.

There is also limited north-south accessibility, as only the Northern Highway and Windham Street extend uninterrupted from Duke Street in the south of the town centre to William Street in the north. The unformed section of Wellington Street is a key missing link in regards to north-south connectivity.

Key vehicle access routes into residential areas are predominantly via Watson and Queen Streets for east-west movements, with Wellington (sealed section only) and Windham Streets utilised for north-south trips.

Queen Street, between Wellington Street and High Street, services both Wellington Square and the Coles supermarket. With multiple access points, movement is congested and lacks clearly defined pathways for vehicles and pedestrians (see Figure 16).

Within the Town Centre, between Watson and Queen Streets the following occurs:

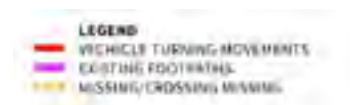
- Key shopper traffic access points are numerous and are potentially unnecessarily duplicated.
- A considerable percentage of ground area is designated to carparking, with studies indicating rates of underutilisation exist in all carparks within the Town Centre (Cardno, June 2016).
- Many parts of the service roads and public realm (including footpaths) are under private ownership.



Figure 16. Queen and High Street Vehicle and Pedestrian Movements



Figure 17. Watson and High Street Vehicle and Pedestrian Movements



A relatively large proportion of the Town Centre is currently used as at-grade car-parking, which is predominantly in private ownership. This includes:

- Between Watson and Queen Street, carparking along High Street is highly fragmented due to multiple entry points and varied building setbacks.
- Carparking of notable depth wraps around Wellington Square, creating accessibility issues.
- Large amounts of at-grade parking accessed off Wellington street offered by the undeveloped land located to the rear frontages of the High Street shops.
- It is exceptional; but on event days in Hadfield Park, road verges and vacant sites (e.g. the future McDonalds site) are also used for car parking; as well as some areas of lawn on Hadfield Park.

As a result of the car parking provision, built form is highly dispersed to accommodate vehicle movements, creating an environment that is not conducive to pedestrian activity.



PEDESTRIAN MOVEMENT

The key pedestrian routes in the Wallan Town Centre are:

- Queen Street between Wallan Primary School and High Street/ Northern Highway retail core.
- Along High Street shopping strip they are constrained noting:
 - ◊ Pedestrian movements are highly fragmented due to changes in shopfront setbacks and footpath levels.
 - ◊ There are significant distances between signalised intersections along High Street leading to unassisted crossing east/west, particularly near the War Memorial/Free Library and retail precinct.

Pedestrian movements are constrained within car parking areas and east-west movements due to a lack of adequate infrastructure or way-finding from rear car parks to shops fronting High Street.

Few pedestrian movements between individual shopping areas occur, with trips within the Town Centre from point to point often travelled by car. This is largely due to the lack of a cohesive pedestrian network, characterised by a road network with no or only one sided footpaths, or footpaths in poor condition.



Figure 19. Existing pedestrian movement along unsealed section of Wellington Street, looking south to Duke Street.



Figure 20. Existing pedestrian movement - west side of Waston Street heading west from High Street. No footpath on south site, requires pedestrians to walk on road.



Figure 21. Existing pedestrian movement - walkway across vacant land to Aldi Supermarket from unsealed section of Wellington Street.

PEDESTRIAN MOVEMENT



Figure 22. Existing Pedestrian Movement

LANDSCAPE ANALYSIS

Significant view lines exist eastward towards the surrounding region and hills.

Key landscape elements include:

- Wallan Creek running through the Town Centre; however, the natural path of the creek is fragmented by Wellington Square Shopping Centre and other road infrastructure.
- Hadfield Park provides a significant greenspace within the immediate Town Centre, however connectivity issues mean the park visitation is usually single trip only with limited multipurpose trips to the rest of the Town Centre.
- The Avenue of Honour is a strong framing element of the High Street, providing some structure and presence to the Town Centre.
- There are a number of viewlines throughout the Town Centre as shown on Figure 23.

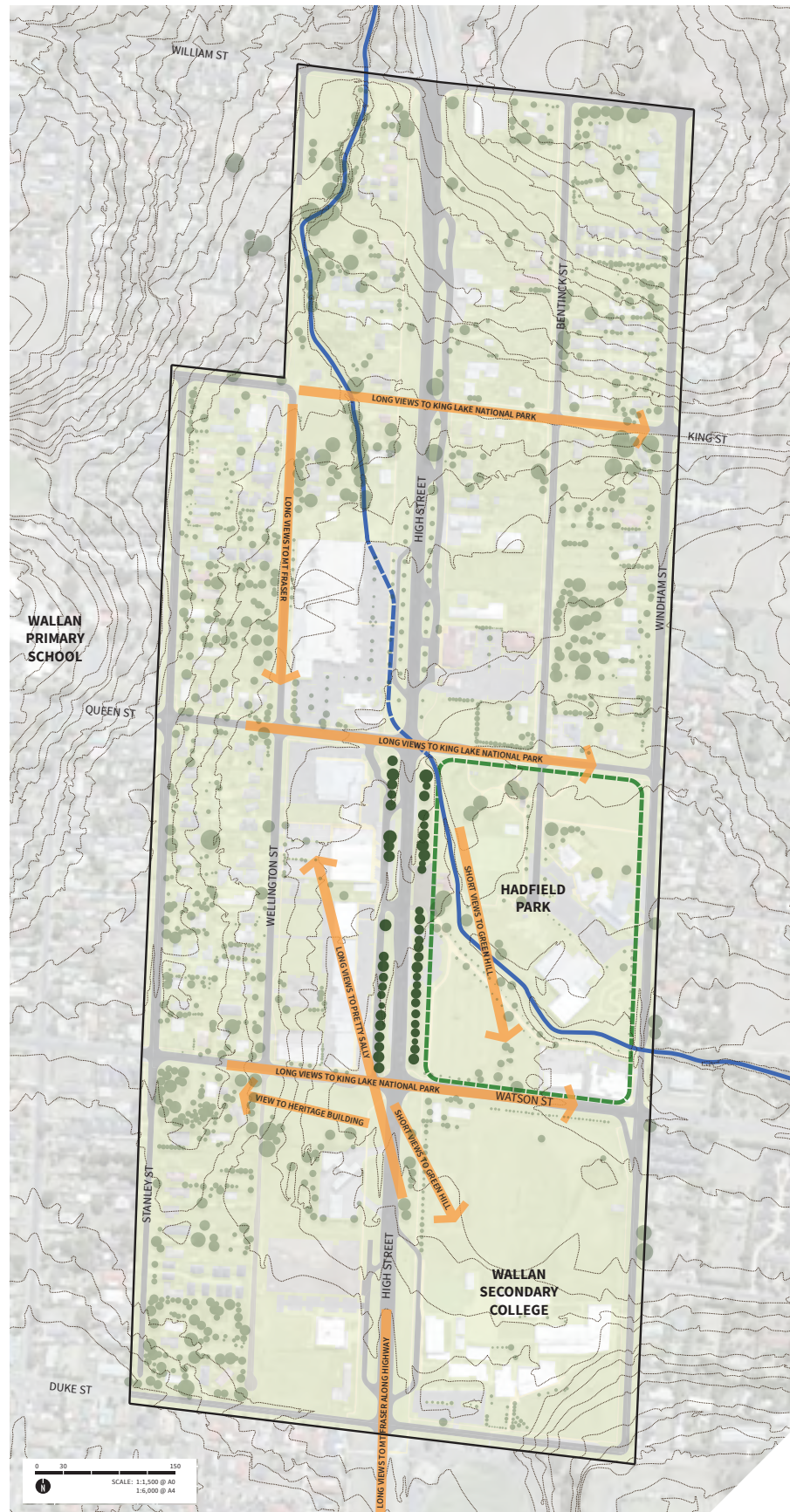


Figure 23. Landscape Analysis

ZONES

The study area is predominantly within the Commercial 1 and 2 zones, surrounded by residential zones.

Two key Public Use Zone (PUZ) sites are directly connected to areas zoned Public Park and Recreation (PPRZ).

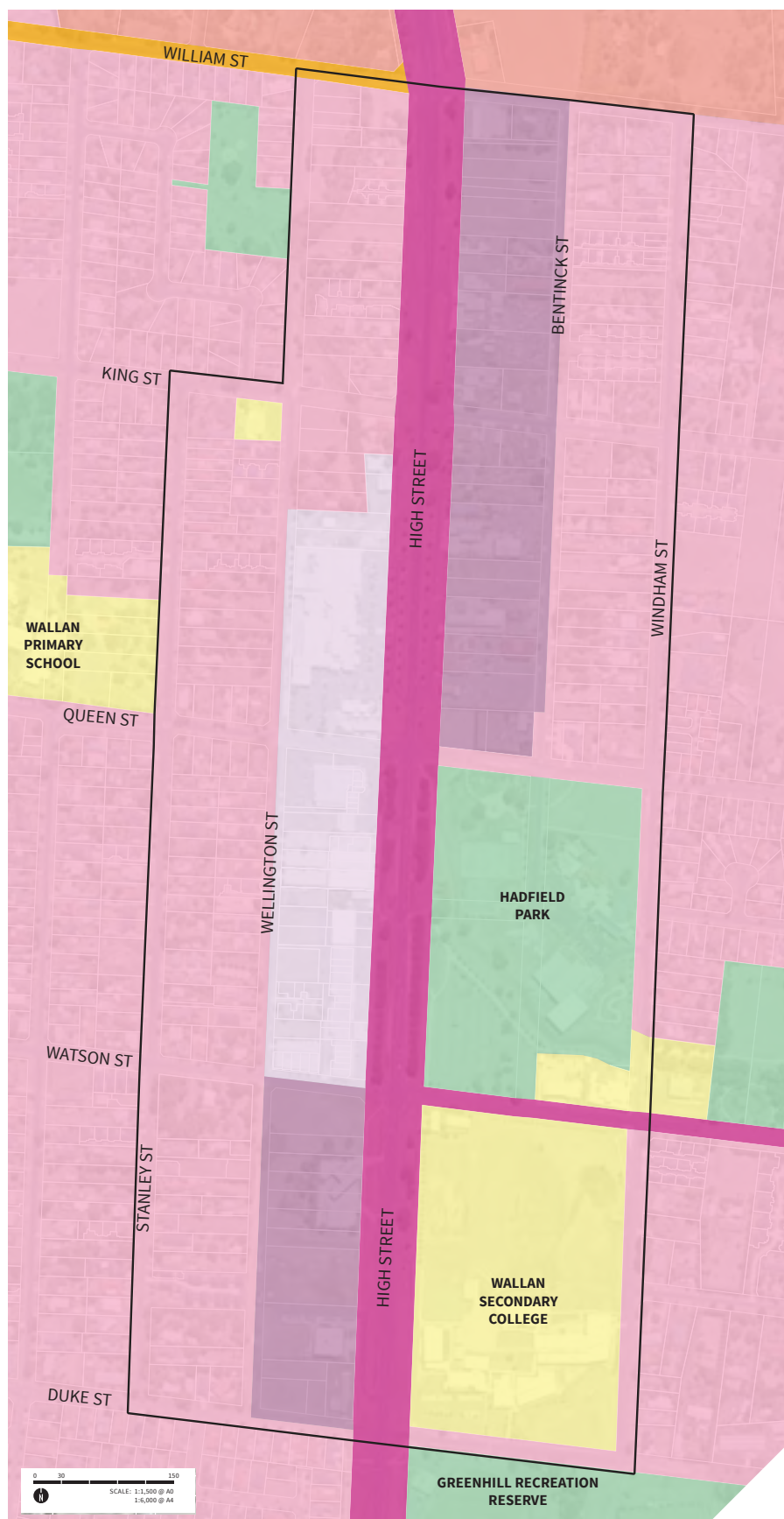
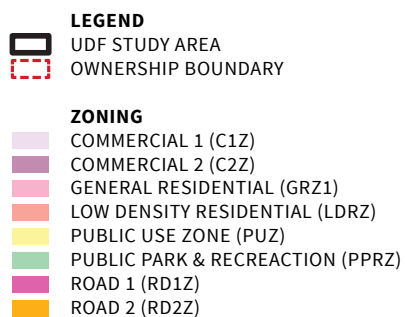


Figure 24. Zones

OVERLAYS

The following existing overlays apply to the land:

- Environmental Significance Overlay – Schedule 3 (ESO3) is a watercourse reservation affecting land located to the north of Queen Street and west of Northern Highway.
- Floodway Overlay (FO) applies to two locations, running in a north-south direction intersecting properties to the west of Northern Highway and in an east west direction on the eastern side of Northern Highway and south of Queen Street.
- Heritage Overlays (HO210, HO211, HO212, HO289):
 - ◊ HO210 – World War I Memorial and Avenue of Honour including 48 Purple Leaved Dutch Elms (*Ulmus x hollandica* ‘Purpurascens’) both sides of High Street between Queens & Watson Streets.
 - ◊ HO211 – Free Library, High Street
 - ◊ HO212 – Former Methodist Church (1865), High Street
 - ◊ HO289 – Uniting (former Presbyterian) Church, 29-31 Wellington Street
- Road Closure Overlay (RXO) applies to Bentinck Street between Queen Street to the north and Watson Street to the south.

An interim heritage overlay has been applied on 59 High St. The overlay seeks to protect the front facade and side walls of the heritage building.

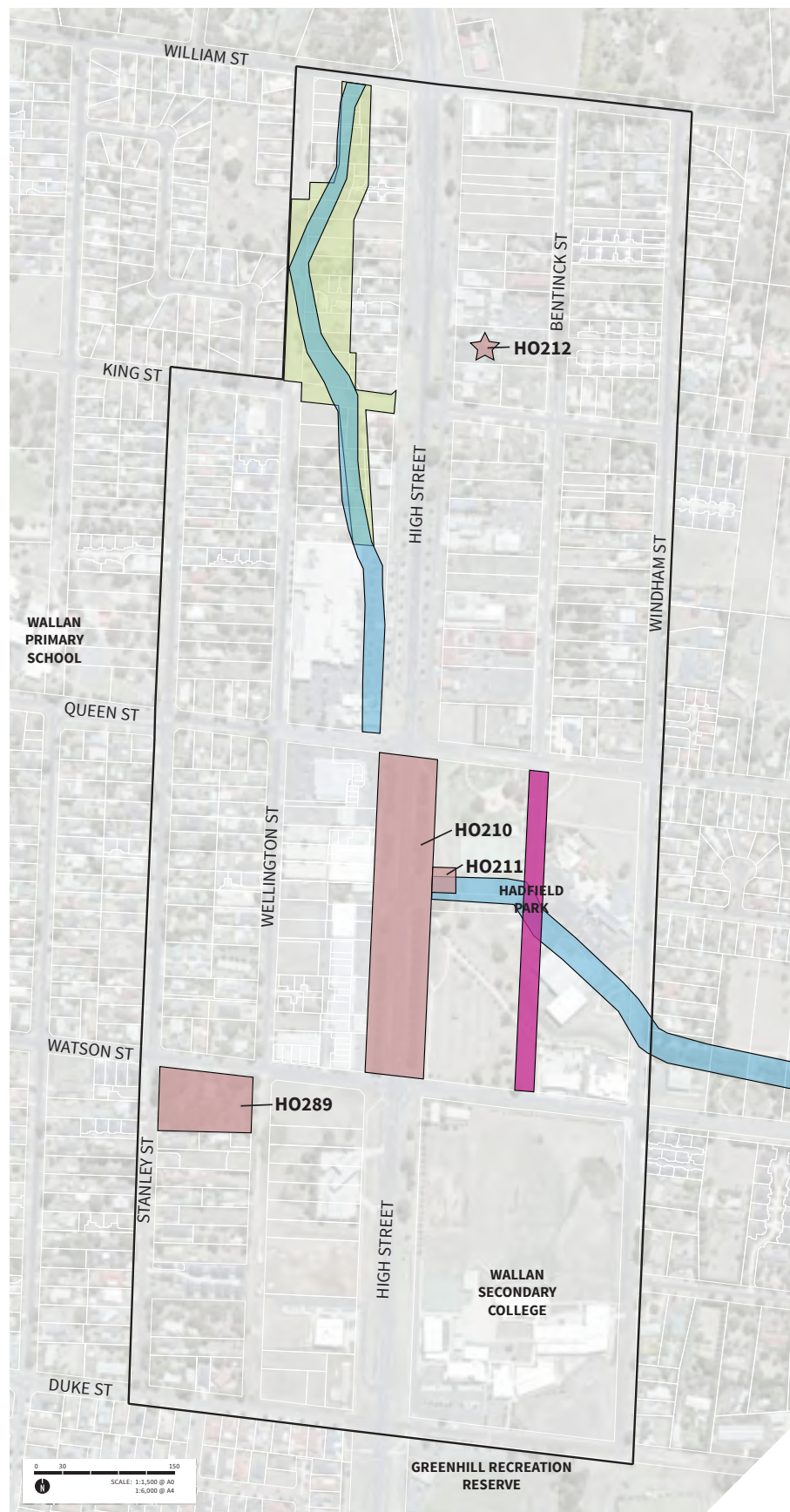
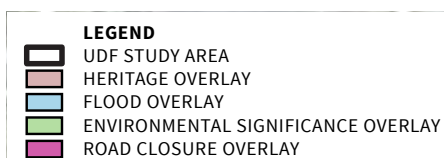


Figure 25. Overlays

1.4

ISSUES AND OPPORTUNITIES

The Wallan Town Centre presents a number of opportunities to improve the local environment and to provide diversity in retail mix, new commercial development, employment and housing. Improved integration of the movement network will strengthen access to anchors and general circulation within the Wallan Town Centre. The issues and opportunities to be explored are categorised into key themes.

- Access and Connectivity
- Town Centre Role/Economic Performance
- Built Form and Amenity

ISSUES

The following issues have been identified throughout the context analysis and consultation with stakeholders:

Access and Connectivity

- High Street is a significant barrier to pedestrian movement given its existing traffic volumes and consideration distances between dedicated pedestrian connection points. Many movements across High Street from the shops to Hadfield Park are unassisted. Footpaths are not continuous or are interrupted along High Street.
- Limited connectivity to green spaces with Hadfield Park due to limited number of crossing points along High Street.
- Many different footpath level and surface changes throughout the centre.
- Lack of a connected footpath network throughout the centre and a lack of visual legibility contribute to a poor walking environment.
- Lack of connectivity between Wallan Secondary School and High Street retail precinct noting pedestrian connections by foot terminate in areas with no footpaths. See Figure 26.
- Lack of designated secondary vehicle routes in the town centre to provide improved connections and traffic dispersal (Duke Street is closed and Wellington Street is unsealed). This limits the ability to create a secondary north-south movement network to High Street.
- A number of key roads including Wellington, Stanley and King Streets are not fully constructed.
- There is some significant community concern regarding VicRoad's planned capacity upgrade to High Street/ Northern Highway and its impact on the amenity of the town centre.
- The unformed sections of King Street and Wellington Street impede east-west and north-south connectivity and increase reliance on High Street for vehicle movements around the town centre.
- Many parts of the service roads and public realm (including footpaths) are under private ownership, which causes issues for maintenance and strategic reconfigurations.
- The service road network has a confusing configuration that presents potential safety risks for vehicles and pedestrians and discourages pedestrian movements.



Figure 26.

Lack of footpath network once Wallan Secondary Students cross High Street at Watson Street.

Town Centre Role/Economic Performance

- Wallan Town Centre is under-performing with visible vacancies in Wellington Square.
- Wallan Town Centre is losing spend to other retail centres.
- There is a lack of diversity in the retail offering.
- There are limited commercial buildings, major office buildings or large office tenants.

Built Form and Amenity

- Built form is disconnected with little interaction within the public realm.
- Limited built form consistency - appearance is ad hoc.
- The architectural design does not reflect aspirations for the Town Centre, as a high quality integrated Town Centre.
- No branding or consistency to signage within the Town Centre. Signage is cluttered and repetitive.
- Areas of larger scale/less comfortable spaces for people to dwell and interact, with limited shade/sheltered areas.
- No heart/focal point and no defining features other than Avenue of Honour and Free Library heritage buildings.
- Limited landscaping and greenery for most of the centre (apart from the Avenue of Honour).
- Considerable percentage of ground space is given to at-grade car parking, which is difficult to access from the High Street shops.
- A highly dispersed Town Centre with no focal point. This is illustrated by the Town Centre's 1.4km frontage along High Street.



Figure 27. Existing built form interfaces with public realm

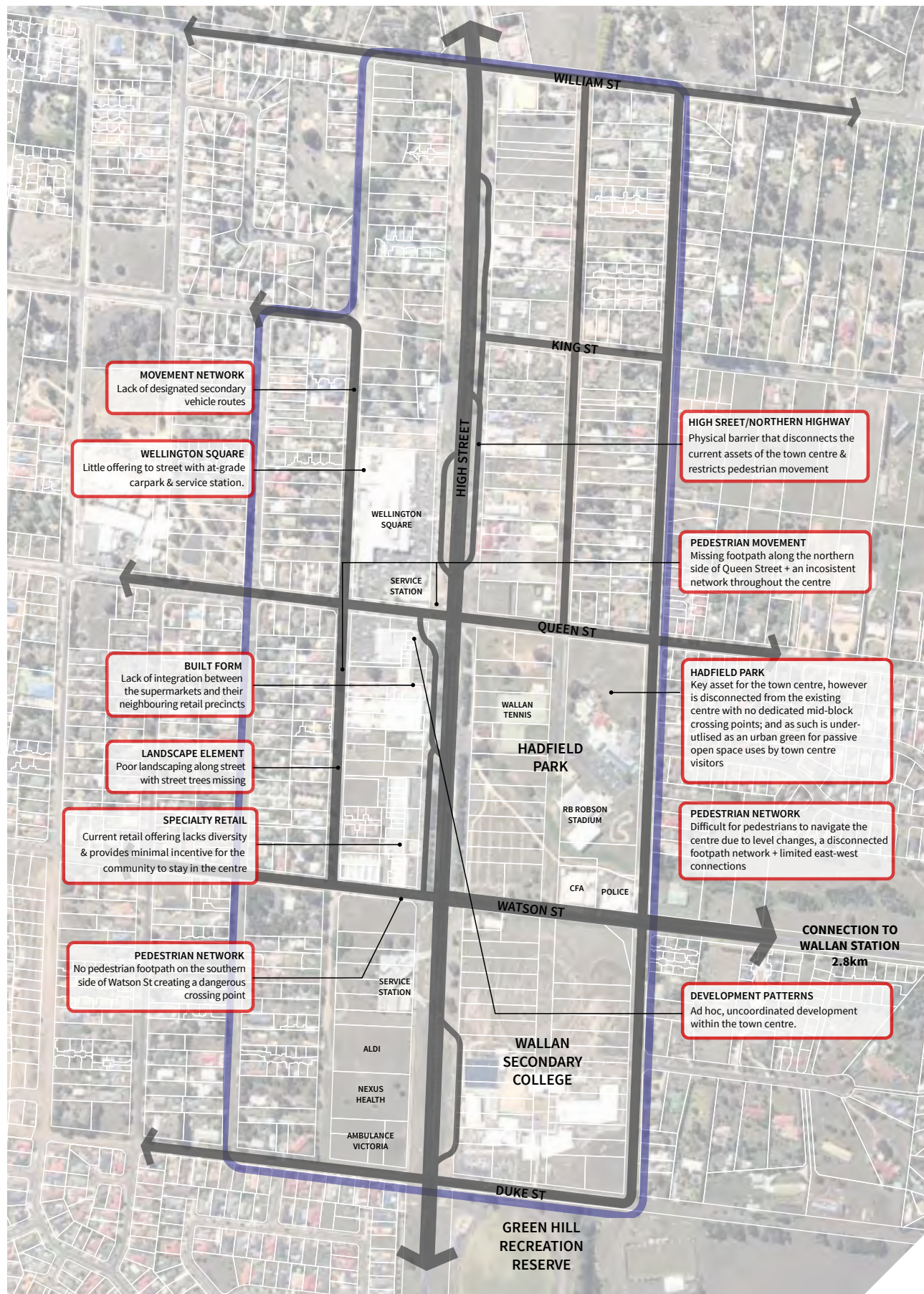


Figure 28. Issues Plan

OPPORTUNITIES

The following opportunities have been identified throughout the context analysis and consultation with stakeholders:

Access and Connectivity

- Potential to develop a strong movement hierarchy, providing connectivity through multiple route options; with opportunities to further strengthen access and improve pedestrian and cycling connections to and within the town centre.
- Moderately flat site, providing no barriers to active modes of transport.
- Availability/oversupply of car parking within the centre both along High Street and Wellington Square car parking areas at most times.
- Role of Wellington Street to act as a secondary north south movement road servicing the commercial core of the Town Centre.
- Wellington Street will be very important in delivering a Peripheral Movement Network needed to service the developing Town Centre.
- A number of options can be explored for a new bus interchange, providing increased connectivity to surrounding areas.
- Sufficient land to provide consistent street tree planting within the town centre by expanding/updating road cross sections.
- Revise service road configuration to improve vehicle/pedestrian movements.

Town Centre Role/Economic Performance

- Opportunity to provide more community/civic use in the town centre in the medium/long term.
- Adequate land adjoining commercial 1 zone to expand and accommodate new retail facilities along Queen Street (rezoning would be required).
- There are numerous large, vacant sites within the core of the town and within the gateway areas which could be developed for a mix of uses with a greater scale. This mix would increase the population within a walkable catchment of the town centre and create greater activity in the town centre beyond traditional working hours. This will generate demand for non-retail activity.
- Investment in public realm will attract high quality development of key sites.

Built Form and Amenities

- Wallan Town Centre is a nominated Major Activity Centre that has the ability to service the wider northern growth corridor, and its built form should convey the status of the Centre as a significant destination.
- There is potential to redesign public spaces within the speciality retail area of High Street and provide new public spaces.
- Key ingredients of a good Town Centre exist, with generous quality, open spaces in Hadfield Park and established community facilities.
- Potential to develop a heritage public place which included the Free Library, War Cenotaph, Public Hall, Avenue of Honour and former 1860's general store opposite as a unified "Town Centre Heart" Public Space. The space allows for:
 - ◊ Redevelopment potential of vacant land in High Street retail precinct.
 - ◊ Potential for creation of a distinct centre/heart for public purposes.
 - ◊ Ability to improve pedestrian and visual connections east/west of High Street.
- Potential to make Wallan 'distinctive.'
- Most built form is towards street and site edges and can be made to activate streets and create stronger street definition and consistency, through public realm improvements.
- Avenue of Honour - A strong existing green spine that can be extended and enhanced.
- Vacant and underutilised sites can be developed for new high quality and contemporary built form which addresses the street edge.
- Ability to encourage well designed development with height massing.

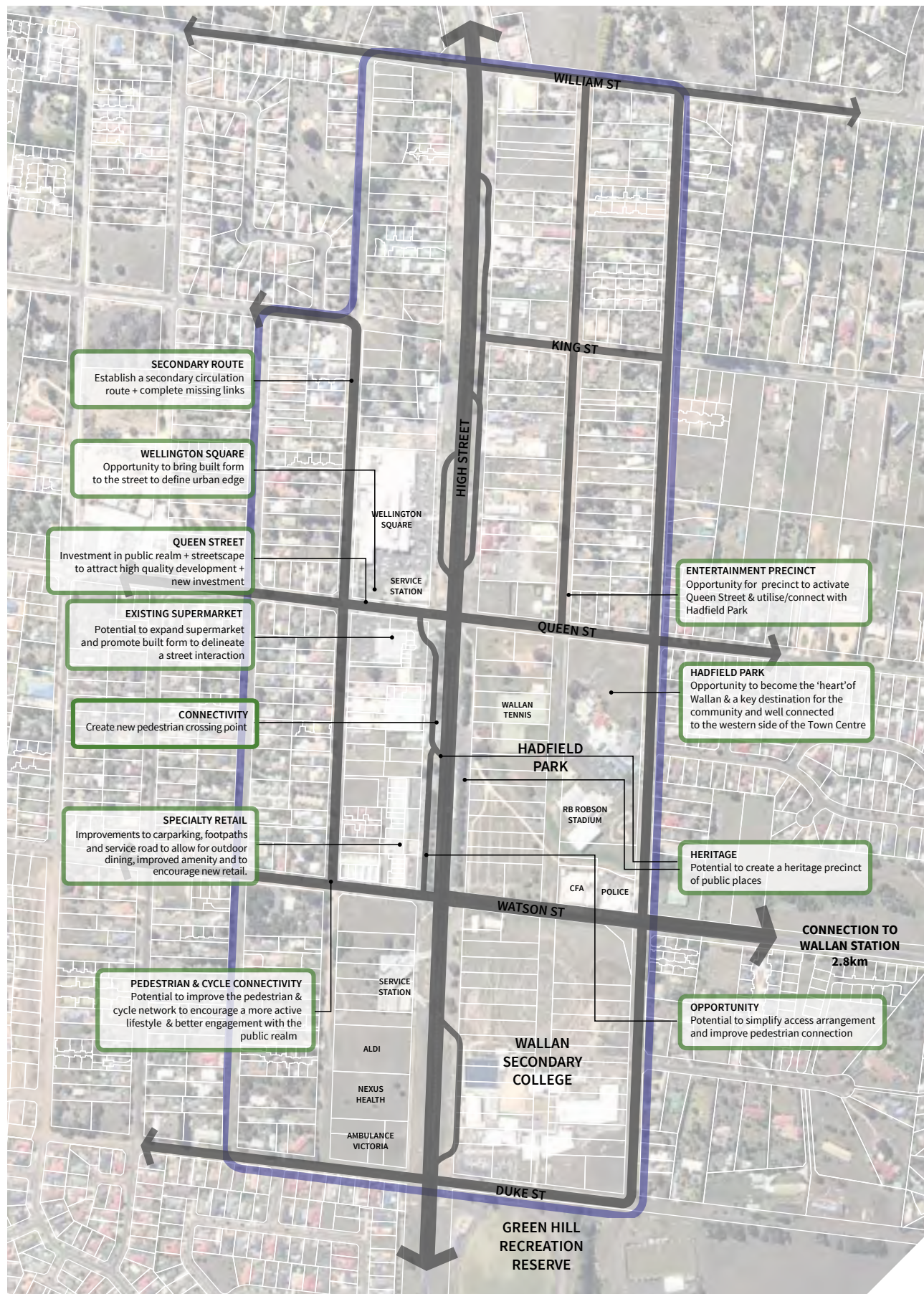


Figure 29. Opportunities Plan

2.0 THE MASTERPLAN

The Masterplan has been prepared to provide the framework for the Town Centre to improve its function and role in line with the expected population increase over the coming years. This means providing an appropriate level of retail choice and amenity for the existing and future residents of Wallan and the broader region. The vision for Wallan is to create a more compact town centre that is vibrant, provides an attractive public realm and is walkable. The Town Centre Master Plan prepares Wallan for the future, providing a robust and flexible plan which will sustain the centre in the short and longer term.

It takes into account the planning already undertaken to date as part of the Structure Plan and builds upon this to unlock development potential, create new business opportunities and enhance amenity for a town that demands change for its existing and future residents. The plan promotes a mix of activities in the Town Centre that will combine to create an attractive commercial heart which is a place where people want to spend time and which creates a centre which has the amenity to attract new business and investment. For a future population of up to 31,581 by 2036 (id forecast June 2016), the Town Centre will be the main focus for the retail, commercial, civic, community and cultural activities, providing a rejuvenated and walkable town centre for people to enjoy.

The vision and key structural elements of the Masterplan are outlined over the following pages:

- Consolidated Growth
- Legible Street Network
- Unlocking Underutilised Sites
- Diversified Uses
- Improved Public Realm

THE MASTERPLAN

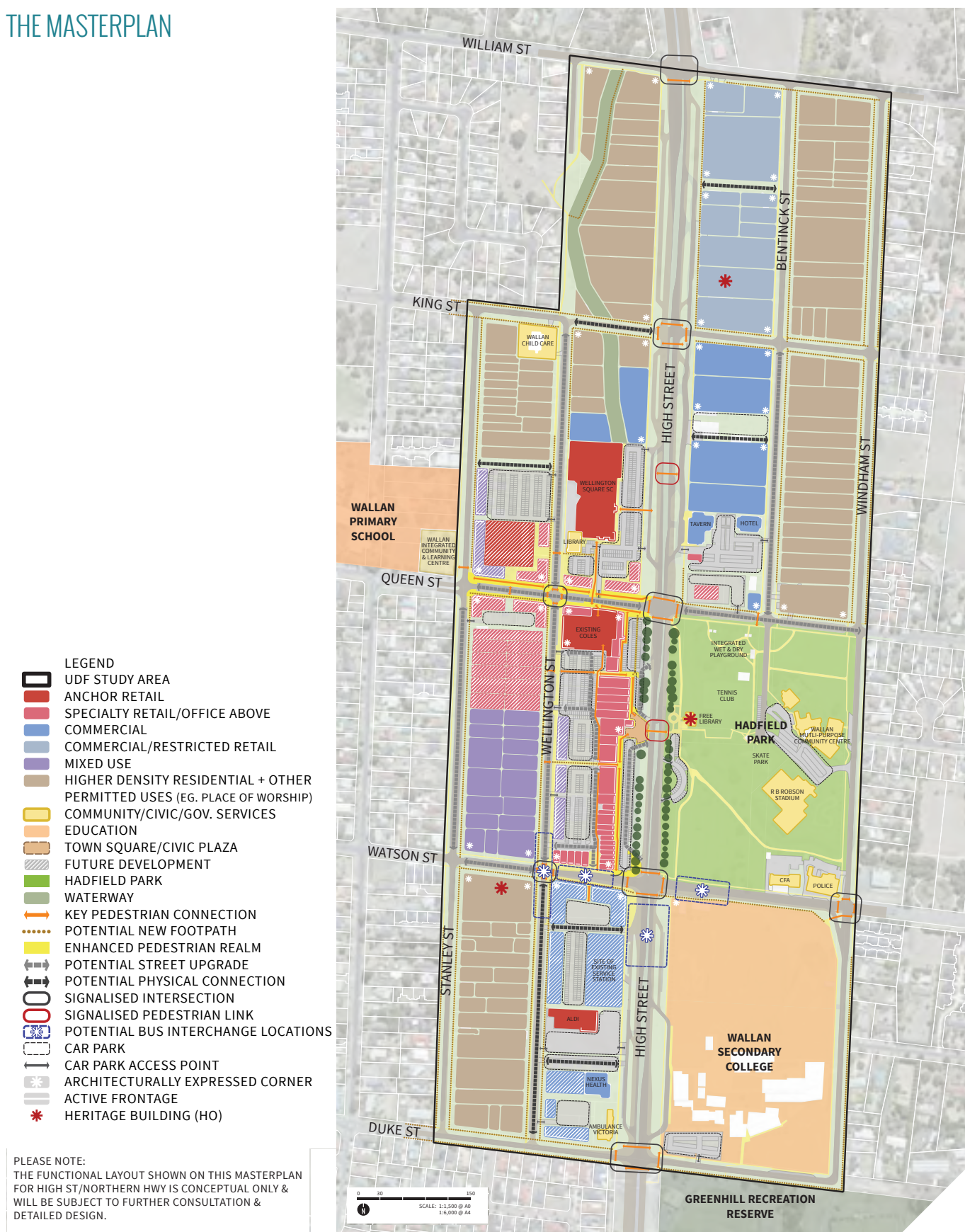


Figure 30. Masterplan

2.1 VISION AND DESIGN STRATEGIES

The project team established a vision for the Wallan Town Centre early in the process to deliver key priorities and how the Town Centre could develop over time. The vision builds on feedback/consultation as part of the Wallan Structure Plan, 2015.

VISION:**THE WALLAN TOWN CENTRE AIMS TO CONTINUE ITS TRADITIONAL ROLE OF PROVIDING GENEROUS FACILITIES AND OFFERING A TOWN BASED LIFESTYLE TO EXISTING AND FUTURE RESIDENTS AND VISITORS ALIKE.**

Wallan's growth will be the catalyst for significant business investment, public realm improvements and employment growth in the town centre. The strategic positioning of the Wallan Town Centre means it will not only service the needs of the immediate existing and future resident and business community of Wallan but will also be the major service centre for the southern catchment of the Lower Hume Region. The town centre will be a central destination for activity, providing a vibrant and thriving range of businesses, services and facilities.

The Wallan Town Centre will also play a major transport role in the region. The centre will be connected to the regional principal public transport network providing direct access to the developing areas of Beveridge, Donnybrook, and Craigieburn and other areas of Melbourne. The Town Centre design will accommodate a high frequency public transport system with the future development of a bus interchange to connect people to key destinations, including the Wallan train station.

The Wallan Town Centre itself will be easy to navigate and its network of roads, lanes, footpaths, car parking and cycle paths will encourage users to walk and enjoy the ambience of a well planned centre with interesting built form and engaging public spaces.

The centre's strong east west connections along Watson Street, Queen Street, Duke Street and King Street will support the north south movements and public realm improvements along High Street. Wellington Street will provide an important secondary north south movement network, dispersing the flow of traffic and activating new commercial and retail opportunities along a revitalised street frontage.

A themed landscaping of street trees in supporting streets will complement the beauty of the existing High Street Avenue of Honour which will continue to signal the arrival to and departure from the town centre with Avenue trees to extend from William Street to Duke Street. The development of the town centre will reinforce the beauty of the east west vistas in built form and public realm design and will provide a country feel to the urban development of the town centre.

Wallan Town Centre will celebrate its history and embrace the opportunities for further contained growth. Public realm improvements will support this economic growth, and will include the development of a key central landmark "Town Centre Heart" public space which will celebrate Wallan's past, present and future evolution as a vibrant community focussed town centre.

Larger open spaces within the centre (Hadfield Park), education facilities (Wallan Secondary School and Wallan Primary School), and active recreation spaces around the centre (Greenhill Recreation Reserve) will continue to play an important community, open space and education role in/near the town centre. The enhancement and masterplanning of these important assets will provide future opportunities to strengthen the role of Wallan Town Centre as a key destination for high order community, education and leisure services.

DESIGN STRATEGIES

WALLAN TOWN CENTRE

1



Establish a unique identity for the Wallan Town Centre

2



Create a clear Town Centre Heart

3



Improve lifestyle elements in the Town Centre

4



Improve the pedestrian experience

5



Strengthen the Centre's economic performance and connect the anchors



1 Establish a unique identity for the Wallan Town Centre

Wallan Town Centre will grow as a centre with strong public life and be made attractive to visitors by building upon its existing strengths which includes:

- A north-south main street and the ability for pedestrian movement.
- A generous green space being Hadfield Park.
- Co-located community and education uses.
- A road structure which enables greater east-west movement and priority pedestrian areas.
- The experience of being in Wallan will be improved through an upgrading of people's 'mental map' of Wallan through creation of public spaces with a clear Wallan identity.
- The identity of the Town Centre will be promoted through the creation of a sense of arrival to the centre, more pedestrian friendly and attractive streetscapes and the creation of a public space within the core of the centre.
- Retain the country-town sensibility and feel.



2 Create a clear Town Centre Heart/ Activate High Street

- The town heart will be focused on linking traditional town centre elements, in particular the a new town square and the Free Public Library and Wallan War Memorial.
- A strong public domain will be created which will link the retail anchors and traditional High Street uses within the Town Centre core.
- The Centre's public life will be enhanced by providing a town square in the retail core, which links heritage elements and celebrates Wallan's development as a Town Centre.
- The town heart will have strong pedestrian connections with a signalised pedestrian crossing connecting both sides of the 'heart', activating High Street.
- The town heart will be distinctive to Wallan and will be designed to celebrate past, present and future development of the town as a meeting place. It will sit within a modern Town Centre which respects this space.



3 Improve lifestyle elements in the Town Centre

- Wallan will accommodate higher residential living which will increase population within the centre itself.
- Wallan Town Centre will be a livable centre which will cater for an attractive lifestyle and street activation.
- The lifestyle of the Centre will be improved by encouraging elements in the Town Centre with a social or public focus such as open spaces, dining (indoor and outdoor), entertainment, markets, community services.
- Vibrancy and activity in the Centre will be generated through more diverse land uses including residential densities
- Usable and safe open space will be provided that suits the needs of current and future community of Wallan and provides place to stop and talk and better use of 'in-between' spaces.



4 Improve the pedestrian experience

- The different precincts of the centre will be connected by continuous pathways, new dedicated walkways and improved streetscapes making the Centre easy to explore for visitors and enjoyable for residents.
- Car parking will be distributed through the Centre and better connected to the anchors and pedestrian streets to encourage a new 'park and walk' mentality.
- Pedestrian movement will be prioritised by designing street cross sections accommodating a mix of pedestrian, cycling and vehicle infrastructure on all roads within the town centre.
- New open spaces and laneways will be activated by the adjoining building uses.
- Public spaces will be well-lit and weather protected.



5. Strengthen the Centre's economic performance and connect the anchors

- The Centre is elongated with a series of buildings and uses dispersed along High Street. The anchors will be consolidated within the core of the centre along Queen/High Streets so as to enable pedestrian connections between the anchors and enable visitors to reduce the established practice of driving from place to place during one visit to the centre.
- The different roles of the precincts will be strengthened so that they function as such but are connected to make a complete retail, commercial and community experience and improve the centre's economy.

2.2

STRUCTURAL ELEMENTS



2.2.1 CONSOLIDATED GROWTH

The growth of the town centre will be compact and limited to within the town centre boundary established and in accordance with the role of each precinct. The retail focus will remain on High Street but will also be directed west along Queen Street and Wellington Street as the key pedestrian streets. This will enable the location of larger footprint uses (anchors) within walking distance of each other. The following key structural elements will deliver a focussed level of activity along Queen and High Streets:

- Creation of small retail tenancies along Queen Street. Retail activity could include alfresco dining and cafe opportunities currently lacking in the town centre as well as local commercial/services such as hair dressers, beauty salons and dry cleaners.
- A town square opposite the Free Library plaza, which will be fronted by active uses and provide the "Town Centre Heart" key focal point for meeting people and community activity.
- An extended retail core west along Queen Street which is capable of accommodating new anchor uses, such as a discount department store and mini majors.
- The extended retail core to the west was identified in the Wallan Structure Plan and the Masterplan reflects this. The Masterplan does not propose further extension east along Queen Street as identified in the Structure Plan.



Figure 31. Wallan Town Centre, area and length



Figure 32. Wallan Town Centre, looking south from King Street

2.2.2 LEGIBLE STREET NETWORK

The ultimate vision for the movement network is to connect the outer areas of the Town Centre with the core through the provision of continuous pathways. These pathways will allow the community to safely navigate the centre and have multiple opportunities to explore various activities and experiences.

The movement network has been structured so that there is a clear hierarchy to assist with wayfinding and general access throughout the town site.

North-south movement within the Town Centre overall and within the core is available both by car and foot, however the functionality and experience of north south movement within the town centre could be improved. Enhancing north south movement as well increasing the level of east-west movement within the Town Centre Core and to other precincts is an important aspect of the Masterplan.



Figure 33. Simplified access and widened footpaths on High Street

The masterplan achieves this by:

- Simplifying access arrangement along High Street, creating wider footpaths and safer routes from High Street to Queen Street (refer to Figure 33).
- Providing continuous footpaths along secondary streets which connect to educational, commercial and town core uses.
- Completing the missing link of the secondary road network including construction of Wellington Street to Duke Street/King Street and construction of King Street to High Street.
- Providing a mid-block crossing of High Street.
- Providing mid-block links and connections in the northern and southern gateway precincts and within the town centre core.

2.2.3 UNLOCKING UNDERUTILISED SITES

The Town Centre Core has capacity to grow, principally along Queen and Wellington Streets. Development of these underutilised sites for retail within the town core is critical to achieve a concentration of activity in the centre and avoid further dispersal along High Street. The following opportunities are present within the town centre core and adjoining areas;

- Corner of Wellington and Queen St (both north and south) which are suitable for large format uses including a DDS or supermarket.
- South of Watson Street large vacant sites noting no sealed road frontage.
- At the rear of Wellington Street, between Queen Street and Watson Street there are a number of large car parks with potential for greater utilisation.
- North of Queen Street to William Street/ east-west of High Street there are also vacant and underutilised sites (service stations etc) which could be developed for a more suitable use in the town centre.

These sites and others shown on Figure 7 provide opportunity for large scale or integrated development. The Masterplan identifies 4 sites as key development sites. These sites generally hold prominent locations in the centre either on corners or on the main pedestrian focussed streets. Their development is integral to the growth and improvement of the centre and unlocking the centres economic potential to take on its Major Activity Centre role.



Figure 34. Underutilised sites

2.2.4 DIVERSIFIED USES

For Wallan to grow into a more vibrant and diverse town centre, it will be necessary to facilitate mixed use development, including residential development within the Centre. The creation of a vertical mix of uses, including office and residential uses above retail will ensure the Centre is activated through longer periods of the day and into the night. Commercial and higher order services, including potential higher order community facilities are an important part of the land use matrix of the Town Centre and have been provided for in smaller formats in the town core (ground and upper levels) and in larger formats in adjoining precincts

Residential opportunities adjoining the Town Centre core will increase access to services, reduce costs and provide a variety of housing forms within the area, noting that demand for varied housing types is most likely found.

Higher density residential development is a key component of the plan and is required to improve the walkable catchment to the centre. The higher density developed will be focussed around the town centre with a range of dwelling typologies are envisaged including infill development, two storey townhouses, low scale apartments and shop top apartments.



Figure 35. Concept Illustration: New Town Square; western side of Town Centre Heart

2.2.5 IMPROVED PUBLIC REALM

Implementation of the public realm is an integral part of the overall approach and development of the Wallan Town Centre. The creation of new public spaces and connections to and between these as well as improvements to the streetscapes and pedestrian links is an important part of the Masterplan.

The Masterplan seeks to improve the public realm in the following key ways:

- Creation of an "Town Centre Heart." This is the creation of a town square on the west side of High Street which physically and visually joins with the Free Library and Plaza to Hadfield Park.
- Improving streetscapes, throughout the centre by sealing roads, providing wider, continuous and connected footpaths, introducing tree planting and prioritising pedestrians.
- Creating opportunities for more 'street life' by widening existing footpaths, creating dedicated links and improving built form to activate the street.

2.3

MOVEMENT

The Masterplan addresses the movement issues raised in Section 1.4 and the findings of the Wallan Town Centre Access and Movement Plan and Wallan Structure Plan by establishing a network that improves the connectivity within the town centre.

The three key structural elements on which the movement network is based are:

- 1) Primary Access Corridors - High Street (the Northern Highway) and Watson Street east of High Street
- 2) A secondary circulation route
- 3) High Street and Queen Street activation via a Pedestrian Priority Zone

This Movement chapter addresses the following:

- Structural elements of the movement network
- The pedestrian network
- The cycle network
- Public transport
- Private vehicles
- Cross sections



WALLAN TOWN CENTRE ACCESS AND MOVEMENT PLAN AND WALLAN STRUCTURE PLAN

The movement network within the Masterplan has been prepared to implement the recommendations of the Access and Movement Plan, which in turn has sought to test and refine the relevant access and movement related aspects of the Wallan Structure Plan.

The Masterplan seeks to further the relevant movement objectives from the Wallan Structure Plan as follows:

Direction C2 - Make the Northern Highway a great 'country town' street.

- Enhance High Street as an iconic 'country town' main street that provides clear priority for people whilst maintaining an important traffic function.
- Ensure any future capacity upgrades enhances function of businesses, open space and schools.
- Improve east-west pedestrian connections across High Street and north-south pedestrian connections across intersecting side streets.

Direction C3 - Transform Wallan's shopping strip into a vibrant and engaging public space.

- Create a highly active and people focused main shopping precinct along the Northern Highway and Queen Street.
- Promote pedestrian and cyclist priority across the town centre.
- Provide for efficient, safe and logical vehicle access and car parking arrangements.

Direction C4 - Encourage a town structure that supports potential change and redevelopment.

- Develop a secondary vehicle circulation network around the town centre that reduces local vehicle movements on High Street.
- Provide convenient and safe access to car park areas from secondary streets.

The Wallan Town Centre Access and Movement Plan has been prepared by Cardno as a companion document to this Masterplan and UDF. It considers the following factors:

- The existing transport network, in particular the strategic and local roles.
- Deficiencies and opportunities for improvement around the existing transport network.
- Existing land uses and their interaction with the surrounding transport network.
- The nature of proposed land use options and access requirements.
- Integration between the various modes of transport accessing the town centre.
- Existing and proposed parking demand and provision.
- Proposed streetscape and public amenity throughout the various study area precincts.

2.3.1 STRUCTURAL ELEMENTS





- LEGEND**
-  UDF STUDY AREA
 -  PRIMARY ACCESS CORRIDOR
 -  SECONDARY CIRCULATION ROUTE
 -  PEDESTRIAN PRIORITY ZONE



Figure 36. Key Structural Elements

PRIMARY ACCESS CORRIDORS

The Northern Highway is the key access route from the north and south. Where it extends through the town centre it is known as High Street.

The proposed movement network recognises that capacity upgrades to High Street and the Northern Highway will occur as part of a package of regional improvements that will also include the Wallan/Kilmore bypass and Watson Street/Hume Highway interchange southern ramps, as well as the section of Watson Street east of High Street.

This Masterplan ensures that any capacity upgrade will be integrated with other pedestrian friendly public realm measures identified in response to the intended town centre context, and include:

- The provision for signalised intersections at key intersections as Wallan grows and local traffic volumes grow.
- The provision of high quality pedestrian and cyclist facilities and pedestrian crossing facilities - including signalised pedestrian crossings, coordinated such that vehicular traffic is not adversely impacted.
- The staged and continuing upgrade of adjoining areas of car parking, public spaces and public realm alongside the Northern Highway.
- The full protection of the existing Avenue of Honour between Watson Street and Queen Street, as well as extending the Avenue of Honour to the north to William Street and south to Duke Street (subject to detailed design and layout considerations).

Further details of these measures are provided in the following sections.

SECONDARY CIRCULATION ROUTE

A secondary circulation route has been identified based on the Peripheral Movement Network that was identified in the Structure Plan. The secondary circulation route provides an important structural feature for the town centre by providing alternative north-south access so that locals seeking parking do not need to access High Street.

The route extends from William Street to Duke Street and utilises Wellington Street and Windham Streets as the alternative north-south streets. King Street and Watson Street are the key east-west connections. The majority of the parking areas are oriented to the route and the expanded retail and mixed use areas will have frontage and access to Wellington Street.

It differs slightly to the route proposed in the Wallan Structure Plan which suggested the use of Bentinck Street and did not include William Street. The route proposed in this Masterplan instead uses Windham Street to simplify traffic manoeuvring (as it cuts out a turning movement) and reduces unnecessary traffic on pedestrian-focused Queen Street. The secondary circulation route has also been extended north from King Street to intersect with the connector road in William Street that has higher traffic volumes, in order to maximise the number of trips that would utilise the peripheral road network in Wyndham Street around the town centre.

Comments on each of the streets within the secondary circulation route are provided below.

Wellington Street provides an important role in the Town Core, providing secondary access points to High Street at Watson and Duke Streets to the south and King Street to the north. The section between Duke Street and Watson Street had not yet been constructed, and opening this link will significantly improve circulation and provide much-needed access to the rear of the commercial areas to the east, providing greater development opportunities. It will also remove unnecessary local traffic from High Street.

Whilst Wellington Street will be an important part of the secondary circulation network, it will also be an important pedestrian and cycle route. Midblock crossing points are provided at several locations to facilitate east-west movement across it. Pedestrian lights at the intersection of Wellington and Queen Streets will also encourage more pedestrian movement along Wellington Street between the anchors.

Watson Street provides all-directional access to High Street and access over High Street to the Hadfield Park Precinct and Wallan Secondary School. The current character of Watson Street is the 'edge' of centre, noting that is a one sided street and the building on the corner of High and Watson Street fronts High Street with little presentation to Watson. Watson Street currently has limited pedestrian infrastructure and the subdivision pattern reflects this role in the small, shallow tenancies. However, Watson Street is part of the town core as it provides this important east-west connection to access these uses and will also potentially accommodate the bus interchange integrated with a key development site.

King Street is currently unformed between Wellington Street and High Street. Constructing this missing link will greatly enhance the east-west connectivity in the northern half of the town centre and improve development opportunities in this part of the town centre when it is physically/directly joined. It will also enhance north-south connectivity by providing an outlet for Wellington Street traffic thereby helping to reduce pressure on Queen Street.

Duke, Windham and William Streets are located on the more peripheral edges of the secondary circulation route where there is currently less built form, although this will change over time as the town centre develops. Windham Street provides access to the parking areas within Hadfield Park. William Street is a connector street west of High Street and so provides higher traffic volumes that can connect into the secondary circulation route.

Implement a peripheral vehicle movement network around the town centre to access car parks and servicing areas.

Investigate opening of King Street for vehicular movements

Support the expansion of the town centre peripheral on the east of Northern Highway, on the north side of Queen Street between Bentinck Street and Windham Street

Support the expansion of the town centre peripheral on the west side of Northern Highway (between Wellington Street and Stanley Street)

Potential to consolidate car parking at the rear of shops and provide additional vehicle and pedestrian access to the car parks

Ensure car parks are landscaped

Minimise driveway crossovers on all streets particularly primary retail streets.

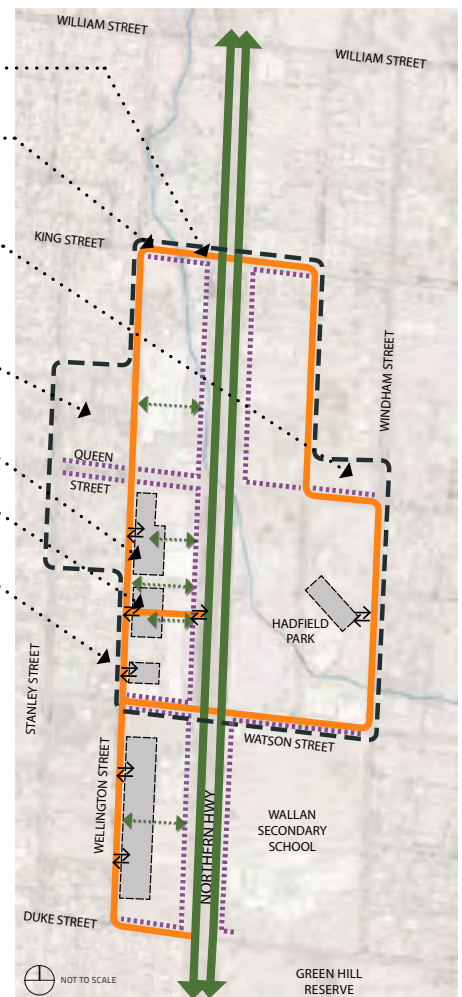
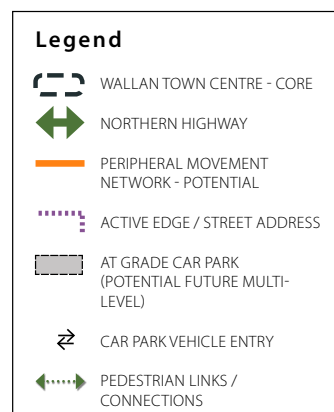


Figure 11. Future peripheral vehicle movement network

Figure 37.

Future peripheral movement plan, Wallan Structure Plan 2015

QUEEN STREET AND HIGH STREET ACTIVATION

High and Queen Streets are locations where the majority of “street life” will occur. They will experience a high level of pedestrian activity and will have pleasant public realms. These streets will be 'Pedestrian Priority Zones' but will still allow for vehicle traffic in a calmed environment.

High Street (specifically the service road on the western side of High Street between Queen and Watson Streets) is where many of the existing retail and office facilities are located and where the future town square is located. Improvements to how it functions will have significant benefits for the town centre. The Masterplan proposes to modify the vehicle circulation, car parking access and pedestrian amenity/connection along High Street by:

- Rationalising the entry points into the car park and service lane. This is achieved by providing a dedicated entry into the car parking area directly from High Street, retaining a single entry from Watson Street, and removing the access point to Queen Street.
- Removing the separate service lane and increasing the area for planting. This also has the benefit of providing greater space for trees forming part of the Avenue, widening the space around root zones to help ensure longer term health of the Avenue of Honour trees.
- Widening the footpaths to allow for outdoor seating and improving the pedestrian experience.
- Creating a new pedestrian crossing point across High Street positioned between the new Town Square and the Free Library.
- Realigning the car parking areas in the south (from 41 to 55 High Street) based on the reconfigured car park.
- Reconfiguring the car park in the north (from 61 to 69 High Street) to provide a consolidated car park which can be more easily accessed. This provides for improved sight lines for both pedestrians and drivers.



Figure 38. Simplified Access and widened footpaths on High Street

The improvements as listed above will enable High Street to accommodate greater foot traffic along the strip. It will facilitate multi-purpose trips by foot rather than relying on visitors parking their car in multiple locations during their visit.

Most of the sections of High Street west of the service road (i.e. the parking areas and footpaths) are located on land in private ownership. Implementation of these modifications therefore will require co-operation with the landowners, and transfer of some of this land. The proposed layout of High Street was developed by further testing the three options identified in the Wallan Structure Plan (Volume C, Figure 5 to 10). The layout proposed in the Masterplan is based on Structure Plan Option 2 with some further modifications to enhance vehicle access, parking and civic space (see Figure 33).



Figure 39. *Concept Illustration: Upgraded High Street shopfronts and car parking layout*

Queen Street is a key element of the east-west connectivity network within the town centre. As traffic and cyclists will be encouraged to utilise other east-west routes, the Masterplan proposes the following to enhance its role for pedestrians:

- Signalisation of Queen Street and Wellington Street.
- Roundabout at Queen Street and Windham Street.
- Wide footpaths extending to the edge of the kerb will be provided west of High Street to allow for higher pedestrian volumes and outdoor dining.
- The construction of the missing footpaths along both sides of Queen Street east of High Street, and an extensive street tree planting program to ensure that these routes are pleasant and well shaded.
- Numerous crossing opportunities will be provided at key desire lines, with signalised crossing points at the Queen Street and High Street intersection, two zebra pedestrian crossings, and an additional pedestrian crossing east of Wellington Street (configuration to be determined).
- Provision of a central reservation between Wellington and High Streets.
- The car parking access points onto Queen Street will be rationalised to improve safety.
- Provision of a shared footpath extending from Wallan Primary School to Wellington Street.

Lowering vehicle speeds on Queen Street will be achieved by providing a sense of visual enclosure of the road space. This is because drivers react to their surroundings by slowing down when they perceive the space through which they are traveling as narrow and busier. Visual enclosure will be achieved by a combination of street trees, banner poles, verandahs, and higher built form than what currently exists.

2.3.2 PEDESTRIAN NETWORK

Successful town centres require pedestrian environments that are welcoming and safe. All visitors to Wallan will be pedestrians at some point, whether they have walked to the town centre, or alighted from a cycle, bus, or vehicle. The pedestrian network should provide for people to easily move through and congregate in pedestrianised spaces, and be fully DDA compliant.

The Wallan Town Centre Access and Movement Plan provides two primary objectives for the pedestrian network as follows:

- Providing adequate connectivity throughout the study area to facilitate pedestrian movements between the various existing and future land uses and precincts; and
- Ensuring the safety of pedestrians as they move throughout the study area network.

The Masterplan provides a permeable pedestrian network that focuses pedestrian activity along the following streets where there is the greatest intensity of business and leisure activity:

- **High Street** between King Street and Watson Street
- **Queen Street** between Stanley Street and Wyndham Street
- **Wellington Street** between King Street and Duke Street

These streets will feature wide footpaths and shared paths that will encourage people to spend time walking between destinations. Footpaths in the surrounding streets within the Town Centre will also be improved, including through the construction of missing links. A path along part of Wallan Creek will provide a pleasant alternative to street-based access to the town centre. The Wallan Town Centre Access and Movement Plan recommends a staged approach to footpath construction so that Council can undertake the upgrades in a strategic manner as funds become available.

Mid-block pedestrian crossing opportunities (L2 type links as shown in Figure 53) and permeability are especially important in the Wallan Town Centre as it is characterised by particularly long block lengths of 350 metres. The Masterplan identifies a number of existing and new through-block pedestrian connections that will be important to ensure that the desired permeability is achieved as follows:

- **High Street to Wellington Street, between Watson and Queen Streets** – Maintain the existing links and formalise and provide further linkages as part of future car park and built form proposals along Wellington Street, with key linkages connected to crossings over Wellington Street.
- **High Street to Wellington Street, between Nexus and Aldi** – Formalise the existing unformed pedestrian link and connect it to an informal pedestrian crossing over Wellington Street.
- **High Street to Wellington Street, between the service station and the proposed commercial development on the southern frontage of Watson Street** – A second link though this block linked to an informal pedestrian crossing across Wellington Street would provide access from both street frontages through to the proposed mid-block car park and the internal frontage of the proposed commercial development on Watson Street.
- **High Street to Bentinck Street, between Queen and King Streets** – A linkage through the proposed car would connect to a crossing over the Northern Highway.
- **High Street to Bentinck Street, between King and William Streets** – A linkage would connect the residential precincts to the land use areas on the Northern Highway.
- **Wellington Street and Stanley Street, between Wellington Square and the Primary School** – A linkage would provide an additional connection to the school crossing on Stanley Street.

The mid-block pedestrian links should be:

- Located on larger blocks that can accommodate them alongside car parking accessways
- Designed so that pedestrians do not have to share space with vehicles
- Be pleasant, safe and secure places that pedestrians can walk along during the day and night (see Figure 53 - L2 Links)

Non-motorised scooters are a popular transport choice with young people in Wallan. The enhanced pedestrian infrastructure, with a better-connected network and widened footpaths and shared paths, will provide a scooter-friendly environment.

Safe pedestrian crossing opportunities will be significantly enhanced through the provision of the following:

- Pedestrian movements at the existing signalised intersections (High Street/Queen Street, High Street/Watson Street and Watson Street/Wyndham Street) and proposed signalised intersections (High Street/King Street, Wellington Street/Queen Street and Wellington Street/Watson Street).
- A proposed signalised pedestrian crossing combinations across High Street and south of Queen Street opposite the town square, and a signalised crossing north of Queen Street.
- A proposed signalised pedestrian crossing across Queen Street between Wellington Street and High Street.
- Proposed pedestrian crossings across Queen Street (near Wellington Street and Bentinck Street) and King Street (near Wellington Street).
- Proposed kerb outstands and pram ramps at various locations along Wellington, Stanley and Bentinck Street in close alignment with through-block linkages. Due to the proximity to intersections, some of these features are provided in lieu of more formal crossings.
- A roundabout at the intersection of Wellington Street and Watson Street (which may become a signalised intersection depending on the location of the bus interchange).

- LEGEND**
- UDF STUDY AREA
 - KEY DESTINATION
 - POTENTIAL BUS INTERCHANGE
 - PRIMARY PEDESTRIAN MOVEMENT
 - SECONDARY PEDESTRIAN MOVEMENT
 - PRIMARY CYCLE MOVEMENT
 - SHARED PATH - EXISTING/UPGRADE
 - SHARED PATH - PROPOSED
 - SIGNALISED INTERSECTION
 - SECONDARY CIRCULATION ROUTE
 - PEDESTRIAN PRIORITY ZONE
 - POTENTIAL BICYCLE PARKING
 - PROPOSED ZEBRA CROSSING

PLEASE NOTE:
THE FUNCTIONAL LAYOUT SHOWN ON THIS MASTERPLAN FOR HIGH ST/NORTHERN HWY IS CONCEPTUAL ONLY & WILL BE SUBJECT TO FURTHER CONSULTATION & DETAILED DESIGN.

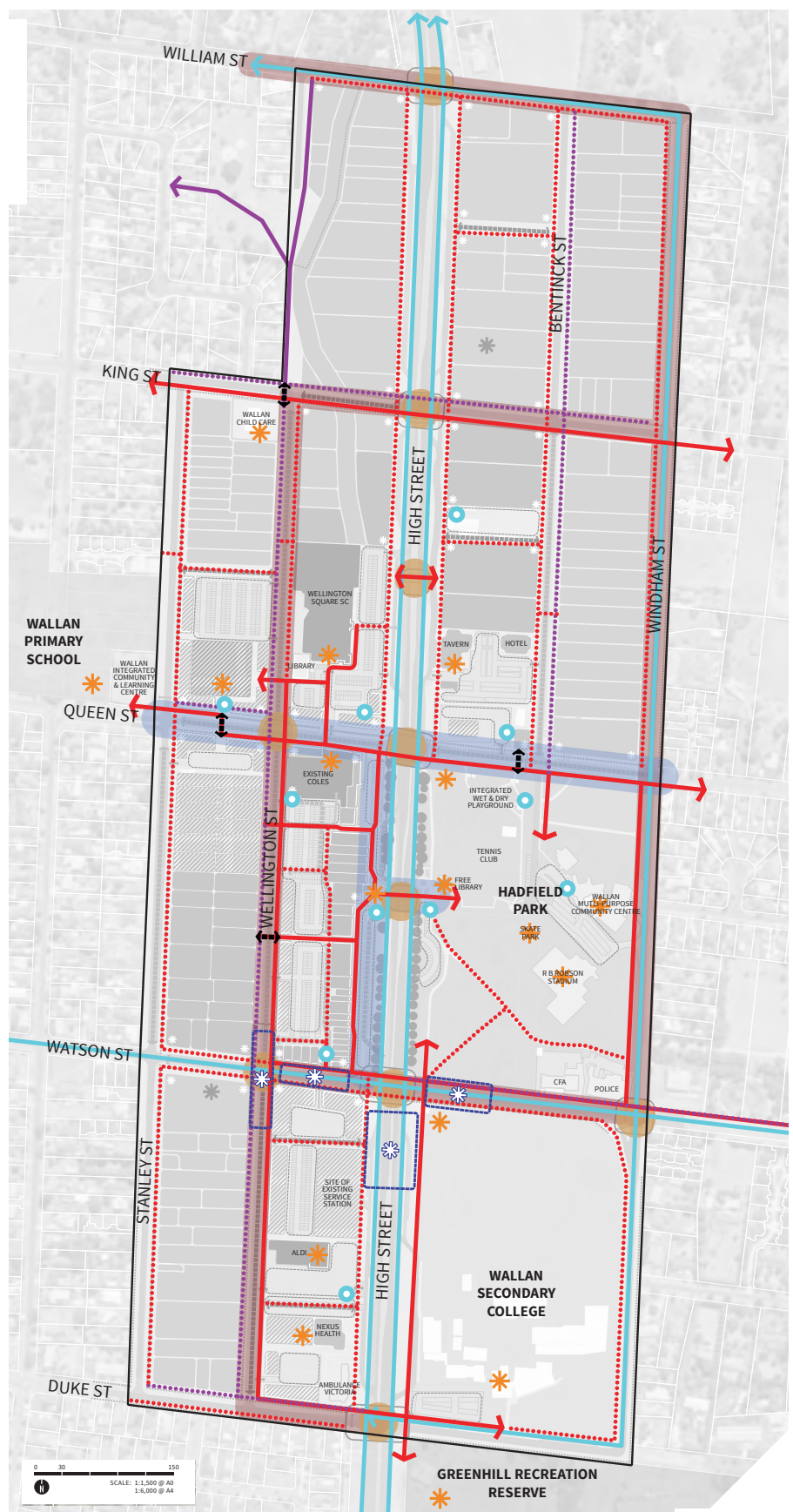


Figure 40. Proposed Pedestrian and Cycling Movements

2.3.3 CYCLE NETWORK

Cyclists are not a homogeneous group, and different types of cyclists will seek out different cycling infrastructure that best meets their needs. Accordingly, the masterplan provides several options for cyclists to access the town centre.

Cyclists who are confident in traffic and who are motivated by speed may seek to use the on-road lanes along High Street and Watson Street. Those who prefer quieter streets will utilise the on-road lanes on Windham Street, William Street, and Duke Street. The shared paths along Wellington Street, King Street, Bentinck Street, the eastern part of Watson Street and the western part of Duke Street will provide low-speed cycling options through the Town Centre for a wide range of cyclists. A shared path link will also be provided on Queen Street west of Wellington Street to connect to the Wallan Primary School.

Cycle parking facilities will be provided at a range of locations throughout the town centre where there are nodes of activity as follows:

- Wellington Square;
- Retail and restaurant locations along Queen Street;
- Proposed Town Square / Civic Plaza;
- Car parks behind the retail strip, accessed off Wellington Street between Queen and Watson Street;
- Proposed car park within the Lifestyle Precinct, east of High Street;
- Within the Aldi and/or Nexus car parking areas;
- Locations within Hadfield Park; and
- The bus interchange (location to be determined).

2.3.4 PRIVATE VEHICLES

As mentioned above, the Wallan Town Centre must accommodate both vehicles moving around the town centre and significant traffic volumes moving through the area from the north, east and south. In respect of the latter, VicRoads are planning for capacity upgrades to High Street as part of a package of regional improvements. It is important that the works on High Street are done sensitively with regard to the town centre's role and function. When the works occur, the adjacent service roads should be upgraded in accordance with the Wallan Town Centre Access and Movement Plan.

A key tenet of the Wallan Structure Plan and this Masterplan is the establishment of a secondary vehicle circulation network that reduces local vehicle movements on High Street. Details of this are provided earlier within this chapter.

There are several missing linkages within the road network that the Masterplan recommends construction of as follows:

- Wellington Street, between Watson Street and Duke Street, which is currently unpaved
- King Street, between Wellington Street and High Street, which is currently unformed
- Stanley Street, at Duke Street, which currently terminates in a dead end immediately north of Duke Street (this should only occur once Wellington Street is constructed)
- High Street service roads, some of which contain dead ends and/or gravel sections

Another key goal of the Masterplan is to simplify vehicle movements on High Street, details of which are provided earlier within this chapter.

The following intersection upgrades are recommended in the Wallan Town Centre Access and Movement Plan:












- Wellington and Queen Street intersection – full signalisation
- High Street and Duke Street intersection – full signalisation
- Wellington and Watson Street intersection – roundabout (potential signalised intersection condition on the location of the bus interchange)
- Queen Street and Windham Road intersection – roundabout

Several mid-block network connections have been identified to provide access to car parks from both sides of the block. Access and egress to these and the direction of traffic flow through them (one way or both ways) will need to be considered on a case-by-case basis to ensure that they do not become rat runs or create issues on the primary and secondary vehicle networks.

2.3.5 PUBLIC TRANSPORT NETWORK

At present Wallan is served by a single bus route. Public Transport Victoria have indicated multiple bus routes will eventually travel through the Wallan Town Centre, and that at some point a bus interchange will be necessary. Many of the future bus services through the town centre are intended to connect to the Wallan train station and the metropolitan area to the south.

Most of the bus services will travel up the Northern Highway turning right into Watson Street to connect to the Wallan train station. The location of the bus interchange must provide for this manoeuvre to be made easily, for passengers to be able to easily access the Town Centre Core, and for any route extensions required to be minimised since this will impact on the time and cost of delivering the bus services. It should also include an integrated taxi rank.

- LEGEND**
-  UDF STUDY AREA
 -  POTENTIAL PPTN - OPTION 1
 -  POTENTIAL PPTN - OPTION 2
 -  POTENTIAL BUS INTERCHANGE LOCATION
 -  OPTION 1 - WATSON ST WEST
 -  OPTION 2 - WATSON ST EAST
 -  OPTION 3 - WELLINGTON ST
 -  OPTION 4 - HIGH ST
 -  EXISTING LOCAL BUS ROUTE
 -  EXISTING LOCAL BUS STOP
 -  SECONDARY CIRCULATION ROUTE

PLEASE NOTE:
THE FUNCTIONAL LAYOUT SHOWN ON THIS MASTERPLAN FOR HIGH ST/NORTHERN HWY IS CONCEPTUAL ONLY & WILL BE SUBJECT TO FURTHER CONSULTATION & DETAILED DESIGN.



Figure 41. Proposed Public Transport movements

Four potential bus interchange options have been identified and feedback on these was sought from key stakeholders (options shown on Figure 42). Table 1 below provides a summary of the key advantages and disadvantages of each option identified in the Wallan Town Centre Access and Movement Strategy. Option 1 has been identified as the preferred option. Public Transport Victoria favour Option 1, subject to the intersections and road cross sections on Watson, Wellington and Duke Streets incorporating appropriate infrastructure and priorities for buses. VicRoads also favours option 1. The other options will continue to be retained for further detailed investigation.

Option	Advantages	Disadvantages
Option 1 - Watson Street west of High Street (Preferred option - subject to further investigation)	<ul style="list-style-type: none"> Highly accessible to the Town Centre Core Precinct Undeveloped land to the south could be acquired Clear of congestion on Northern Highway and Watson Street, but still conveniently accessed by the arterial roads Minimal deviation for potential PTV services 	<ul style="list-style-type: none"> Car parking would need to be removed along the northern side of Watson Street Duke Street would need to be signalised as per the Wallan Structure Plan Steeper section of Watson Street approaching Wellington Street may be a deterrent for some passengers Land acquisition likely to be required
Option 2 – Watson Street east of High Street	<ul style="list-style-type: none"> Convenient to the Secondary College and Hadfield Park Ability to capitalise on land acquisition required for the duplication of Watson Street No deviation for potential PTV services 	<ul style="list-style-type: none"> Need to cross Watson Street in some instances to transfer to other bus services Potentially two road crossings and increased walking distance required to access the Town Centre Core Precinct Less opportunity for passive surveillance after hours
Option 3 – Wellington Street at Watson Street	<ul style="list-style-type: none"> Little deviation for potential PTV services Increased accessibility to the Town Centre Core Precinct Clear of congestion on Northern Highway and Watson Street, but still conveniently accessed by the arterial roads Little to no land acquisition required 	<ul style="list-style-type: none"> Loss of on street parking that would otherwise have been proposed Interchange split into 4 sections instead of 2 Potentially two road crossings and increased walking distance required to access the Town Centre Core Precinct Outside residential dwellings
Option 4 - High Street (South of Watson Street)	<ul style="list-style-type: none"> Available space in the existing road reserve and hence no land acquisition required No deviation for potential PTV services Moderately accessible to the Town Centre Core Precinct Convenient to the Secondary College 	<ul style="list-style-type: none"> Subject to traffic conditions on Northern Highway Need to cross the Northern Highway in some instances to transfer to other bus services Additional zebra crossings required on the service road to provide access to the interchange

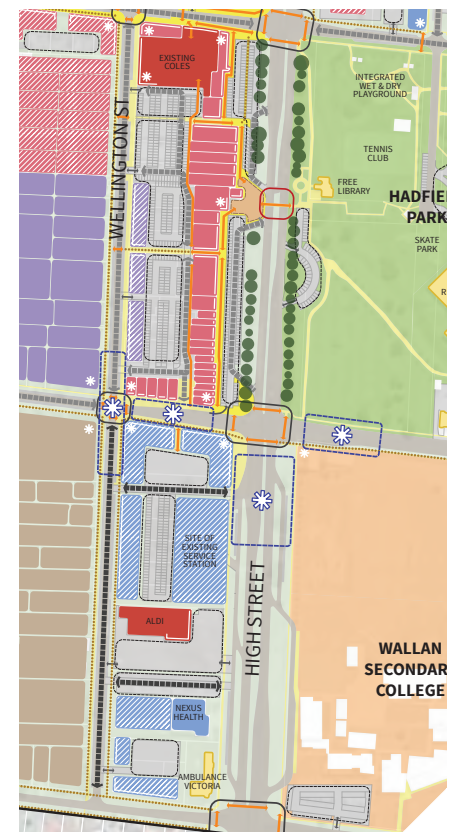


Figure 42. Bus interchange options

LEGEND
 POTENTIAL BUS INTERCHANGE LOCATIONS

Table 1. Transport Interchange options

STREET MOVEMENT

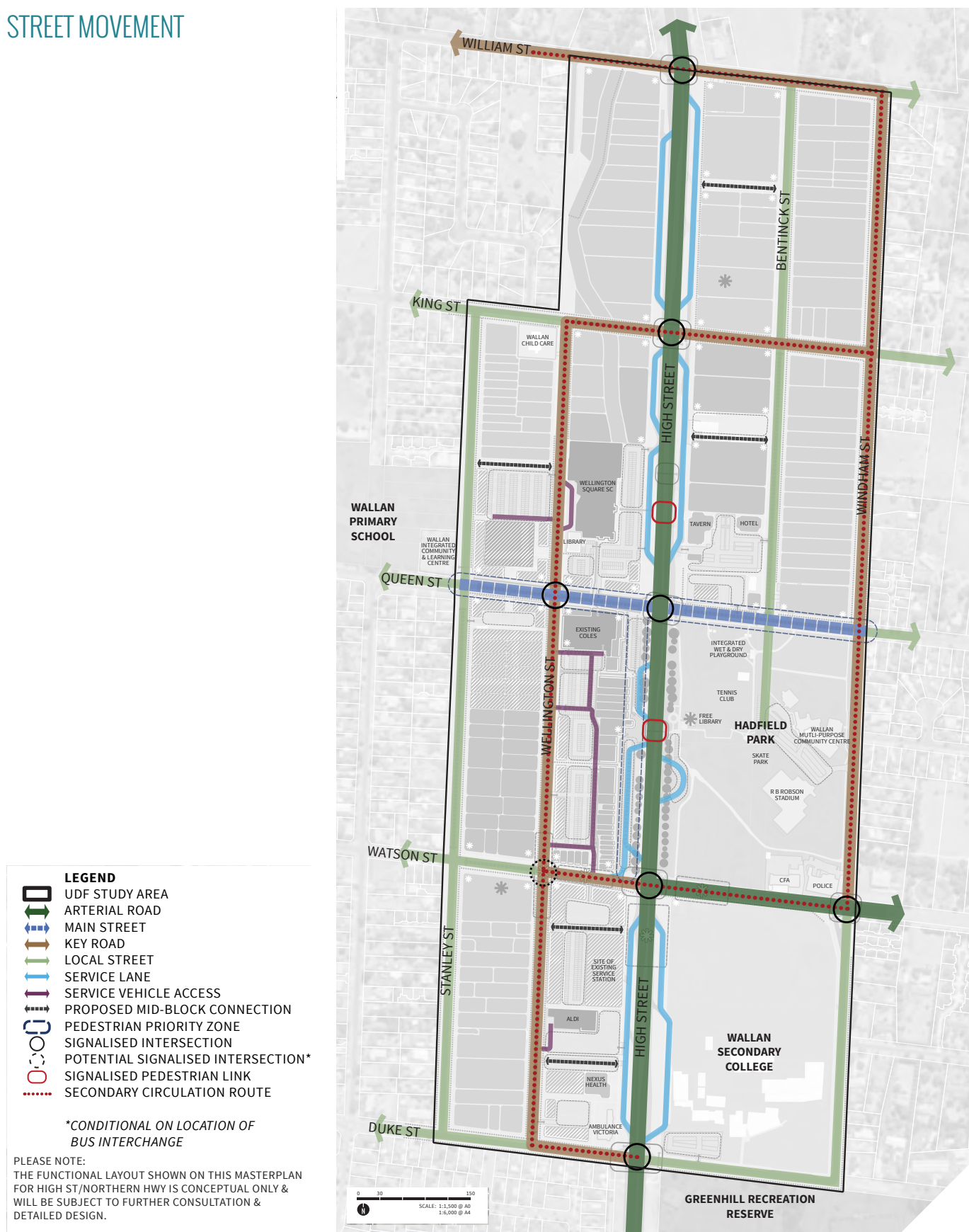


Figure 43. Proposed street movements

2.3.6 STREET CROSS SECTIONS

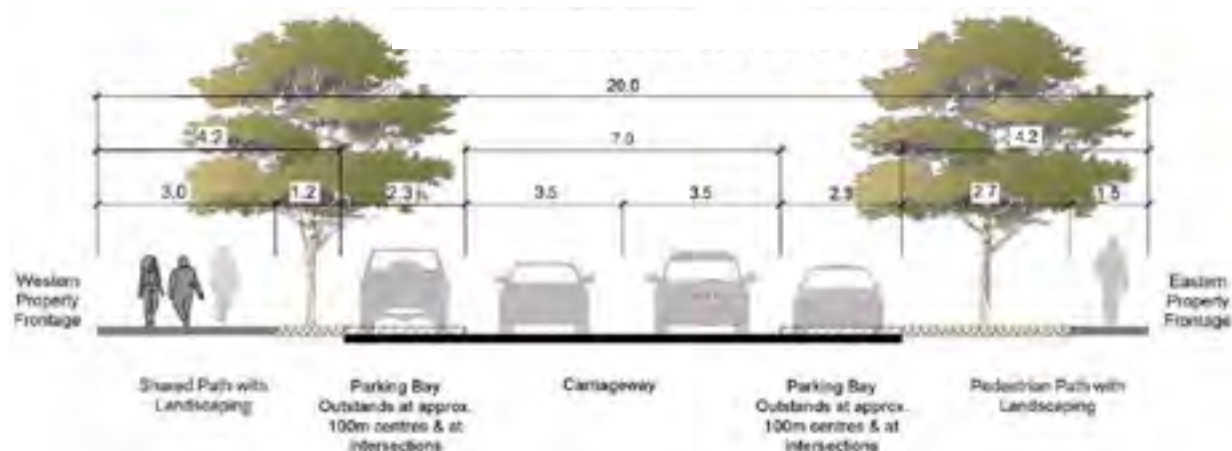


Figure 44. Wellington Street Cross Section

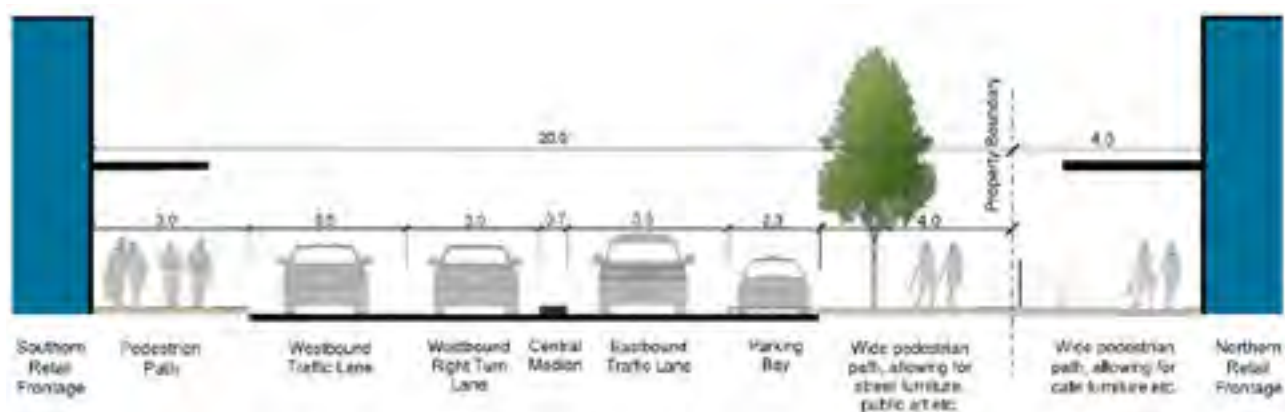


Figure 45. Queen Street Cross Section from Wellington Street to High Street

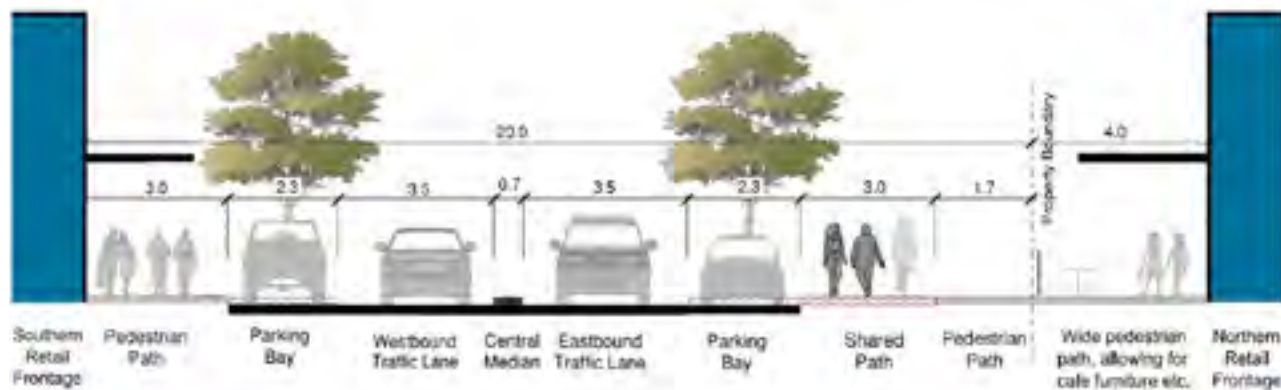


Figure 46. Queen Street Cross Section from Stanley Street to Wellington Street

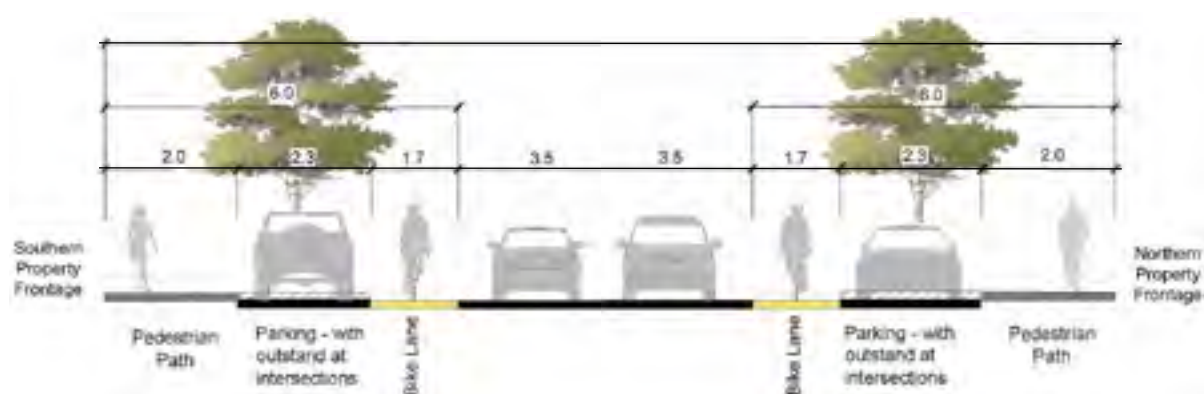


Figure 47. Watson Street Cross Section (West of High Street)

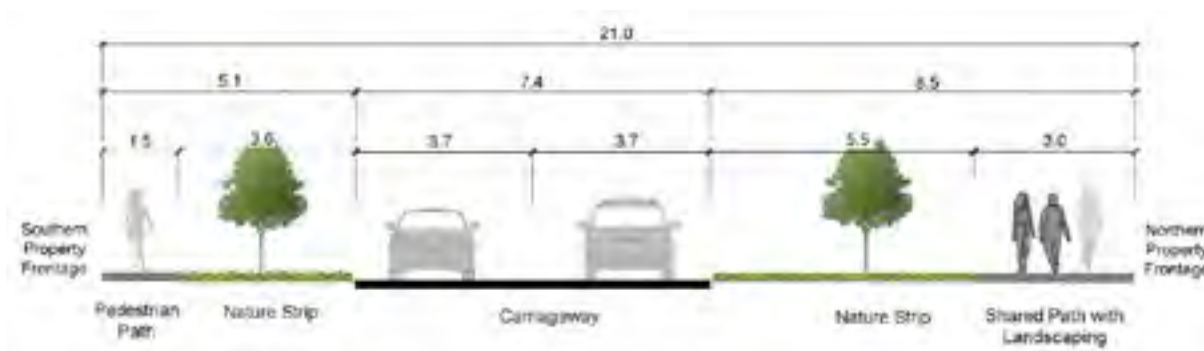


Figure 48. Duke Street Cross Section (west of High Street)

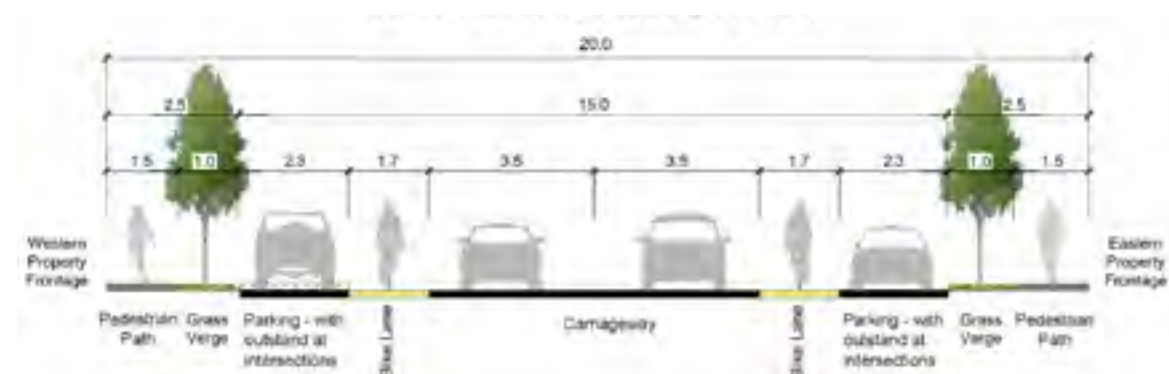


Figure 49. Windham Street Cross Section (Predominantly between William and Queen Streets; cross section adjacent to Hadfield Park may vary subject to the outcome of the Hadfield Park Masterplan process)

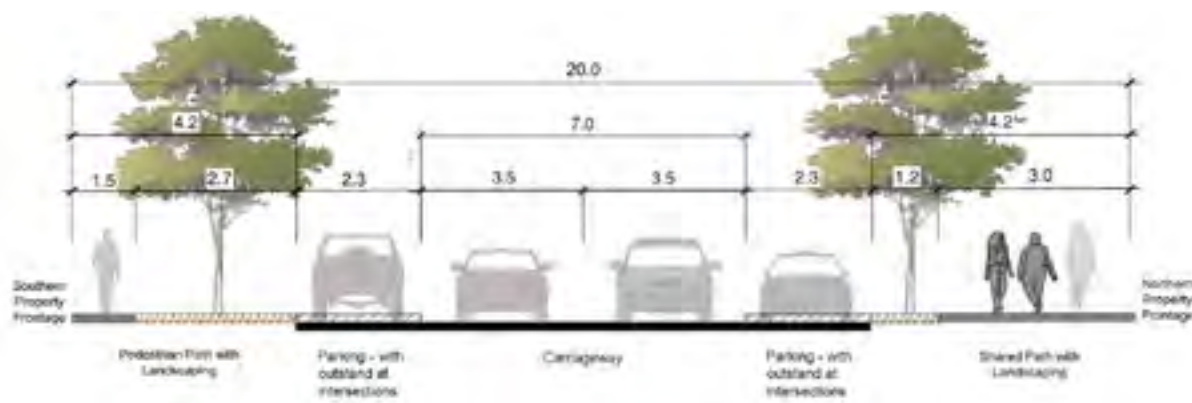


Figure 50. King Street Cross Section

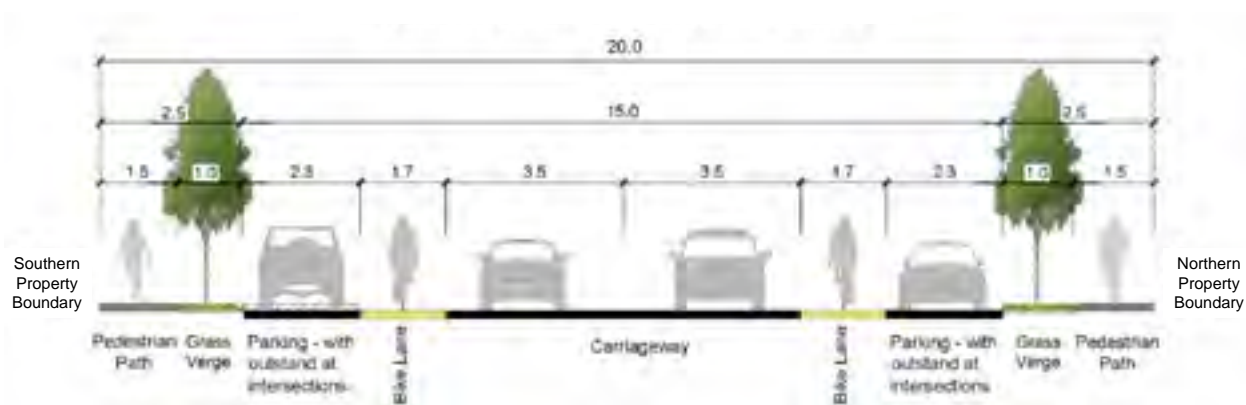


Figure 51. William Street Cross Section


2.4

CAR PARKING

The parking approach for the Wallan Town Centre seeks to provide a range of options for visitors. Parking is provided in the following ways:

- Off-street parking accessed via service lanes
- Off-street parking behind and in front of buildings
- “Laneway” parking along the midblock connections
- On-street parking
- Potential future decked parking west of Wellington Street where the sloped land could provide undercroft space
- Potential car parking integrated with built form above it if some of the at-grade car parking is eventually built over as an undercroft/basement parking arrangement

The Town Centre Access and Movement Plan identifies that there is currently a good level of on-street and off-street parking dispersed throughout the town centre, and through their car parking survey work that this provision is currently adequate and has a significant amount of spare capacity (apart from on Hadfield Park event days). There is currently no overarching strategy to the provision of car parking throughout the Town Centre. Several large parking areas are located on land in private ownership and not currently certain to be retained as parking in the future. The Access and Movement Plan recommends that as development proceeds in the coming years that parking provision and demand patterns be progressively reviewed to determine the need for a Parking Management Plan.



The Masterplan seeks to retain the convenient parking outside the front of the High Street shops, and to make this area more user-friendly by consolidating the access arrangements. The car parking areas on High Street will be reconfigured to remove the superfluous service lane and to provide for an enhanced public realm, including the creation of the Town Heart public space in front of 59 High Street. A rationalisation of the access points to these car parking areas will provide for safer vehicle movements that also improve pedestrian safety.

The High Street reconfiguration will result in the loss of approximately 15 parking spaces. It is proposed that additional car parking behind the High Street shops be provided in the medium term to provide for parking demand as development intensifies and the demand for parking increases to the point where the existing surplus is exhausted.

New retail and commercial developments will be encouraged to locate parking to the rear and side of the buildings.

It is recognised that residents are currently accustomed to parking close to the front of each building they wish to visit by driving to each separate destination. The Masterplan aims to continue to provide convenient parking close to shopfronts, but to also encourage people to park once and walk between locations via the widened footpaths and improved public realm.

The parking strategy has been developed to:

- Recognise the importance of the provision of sufficient and accessible car parking, and that this will need to be increased in stages over time as development increases.
- Allow for a range of car parking options including on-street parking, off-street parking behind commercial streets, at-grade, and multi-level car parks.
- Minimise the visual impact of necessary large scale parking provision, by sleeving these behind buildings or in visually less obtrusive places (but maintaining good passive surveillance where possible to ensure a high level of safety and security).
- Provide access to car parking areas from Wellington Street, service streets and lanes to reduce congestion on Queen and High Streets.
- Provide direct pedestrian access to public streets from car parking areas to generate foot traffic for retail uses and slow down traffic along the main thoroughfares.
- Identify options for deck parking in locations which would support multiple uses and sharing.
- Support the long term removal of at-grade car parking in order to utilise the sites for development as demand increases in the town centre. This could involve some parking being retained with built form such as offices above or with basement parking provided.

The strategy also considers loading, which will be provided via combination of screened behind-building loading zones and some limited on-street loading zones. Larger developments will be responsible for providing their own loading areas within their property boundaries. The accessway between the buildings and the parking area behind High Street should be accessible for small goods vehicles.

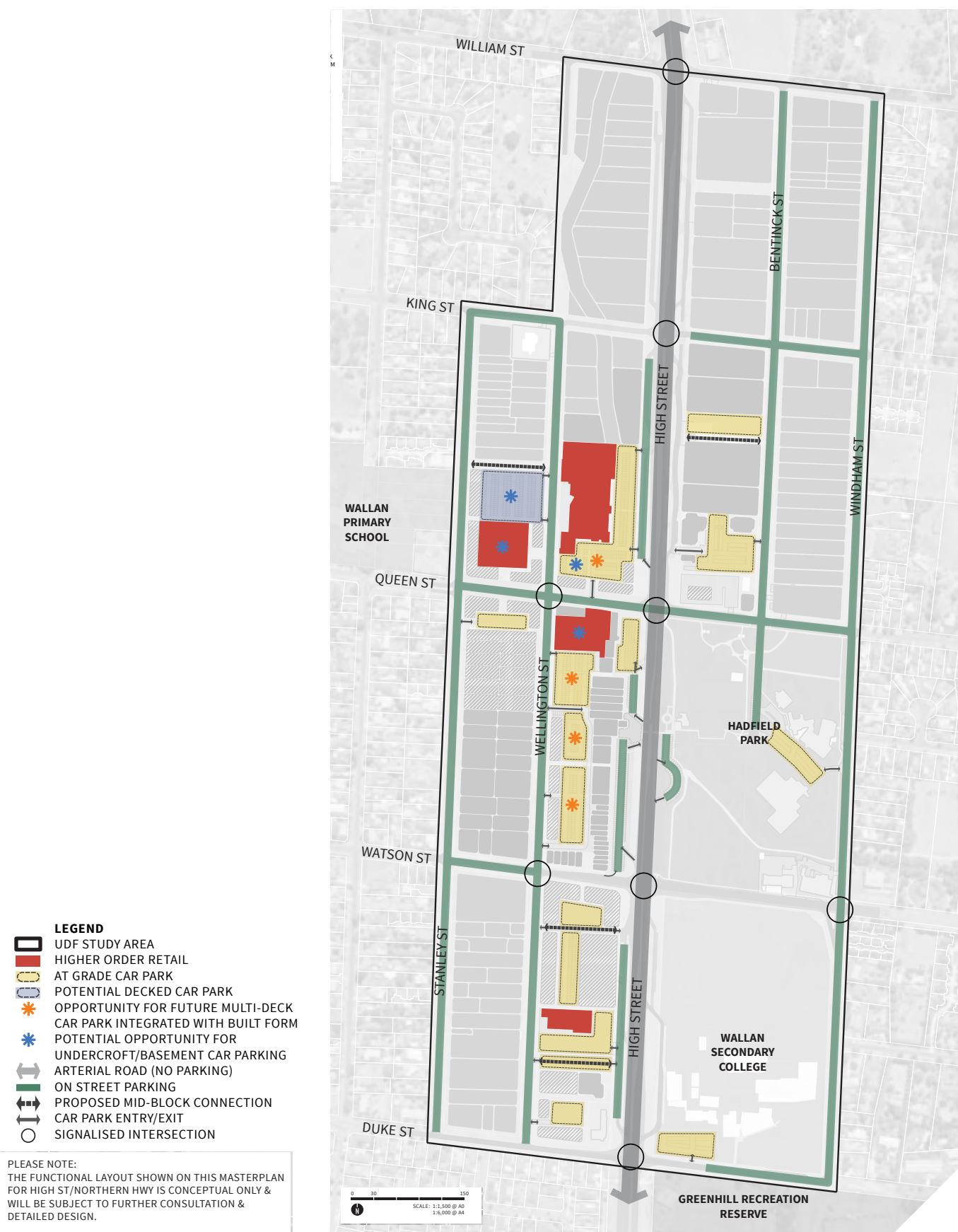


Figure 52. Proposed Car Parking Strategy

2.5

PUBLIC REALM

Well-designed activity centres are not only more pleasant places for visitors to enjoy, but they enhance land values and can create a more vibrant economy. An improved design can improve the overall safety and image perception of a centre, which could encourage people to visit a centre more frequently. There is competition between the need to create pleasant, safe pedestrian environments and convenient access to parking, and the need to move people, private motor vehicles and freight along High Street and the Northern Highway.

The Wallan Town Centre is based upon straightforward landscaping principles that can be implemented over time, and reflects Wallan's desire to grow as an urban centre but retain a country town feel. The canopy planting will develop leafy, weather-protected spaces that allows for all-season use of public areas, and provides simple wayfinding cues.

The Avenue of Honour along High Street is the key recognisable landscape feature in Wallan. This avenue of English Elms (*Ulmus procera*) needs to be retained, enhanced and extended. The existing trees are in fair condition only, and a commitment to their long term arboricultural health is required. The Avenue is to be extended both north to King Street, and South to Duke Street using the same species, and as close as possible to the same alignment, subject to the alignment of the road capacity upgrade.

The public realm is an important part of the Wallan Masterplan and reinforces the framework for many of the structural improvements and new elements which the Masterplan has identified. There are 3 key elements of the public realm within the Town Centre as follows:

- Street Landscape
- Public Square/Public Places:
 - ◊ Hadfield Park
 - ◊ Town Centre Heart
 - ◊ Wallan Creek
 - ◊ High Street
 - ◊ Transport interchange
- ESD/WSUD of Public Spaces

2.5.1 STREET LANDSCAPE

Many country towns that are considered to have a good ‘feel’ that attract activity and investment have an established landscape character.

Wallan is currently strongly defined by the existing Avenue of Honour of English Elms (*Ulmus procera*) along the Northern Highway (High Street), and there is considerable public equity in this asset. This Avenue is to be retained and protected, with a good commitment to their maintenance and additional pervious root zones to be provided. It is proposed to investigate the potential to return the Avenue to 53 trees as originally planted in 1918. It is also proposed that this single Tree Avenue of English Elms be extended from the school pedestrian crossing south of Duke Street Crossing in the South to William Street in the North. A secondary row of street trees of a smaller deciduous species is to be provided along service roads and footpaths along High Street.

North and south of this Avenue, at Wallan’s outskirts, the existing informal remnant trees are to be retained, and plantings of large Eucalypts is to be continued. This sharp contrast in road side planting in the transition from Eucalypt to Exotic will assist with the definition of the Wallan Town Centre. There is currently no clear street-tree strategy for other streets.

A Street Tree Strategy and Capital Works program is therefore required with all main streets to have a street tree planting program. It is proposed that north-south streets will have deciduous street trees to reinforce the Avenue of Honour, and east-west Streets are to have large, clear-trunked evergreen species to contrast the north-south streets, provide year-round foliage, and provide arboreal native habitat links. Links and laneways are to use smaller trees of mixed or unique species that can add an aspect of curiosity or surprise to these finer grain spaces.

Public and private car parking areas in new developments are to be provided with canopy trees at an approximate ratio of one tree / 5-10 carparks.

Shopkeepers will also be encouraged to have planters or pots that they can move out into dining areas on a daily basis.

R1 Primary Road - High Street

- Owned by Vicroads, planned future capacity upgrade
- Protection, expansion and celebration of Avenue of Honour Tree Planting
- Improved pedestrian crossings and parallel footpaths for entire length
- Improved lighting and wayfinding
- Consistent approach to service lanes

S1 Primary Activity Street - Queen Street (From Stanley to Windham)

- Full street upgrade required focussing on amenity, pedestrian activity and on-street dining and kerbside trading
- Encouragement of a range of private and public investments
- Signalised intersections, mid-block pedestrian crossings, high quality footpaths, lighting, street furniture
- Large evergreen street trees

S2 Secondary North - South Streets (Stanley, Wellington, Wyndham and Bentinck Streets)

- Construction and completion of all streets with footpaths both sides, cycling provision, on-street parking, lighting and street tree planting
- Deciduous street tree planting program

S3 Secondary East-West Streets (William, King, Queen, Watson and Duke Streets)

- Construction and completion of all streets with footpaths both sides, cycling provision, on-street parking, lighting and street tree planting
- Evergreen street tree planting program

ROADS, STREET, LANES

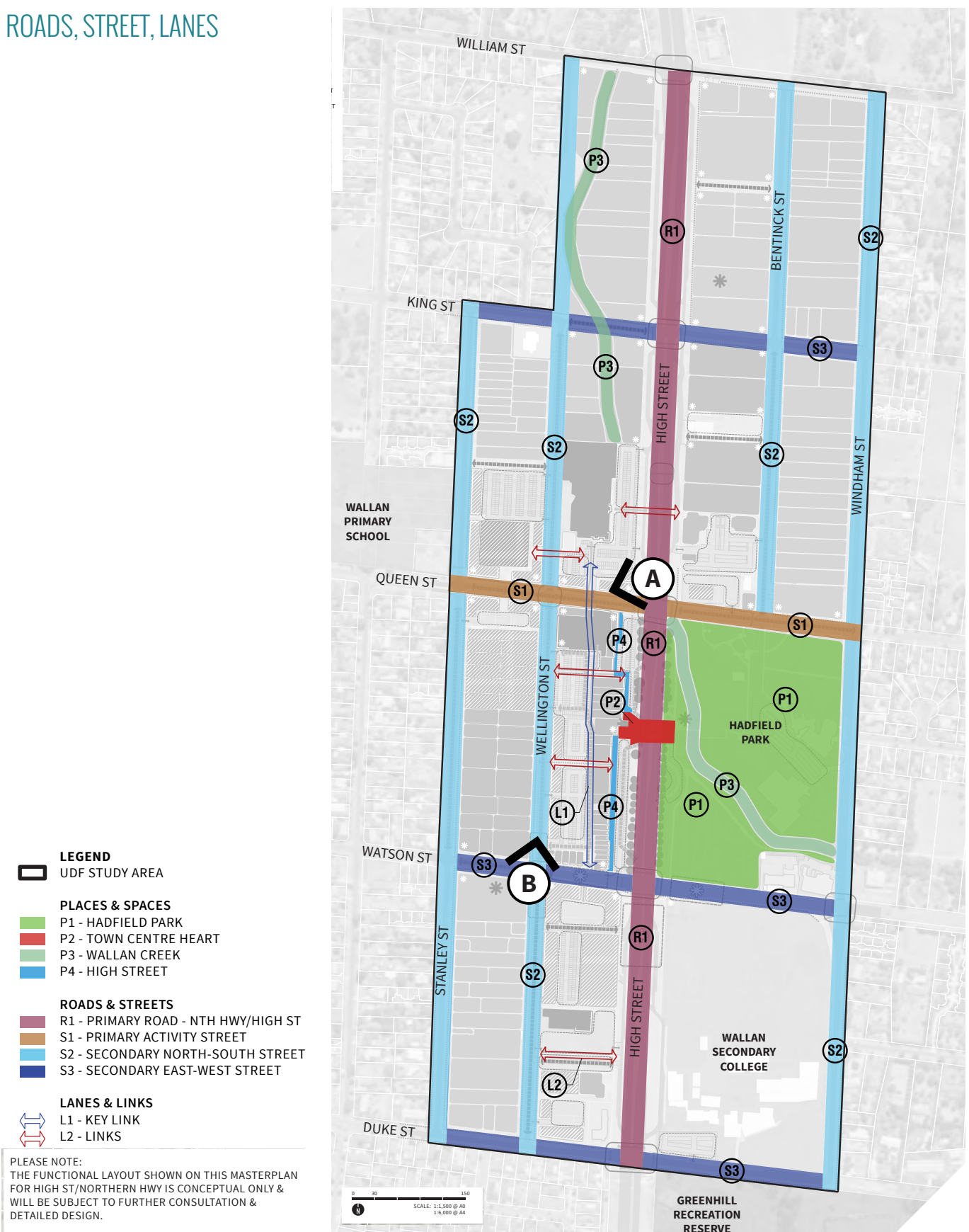


Figure 53. Street Landscapes



Figure 54. Concept Illustration: Queen Street looking east from Stanley Street



Figure 55. Concept Illustration: Wellington Street looking north Watson Street

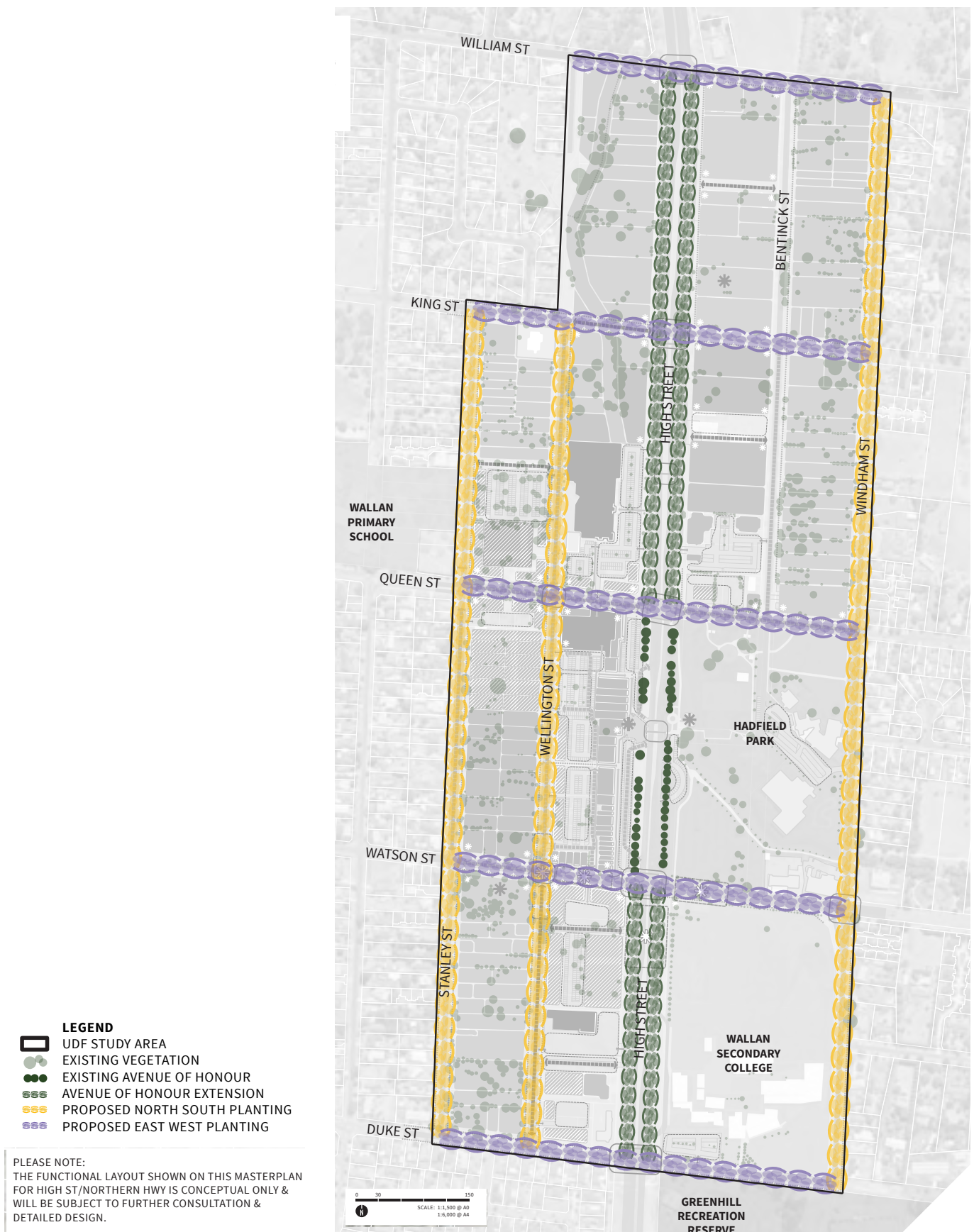


Figure 56. Street Tree Strategy

2.5.2 PLACES AND SPACES

Five key public spaces are included within the Town Centre. Two of the spaces are proposed in the Masterplan and the others are existing spaces which are proposed to be improved through better connectivity and interface treatment. The key spaces are outlined below:



Figure 57. Hadfield Park aerial

P1 Hadfield Park

- Wallan's large, key public space requires a full masterplan to consolidate its role and improve its presentation.
- Limit further development of buildings and car parking and focus on outdoor recreation and soft landscape improvements
- Improve pedestrian and cycling connections to Town Centre Core through the park which lead to the designated crossing points of High Street.
- Connect to the Integrated Wet/Dry Place Space through a network of paths.
- Examine opportunities to complete missing links within the gravel walking and jogging path around the perimeter of Hadfield Park



Figure 58. *Concept Illustration: Proposed High Street Crossing, design details relating to the capacity upgrade will be determined at an appropriate stage in the future.*

P2 Town Centre Heart

- A proposed new meeting place in the centre of Wallan Town Centre Core
- A focus on urban materiality of the highest quality, public art and events space that conveys a 'Country Town' identity
- The Town Centre Heart is located on both sides of High Street. The land to the west is located on land in part private and part Vicroads ownership. Its location in centre of town is key to its success as a public gathering and meeting place. Public open space in this location will:
 - Connect the northern and southern sections of High Street which are currently visually and physically disconnected.
 - Integrate with new buildings on this vacant site.
 - Provide a direct connection to the Free Library and Hadfield Park via the new pedestrian crossing.
 - Be highly visible .
 - This public space is critical to the ongoing function of High Street as a focus for smaller format retail uses, cafes and local businesses - consistent with the traditional main street suite of uses.



Figure 59. Concept Illustration: Eastern section of the Town Centre Free Library Plaza Space

P3 Wallan Creek

- A hydrological, environmental and recreational strategy is required for this underutilised asset.
- Water Sensitive Urban Design of spaces and streets to manage water quality inflows.
- Enable higher density residential to leverage off the natural asset and provide a positive interface.
- Pathways to be constructed to increase use of the creek as a cycle connection to the town and for passive recreation.
- Investigate the need for a local park along the creek to improve its recreational role and to cater for growing population in northern part of the Town Centre.

P4 High Street

- A proposed high quality public realm, giving traders the opportunity to offer outdoor dining.
- Development of expressive architectural form to enhance the smaller size retail and commercial environment of High Street.
- Reconfigured parking and access routes to increase pedestrian connections.
- Encourage shop-top housing to increase the activity of High Street.

P5 Transport interchange

- A proposed accessible bus interchange and taxi rank. Four options have been put forward as shown in Figure 42.
- Development of an integrated architectural and public realm narrative promoting safe, dignified public transport use.
- Proximity to Town Centre Core and consideration of Crime Prevention Through Environmental Design Principles is fundamental.

2.5.3 LANES AND LINKS

L1 Link 1

- Encouragement and development of 'off-street' (potentially weather protected) north-south shared use laneway through the Town Centre Core to encourage small format commerce and finer-grain social spaces.
- Connect the anchors across Queen Street and connect further south to Watson Street behind the retail shops. Investigate ability to connect through the Coles Supermarket.

L2 Link 2

- Encouragement of laneway links to increase permeability of Town Centre Core.
- Activation of laneway links with lighting, street furniture, artwork, street performing during events, and encouragement of retail and commercial interfaces.

Please refer to Figure 53 for the location of L1 and L2 links and page 55 for design requirements.

2.5.4 ENVIRONMENTAL AND WATER SENSITIVE URBAN DESIGN

Water Sensitive Urban Design (WSUD) integrates water cycle management into urban planning and design. As Wallan is a growing town with increasing population and urban development, it is anticipated that there will be an increase in hard or impervious surfaces.

WSUD provides a range of physical interventions that aims to slow, retain, detain, collect, filtrate and divert water away from formal stormwater systems (pits and pipes), with the aim of improving overall water quality within catchments. Wallan Creek is effectively a dry stormwater drain, one that rises quickly, flows or floods after significant rainfall, and dissipates quickly following the rain event. The Masterplan objective is to support, encourage and where possible mandate approaches to WSUD, that will result in improved biological health and recreational value for Wallan Creek.

With the likely redevelopment of many of its main streets and public places, Wallan has a unique opportunity to instigate a commitment to Water Sensitive Urban Design at many levels.

In road design or pedestrian pavements in Wallan, it should include:

- Grassed or landscaped swales
- Infiltration trenches and bio-retention systems
- Gross pollutant traps
- Wetlands and sediment ponds
- Porous pavements

Where approximately 5-10% of hard surface is committed to a pervious surface with water treatment capacity (vegetated or non-vegetated), Best Practice WSUD can be achieved. There are 3 levels of treatment; Wallan should aim for Level 1 and 2 treatment at a minimum, as seek opportunities for Level 3 treatment with public realm upgrades (eg. Hadfield Park).

PRIMARY TREATMENT	PHYSICAL SCREENING AND RAPID SEDIMENTATION	GROSS POLLUTANTS AND COARSE SEDIMENT	GRASSED SWALES, LITTER TRAPS AND SEDIMENT PONDS
SECONDARY TREATMENT	FINE PARTICLE SEDIMENTATION AND FILTRATION TECHNIQUES	FINE SEDIMENT AND ATTACHED POLLUTANTS	SWALES, INFILTRATION TRENCHES, POROUS PAVING AND BIO-RETENTION SYSTEMS
TERTIARY TREATMENT	ENHANCED SEDIMENTATION AND FILTRATION, BIOLOGICAL UPTAKE AND ADSORPTION ONTO SEDIMENTS	NUTRIENTS AND DISSOLVED HEAVY METALS	BIO-RETENTION/ BIO-INFILTRATION SYSTEMS AND WETLANDS

Table 2. WSUD Treatment options

There are many ESD considerations in public works. Each public realm project should explicitly state the ESD objectives for that project and how they will be met. The following areas should be addressed:

- Tree planting to manage biodiversity and the Urban Heat Island (UHI) Effect
- Minimising unnecessary hard pavements, encouraging pervious surfaces, increasing areas of grass or garden bed (taking accessibility requirements into consideration) to manage both UHI and water quality
- Canopies and verandahs over streets to provide weather protection (sun and rain) and also manage energy use in adjacent buildings
- Low energy use public lighting such as LED technology and use light and / or movement sensor PE switches
- Water Sensitive Urban Design (refer above)
- Using locally sourced materials

2.6

MASTERPLAN

DETAIL BY

PRECINCT

Elements covered in the previous chapter are the major organising elements for the development of the town centre. This chapter provides additional precinct based detail on the Masterplan particularly in relation to the role, use and structure.

The Town Centre precincts were determined by considering a number of factors including:

- The existing land use pattern and ability to consolidate uses.
- Identification of new public spaces or development sites which could be a focus for a precinct.
- The role of the street network and movement patterns in the town centre.
- Identifying areas of similar built form character or where a preferred character can be established.

Having regard to the above factors, the following precincts have been established:

- 2.6.1 - Town Centre Core
- 2.6.2 - Lifestyle
- 2.6.3 - Leisure and Community
- 2.6.4 - Supporting Town Centre Function
- 2.6.5 - Northern Gateway
- 2.6.6 - Southern Gateway

The Wallan Structure Plan did not seek to establish precincts within the Town Centre. However it did identify a Town Centre Core which extended from King St to the north and Watson St to the south, with land on both sides of High Street from Stanley in the west and Windham Street to the east.

Part of the preparation of the Masterplan was to test the ideas in the Structure Plan and undertake a more detailed study of the likely land use and built form uses within the centre. A review of the Background Economic Report (Charter Keck Cramer, 2014) was also undertaken.

The Town Centre Core established in the Masterplan largely aligns with identified town core in the Structure Plan with a few differences which reflect the aim of the Masterplan to retail development and key activities along High and Queens Streets. The key differences are:

- No extension of the Town Centre Core to King Street. The Masterplan seeks to concentrate retail activity along Queen and High Street rather than establishing future growth away from the 'heart' of the town centre. The Town Centre Core includes land west of Wellington Street (north and south of Queen Street) which can be redeveloped for new retail opportunities. This land and development can be integrated into the existing fabric of the town centre and is large enough to accommodate new anchor tenants and a variety of other premises. As such land further north was not seen to be required to be included within the Town Centre Core.
- Land east of High Street has been excluded from the Town Centre Core. The land east of High Street is very much separated from the core activity of the town centre by way of the wide road and has a very different role and function noting:
 - ◊ It has a low density and spread out development form.
 - ◊ It is predominantly larger entertainment and restaurant facilities.
 - ◊ Its built form and development style is characterised by separate, self-contained sites.

For the reasons above and how much land is available for Town Centre Core activities on the west side of High Street, it is not considered to be needed as part of the town centre. This land was included within the 'lifestyle precinct'.

The following matters are dealt with for each precinct:

- Role
- Use
- Structure

The built form character of these precincts is discussed in Chapter 3.2.



CHARACTER PRECINCT PLAN

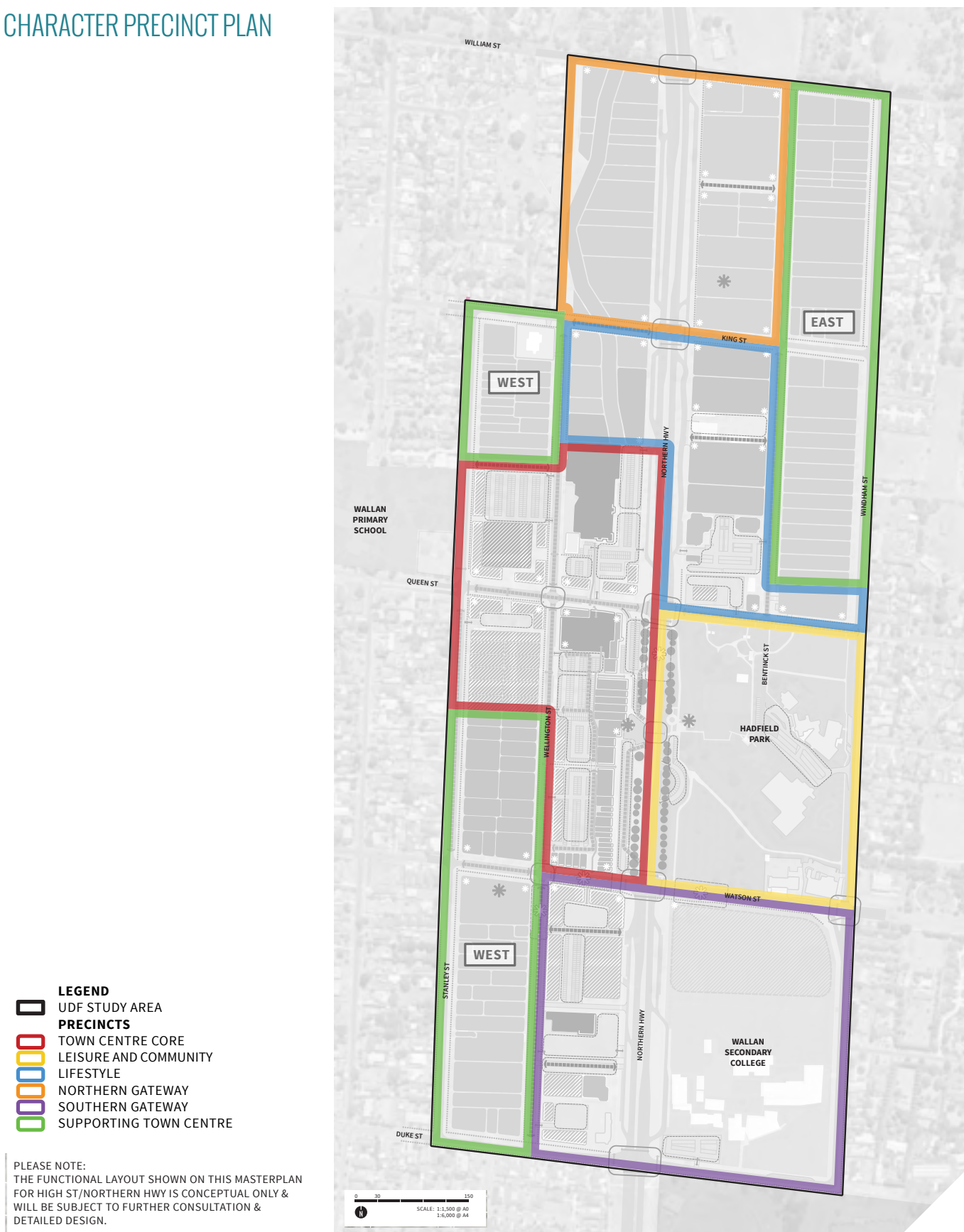


Figure 60. Character Precincts

2.6.1 TOWN CENTRE CORE

ROLE

The Town Core Precinct is focussed on the west side of High Street, along High Street and north and south of Queen Street and east of Stanley Street.

The Town Centre Core is the focus for shopping and associated business services, food and drink premises and socialisation within the new public places. The role is to:

- Meet the convenience and comparison shopping needs of the existing and future community of Wallan and provide an attractive social space for residents and visitors noting the historical and ongoing order role of High Street (the Northern Highway) within the region. This need will be met by the potential future expansion of the existing supermarket, the future delivery of a discount department store and associated growth in mini-majors and speciality retail and business services.
- To provide a 'main street' strip shopping experience on High Street.
- Provide a new Town Centre Heart through the creation of a centrally located town square and public plaza east and west of High Street.
- Provide opportunity for higher density residential living and office uses within the core above the existing and future shops. These are particularly encouraged where an attractive residential address and access can be provided.
- Leverage off the activity generated from Wallan Primary and Wallan Primary and Secondary Schools which adjoin the Town Centre Core. Improving connections to these areas will increase visitation to the Town Centre Core by foot.
- Leverage off the activity generated by the bus interchange which will drop commuters into the core where they can readily visit High Street and the mixed use precinct along Wellington Street.
- Provide new commercial activity along Wellington Street through new accessways, shared pathways, enhanced pedestrian activity and a mixture of businesses.

USE AND STRUCTURE

The Town Centre Core comprises a range of uses which each require a certain set of conditions (such as access, exposure, connection, interface, collocation) to improve their useability and contribution to the overall function of the town centre. The major uses within the town core generate the character of different sub-precincts or streets within the core.

The structure of the Town Centre Core is focussed on two key streets which are the highest order pedestrian streets but which will each provide a different function and character driven by the land uses and their urban form as follows:

Queen Street

Queen Street will be the key focus for east-west movement within the town centre connecting the Lifestyle and Hadfield Park precincts to the community uses outside of the town centre including the Primary School and new Community Centre (Integrated Community and Learning Centre). As outlined in chapter 2.3, the cross section for Queen Street will be improved through the introduction of continued footpaths on each side of the street tree planting and dedicated crossing points.

As a higher order pedestrian priority zone street within the town centre, Queen Street will be anchored by the existing or expanded supermarket, a discount department store and the establishment of a range of retail and community uses fronting the street.

To the south, this will take the form of speciality shops built to the street edge and accessed directly from Queen Street. The Masterplan retains the existing supermarket entry and frontage to Queen Street but proposes that part of any expansion of the supermarket footprint (up to 3,500m²) would include the introduction of specialty retail to sleeve part of the supermarket on Queen Street and wrapping the corner to Wellington Street. Land west of Wellington Street is proposed to accommodate new retail which could take the form of a mini-major/s with dedicated car parking behind (as shown on the Masterplan) or below in a basement, or a series of smaller shopfronts. In either scenario, retail is to be built to the street frontage and have an activated edge.

To the north, future retail development will take the form of large anchors set back from the street with edges activated by speciality retail and local services as required to service the growing population (such as real estate agency, hairdressers, dry cleaners etc). The Masterplan accommodates a building footprint sufficient to accommodate a DDS west of Wellington Street with car parking behind, with the

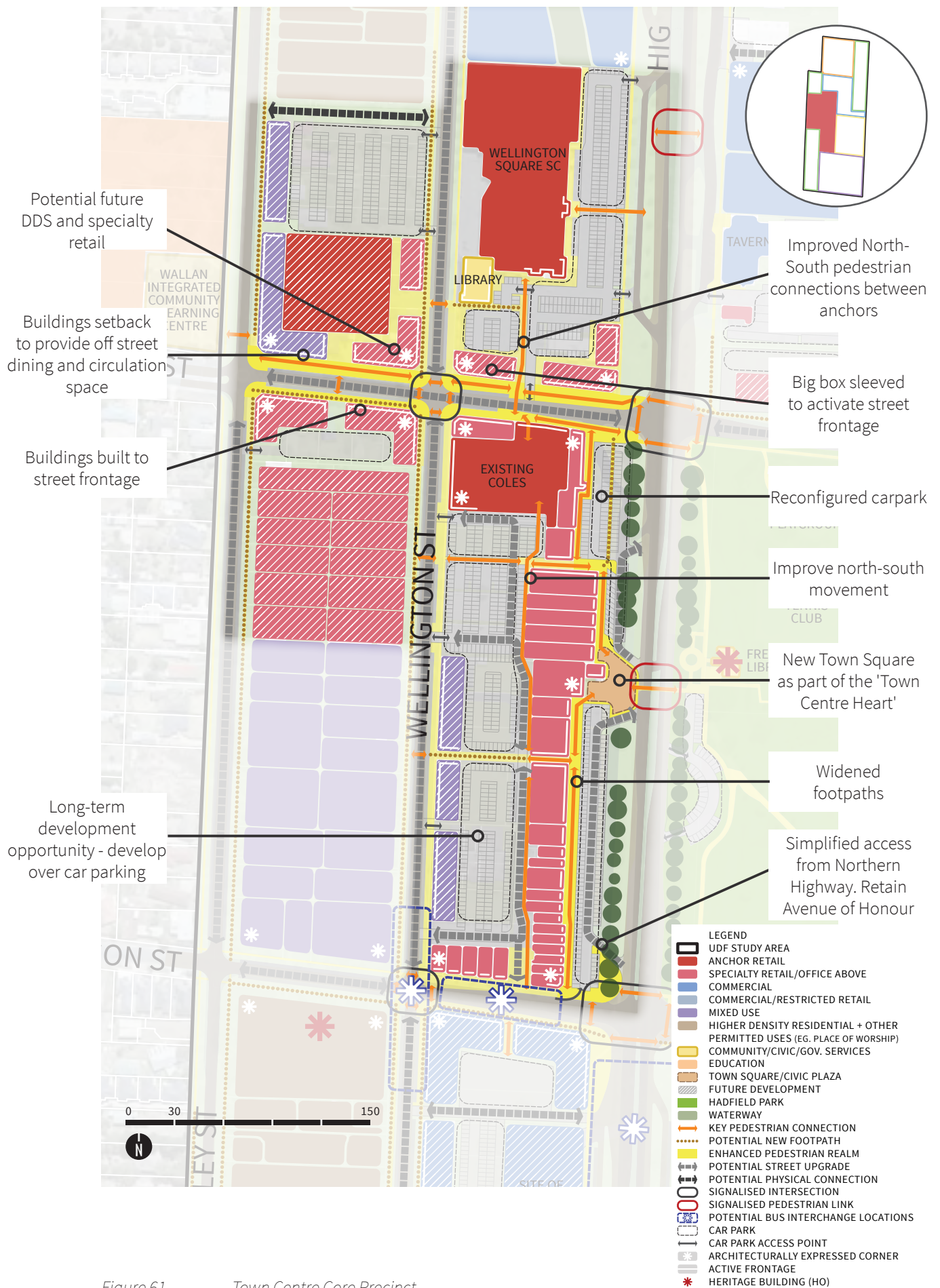


Figure 61. Town Centre Core Precinct

potential for undercroft parking beneath the whole site to also be investigated (noting the fall of the land lends itself to this format). The western edge of the development site is identified for mixed use which could take the form of smaller format office or residential to sensitively respond to the interface with the Wallan Primary School and Community Centre.

To provide a point of distinction from High Street and other streets within the Town Core, the smaller format buildings along Queen Street will be set back from the kerb. This allows for the provision of meaningful landscaping in the front setback, opportunity for outdoor dining off street and provides the ability to integrate weather protection with the built form.

Wellington Square comprises a supermarket and a number of specialty shops. It is setback some 50 metres from the street, with car parking in front or potentially in a new basement arrangement. The Masterplan proposes to improve the relationship of this site with Queen Street and the wider town centre over time. This includes establishing new buildings on Queen Street (to replace the service station) which could accommodate retail, local services or commercial tenants. The Masterplan anticipates that this redevelopment opportunity would come on line with population growth and when increased land value makes this the most viable outcome.

Wellington and Watson Streets

Queen and High Streets will be supported by two secondary streets within the Town Centre Core being Wellington and Watson Streets. These streets allow for through-movements as an alternative to High and Queens Street which will have a busy character and slower moving traffic. Land uses along the west side of Wellington Street will consist of retail, medical and suitable mixed uses to Queen Street and extending south to line up with the entry to at grade parking. This area could be consolidated to deliver a larger format retail option or lower order, smaller retail formats which have direct frontage to Wellington Street.

As noted above, land north of Queen Street on Wellington Street is considered appropriate to accommodate a DDS and supporting retail/mixed use functions in the longer term once population growth demand this retail expansion. In this development scenario, Wellington Street provides a key access point to Wellington Square and the expanded retail area.

Integration between retail on both sides of Wellington Street is critical. Wellington should be design so as to accommodate vehicles but also as a highly pedestrianised space, noting that this section of Wellington Street will be activated with retail uses. It is critical that new development considers the existing form and function of the centre and it is developed in an integrated fashion that improves the function of the centre.

Connection between the two will be provided via a crossing point on Wellington Street, noting that this section of Wellington Street is to be activated with retail uses.

At present, there is little activity or street life along the eastern side of Wellington Street south of Watson Street. While the precinct anchors are to be concentrated on Queen and High Streets, the masterplan anticipates increased levels of activity on Wellington Street through new medium density housing/ businesses located on the Wellington Street framework.

Uses in this part of the Town Core benefit from easy access from Wellington Street as well as significant parking areas and direct connection to High Street via the laneways. Uses such as dental, chiropractic and medical services are anticipated in this area which will benefit from the existing conditions.

Watson Street provides all directional access to the Northern Highway and access over Northern Highway to the Hadfield Park Precinct and Wallan High School and provides an important to access these uses. It currently acts as an 'edge' to the town centre core, but the development of the large sites to the south will act as a catalyst to further development and public realm improvements.



Figure 62. *Concept Illustration: High Street and Queen Street development*

High Street

High Street within the core will continue to play an important role in providing smaller shop formats, business service and food and drinks/restaurants uses which are primarily accessed from the east. It will also begin to play a larger role in providing smaller format office uses either at ground or upper levels and has capacity to provide for residential uses above ground, where access and appropriate amenity can be delivered.

East-west connections through the two existing walkways will be improved to provide better access to mixed use areas on Wellington Street and the future expanded car parking areas. This will reduce reliance on the car parking areas along High Street for longer stay trips.

Amenity along High Street will be improved in line with the functional changes listed in chapter 2.2 and 2.3 and through the introduction of a public space opposite the Free Library.

The introduction of a public space (square) along High Street (within the town core) is integral to the function of Wallan as a true town centre. The space will be part of a new "Town Centre Heart" which is the linkage between the proposed public space in front 59 High Street to the plaza in front of the 1877 Free Library. It will be connected via a proposed signalised pedestrian crossing. The "Town Centre Heart" will celebrate Wallan Township's formative years and look forward to its development as a modern activity centre.

2.6.2 LIFESTYLE

ROLE

The Lifestyle precinct is located north of the Town Centre Core and Hadfield Park precincts. Its primary frontages are onto High Street, and its secondary frontages are to Queen Street and Wellington Street.

The Lifestyle precinct provides a mix of uses that complement the Town Centre Core precinct including commercial businesses, food and drink premises and residential.

The role is to:

- Provide dining, entertainment and accommodation options for the community and offices on sites abutting the town centre core.
- Provide opportunity for higher density residential living in certain locations where an attractive residential outlook and access can be provided (i.e. along the waterway and on Queen Street overlooking Hadfield Park).
- Improve east-west connectivity by constructing the unformed part of King Street and a new mid-block connection.
- Positively address the waterway frontage and provide pedestrian linkages along it.
- Provide an active frontage to Queen Street that will overlook and complement Hadfield Park and the activities within this open space such as the playground and splash park.

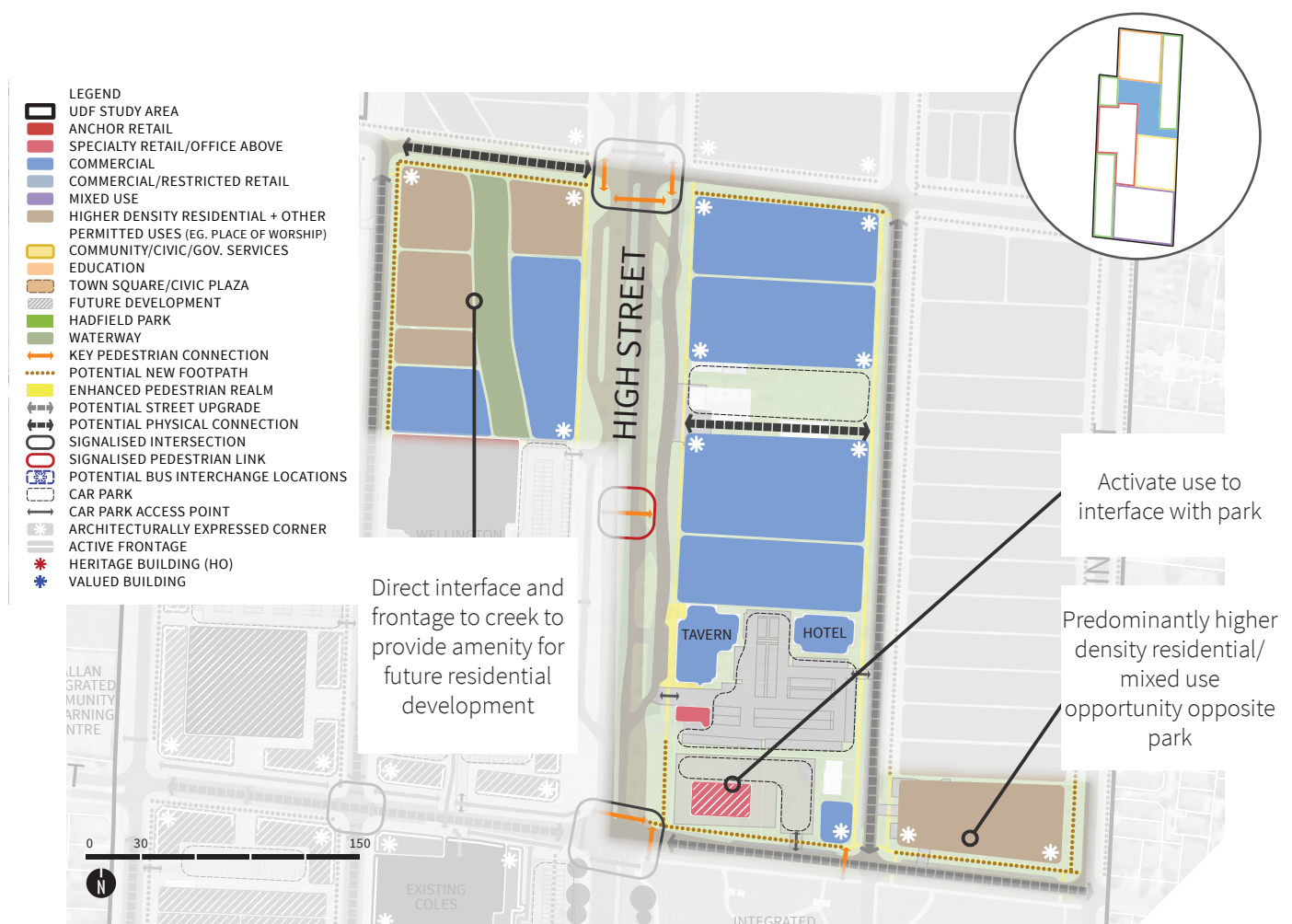


Figure 63. Lifestyle Precinct

USE AND STRUCTURE

The Lifestyle precinct currently includes a mix of uses, and the Masterplan seeks to encourage the future mix to focus on dining, offices, higher density residential and other leisure uses such as gyms, dance schools and yoga/pilates studios in line with demand as the population expands. The key structural elements of the precinct are High Street and the excellent exposure it provides to passing trade, an outlook to Hadfield Park, and the currently underused waterway (Wallan Creek) that bisects the western part of the precinct.

The western side of the precinct provides opportunities to intensify the existing residential sites and accommodate development that addresses onto the waterway. The existing Commercial 1 zoned sites could be developed for offices that face both the road frontages and the waterway.

Land on the eastern side of High Street consists of large properties that include trade supplies, a petrol station and dwellings. The generous site sizes and good exposure provide conditions for some larger format retail with focus on homewares showrooms such as furniture stores, lighting supplies. A wide range of large format retail is allowed in the underlying Commercial 2 zone, but the Masterplan anticipates that uses such as trade supplies will be located in the Northern Gateway precinct where even large sites exist and this character is encouraged. Built form should be constructed as close as practical to High Street to assist in establishing a town centre character.

A cluster of dining facilities and a hotel are located near the corner of Queen Street and High Street, forming a small entertainment area that could be further developed. Over time, there might be demand for larger restaurant premises in line with the expansion of Wallan's population. This location may see higher levels of pedestrian activity necessitating the delivery of a signalised pedestrian crossing on High Street mid-block between King and Queen Street.

Further along Queen Street east of Bentinck Street sits a medical centre and a dwelling. Uses along Queen Street should capitalise on their outlook to Hadfield Park, as this is the closest part of the town centre to the park (noting that buildings on the west and south sides of Hadfield Park will have larger separations from the park further due to the larger road widths). If the dwelling is redeveloped it could accommodate higher density residential development that takes advantage of views to the park and provide for enhanced passive surveillance of it.

At present the majority of movements through the precinct are via vehicle in a north-south direction along High Street. The masterplan seeks to encourage more pedestrian movements to the dining facilities and along Queen Street.

Improved footpath links along Queen Street will assist to link the southern part of the Lifestyle precinct with the Town Centre Core. Constructing the unformed part of King Street from the High Street to Wellington Street and a new mid-block road connection from Bentinck Street to the Northern Highway service road south of King Street will further assist to provide better east-west connectivity for vehicles and pedestrians.

2.6.3 LEISURE AND COMMUNITY

ROLE

This Precinct includes all of the land within Hadfield Park bound by Watson Street to the south, Queen Street to the north, High Street to the West and Windham Street to the east. Hadfield Park plays an important role in the town centre, providing some green 'relief' as well as range of services.

The role is to:

- Continue to provide a range of recreational and community uses in the eastern section of Hadfield Park.
- Provide a large passive recreation area which allows for picnics, informal play and provides green relief for the centre.
- Provide an attractive spot for the community and visitors alike, with attractions such as the integrated wet and dry play space, the Free Library and park events.

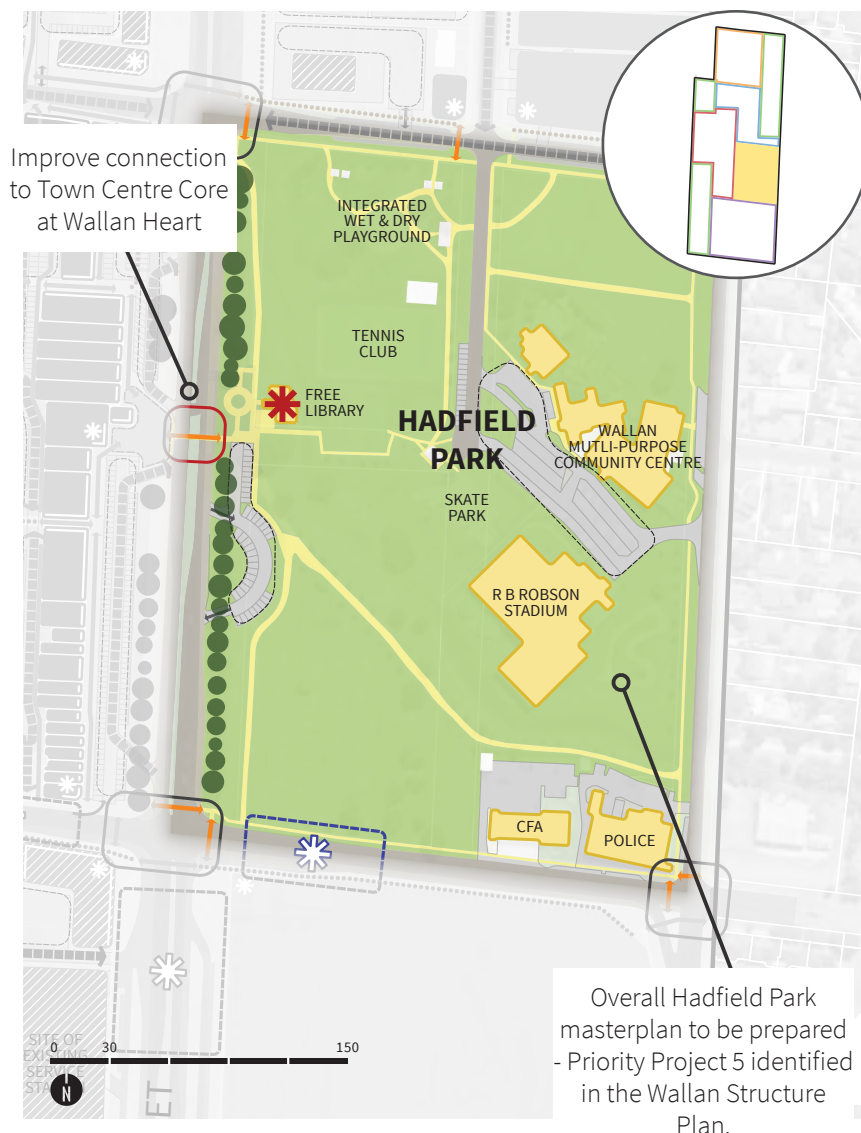


Figure 64. Leisure and Community Precinct

USE AND STRUCTURE

The structure of Hadfield Park is defined by the informal and formal areas of recreation and services, with the eastern section providing a range of services, accessed via Windham Street or Bentinck Street. The western section is currently reserved by passive recreation, with access either via Watson Street or the car parking in front of the Free Library, accessed from High Street.

Pedestrian movement through the Park consists of a series of paths connecting the tennis courts, skate park and water play elements. More informal pedestrian paths are also provided.

The Wallan Structure Plan 2015 identified the need to prepare a Masterplan for Hadfield Park which will determine any improvements to ensure it continues to provide a valued green space within the Town Centre. This is a priority project for Mitchell Council which is separate to the Town Centre Masterplan and UDF project.

LEGEND	
	UDF STUDY AREA
	ANCHOR RETAIL
	SPECIALTY RETAIL/OFFICE ABOVE
	COMMERCIAL
	COMMERCIAL/RESTRICTED RETAIL
	MIXED USE
	HIGHER DENSITY RESIDENTIAL + OTHER
	PERMITTED USES (EG. PLACE OF WORSHIP)
	COMMUNITY/CIVIC/GOV. SERVICES
	EDUCATION
	TOWN SQUARE/CIVIC PLAZA
	FUTURE DEVELOPMENT
	HADFIELD PARK
	WATERWAY
	KEY PEDESTRIAN CONNECTION
	POTENTIAL NEW FOOTPATH
	ENHANCED PEDESTRIAN REALM
	POTENTIAL STREET UPGRADE
	POTENTIAL PHYSICAL CONNECTION
	SIGNALISED INTERSECTION
	SIGNALISED PEDESTRIAN LINK
	POTENTIAL BUS INTERCHANGE LOCATIONS
	CAR PARK
	CAR PARK ACCESS POINT
	ARCHITECTURALLY EXPRESSED CORNER
	ACTIVE FRONTAGE
	HERITAGE BUILDING (HO)
	VALUED BUILDING

2.6.4 SUPPORTING TOWN CENTRE FUNCTION

ROLE

The Supporting Town Centre Precinct includes an eastern and western portion, with the western section running along Wellington Street (both north and south of Queen Street) and the eastern portion between Bentinck and Windham Streets between William and Queen Streets.

The intent for the Supporting Town Centre Precinct (particularly the western section) relates to its physical position adjoining the core, as it can act as an intermediary between the projected development of the Town Centre Core precinct and the existing residential areas. There is already a trend within the western portion of the precinct of accommodating small scale businesses. The Masterplan seeks to enhance this role as well as introducing multi residential development.

The role is to:

- Provide an intermediary area between areas of higher commercial and business activity within the core and gateway precincts, to quieter residential and community areas within Wallan. Key to this is managing both the residential interfaces as well as activation onto streets which front the town centre core.
- Provide the opportunity for higher density residential living close to services.
- Create opportunities for small scale operations, such as consulting suites and home offices proximate to the Town Centre Core, while being easily accessible to the surrounding residential areas.
- Provide for passive surveillance and extended street activity beyond the 9-5pm operating hours of traditional commercial activities in the Gateway Precincts in particular.
- Deliver increased levels of amenity activity through creating areas of mixed use, with high quality residential design.

USE AND STRUCTURE

This precinct contains an eastern and western section, with the differing roles/uses based on the proximity to the core.

The Supporting Town Centre precinct predominantly accommodates conventional residential density aside from eastern portion which has a number of recently development townhouses/units providing a higher density.

There is a growing trend in the western portion of the Precinct for mixed uses, particularly between Queen and Watson Streets. The Masterplan seeks to encourage these uses, supporting small scale businesses and higher density residential development, permitted under the General Residential Zone or the Residential Growth Zone (should Council wish to rezone land in the western section to elevate its status as part of the Town Centre).

It will offer space for lower order services which do not require the level of exposure and activity of uses within the Town Core to relocate to this precinct. A mix of uses which provide pedestrian access points from Wellington Street will be

supported in this portion of the precinct given adjacency with the Town Core and the ability to capitalise on the potential bus interchange (should either of the Wellington Street or Watson Street west options be selected). Furthermore, the consolidation of smaller lots will be supported where larger building footprints and mixed uses can be delivered in accordance with the role of the precinct. Any uses along Wellington Street, particularly adjoining the core, will need to be sited so as to activate the street and respect the residential amenity behind.

Land south of Watson Street is principally expected to deliver higher density residential with some opportunity for home based office as permitted under the General Residential Zone. Land north of Queen Street is also expected to principally cater for higher density residential but with some opportunity for community type uses to complement the existing Primary School and Kindergarten facilities within close proximity and the Child Care centre in the precinct.

Land in the eastern portion of the precinct is expected to deliver a range of higher density residential forms.

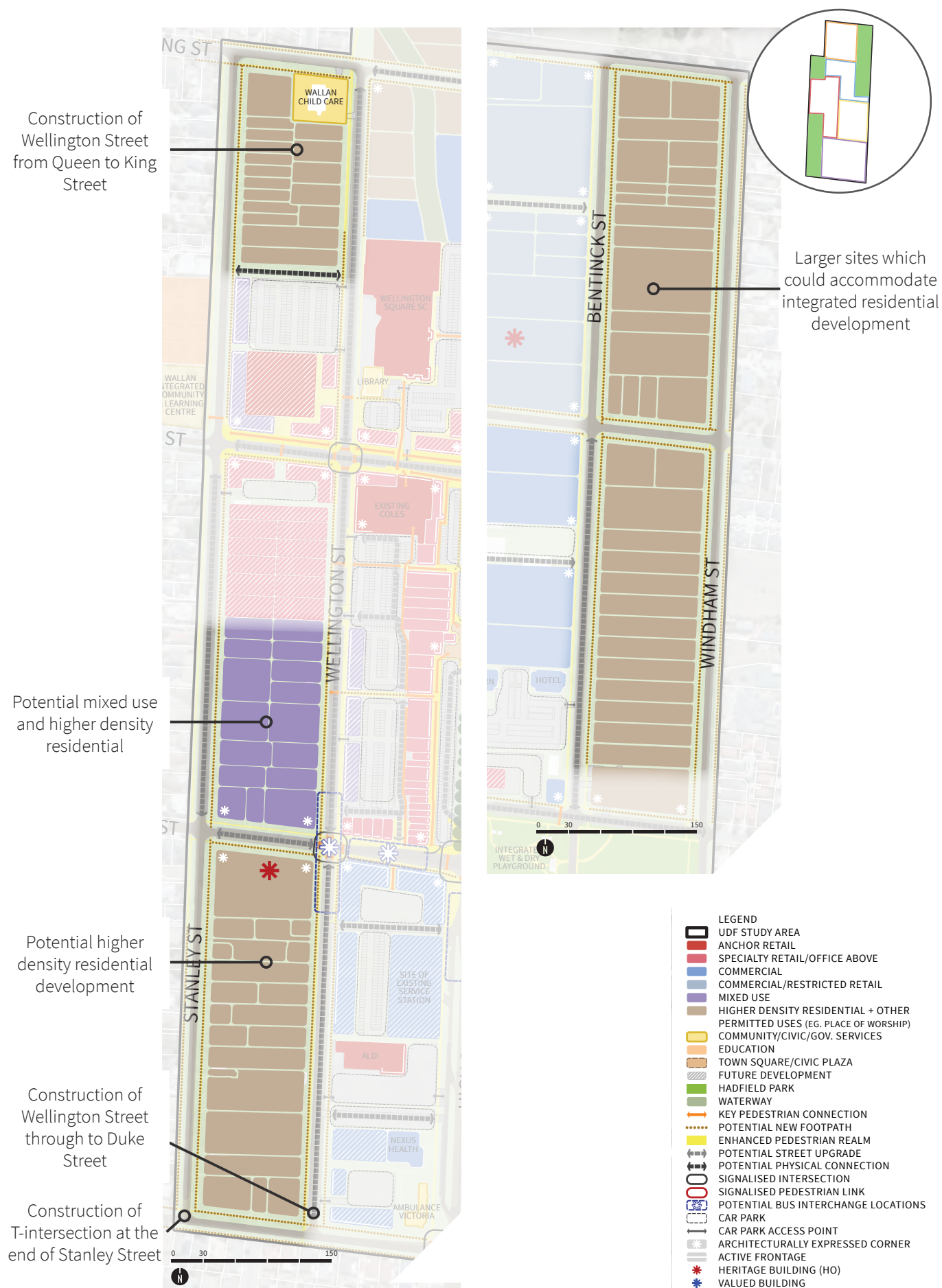


Figure 65.

Supporting Town Centre Function Precinct

A number of factors influence the success of this Precinct to meet its identified role in the Masterplan as follows:

- To enable the Supporting Town Centre to be fully realised the construction of Wellington Street from Watson Street through to Duke Street is required. This will enable underutilised sites to be more readily and directly accessed and more intensively developed. With the growth of higher order service offerings in the area, the newly accessible properties within the precinct can help to meet the growing demand for floor space.
- To improve connectivity of the southern areas of the precinct, the connection of Stanley Street to Duke Street is also important. It will create through route options to the Northern Highway and avoid adding more residential traffic on Watson Street within the Town Centre Core. This connection will complement the connection of Wellington Street to Duke, substantially increasing the accessibility and utilisation of these southern sites.
- The definition of the corners of Wellington and Watson Streets is important as a western entry into the Town Centre. The mixed use area north of Watson Street provide opportunity to provide higher density outcome and quality built form to define this side of the intersection. The large Church site on the south-west corner of Watson and Wellington Street is an opportunity to present to this intersection through the future expansion of its community role.
- The construction of King Street through to High Street, in the north western portion of this precinct will improve access for this are and enable it to develop for higher density housing.

Throughout the precinct, higher density housing will play a key role in increasing the vibrancy in the Town Centre. Given the easy walking distances to community and commercial services, it is a sensible location for higher density housing. The housing in this precinct should take the form of contemporary terrace housing or small scale apartment developments, and be sensitively designed townhouses to minimise the occurrence of the appearance of miniature houses. This will develop a stronger and more consistent street frontage helping to reinforce and define perspectives to the surrounding regions of Wallan.

In addition to a well-defined and strong street frontage, it will be important for this precinct to manage direct interfaces, particularly in the northern eastern area between the larger scale commercial/light industrial of the Northern Gateway precinct.

2.6.5 NORTHERN GATEWAY

ROLE

The Northern Gateway is positioned as the distinct entry point for the Wallan Town Centre from the north. The precinct is defined with larger scale commercial uses on the eastern side of the High Street, with predominantly residential uses, that are bisected by the Wallan Creek on the western side of the precinct. The Northern Gateway has numerous underdeveloped or unused sites, which will provide the opportunity for the expansion of medium density residential developments and the accommodation of large scale commercial uses but with an aim to increase the overall amenity and quality of the precinct.

The role is to:

- Use redevelopment sites to greatly improve the appearance of this precinct to become a gateway for the Wallan Town Centre for people travelling south towards Wallan.
- Provide the opportunity for larger format commercial and retail to be accommodated as future demand is experienced.
- Improve east-west connectivity through a mid-block connection.
- Reconnect the western area of the precinct back to Wallan Creek, to afford new residents of the medium density developments improved amenity while respecting the objectives of Environmental Significance Overlay.
- Continue to deliver light industrial which benefits from access from High Street/the Northern Highway and which support the Town Centre Core overall uses.
- Provide potential opportunities for higher order community facilities.

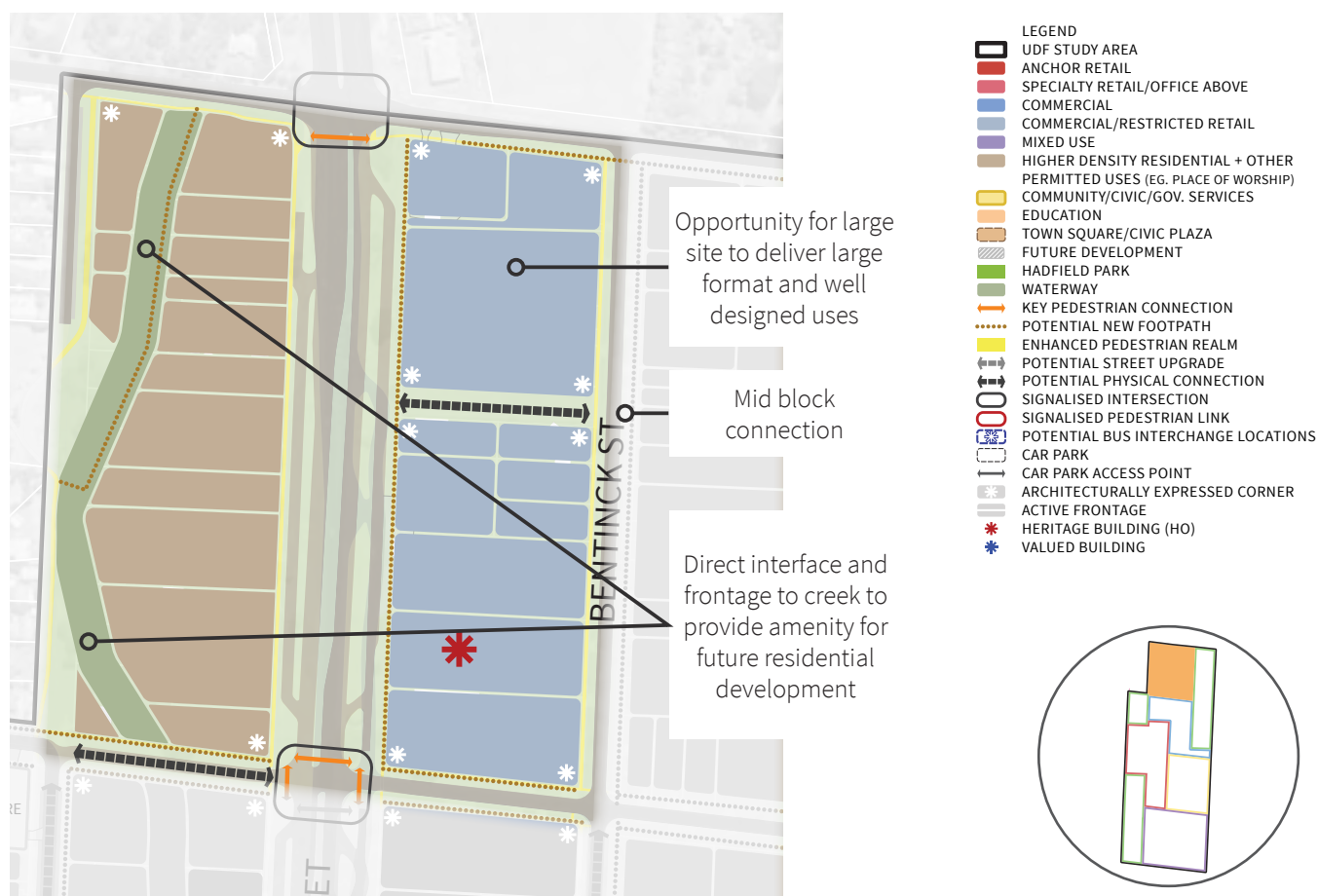


Figure 66. Northern Gateway Precinct

USE AND STRUCTURE

The strong delineation between the existing uses in the precinct (on the eastern side; large scale commercial, retail formats, small scale industrial and the residential area to the west) has been driven by the existing zoning, and the Masterplan seeks to reinforce these land use conditions.

The eastern area is zoned Commercial 2; as such, land uses that are consistent with this zoning are encouraged which include nursery, restricted retail, trade supplies and light industrial uses such as mechanics or car dealerships which benefit from access and exposure to High Street. Beyond the land use, the Masterplan seeks to improve the current structural elements of this precinct. The following structural elements to be improved for the eastern half of the precinct are:

- To utilise the existing large block sizes and subdivision pattern to accommodate large format retail and commercial developments as driven by demand.
- To encourage vacant sites to construct built form as close as practical to the High Street frontage, to help define the main northern entry point into the Wallan Town Centre.
- To create a mid-block connection point to overcome the large block sizing that currently limits accessibility from High Street through to Bentinck Street. This mid-block connection will allow vehicles and pedestrian movements through the precinct but will be restricted for service vehicles.
- Continue servicing and accessing the site from High Street to protect the residential interface along Bentinck Street. Smaller scale vehicles and staff entry points may be appropriate from Bentinck Street.

In the western half of the Northern Gateway precinct, the residential zoned land should continue to develop the recent trend of multi dwelling development. The Masterplan envisages continued residential growth in this area which takes advantage of the amenity provided by Wallan Creek and particularly the Town Centre Core. This development while encouraged, should be in accordance with the existing Environmental Significance Overlay. The factors which will influence the success of this precinct are:

- Wallan Creek, which is a considerable natural asset for the area. Only a few residential properties currently face or overlook the Wallan Creek which is a missed opportunity. Future residential development in this Precinct ought to take advantage of this asset, with dwellings to directly front the Creek and for a walking track to be established.
- Ensuring that large, vacant blocks are utilised for the development of medium density dwellings which result in a dense built form towards High Street, helping to define the street edge.
- The construction of King Street to through to High Street. This is critical not only increase accessibility for the surrounding residential streets but also to complete the peripheral road network. The construction of King Street will create a direct road interface with the Lifestyle precinct, potentially enabling a different ground floor uses (in accordance with the General Residential Zone) to help activate King Street.

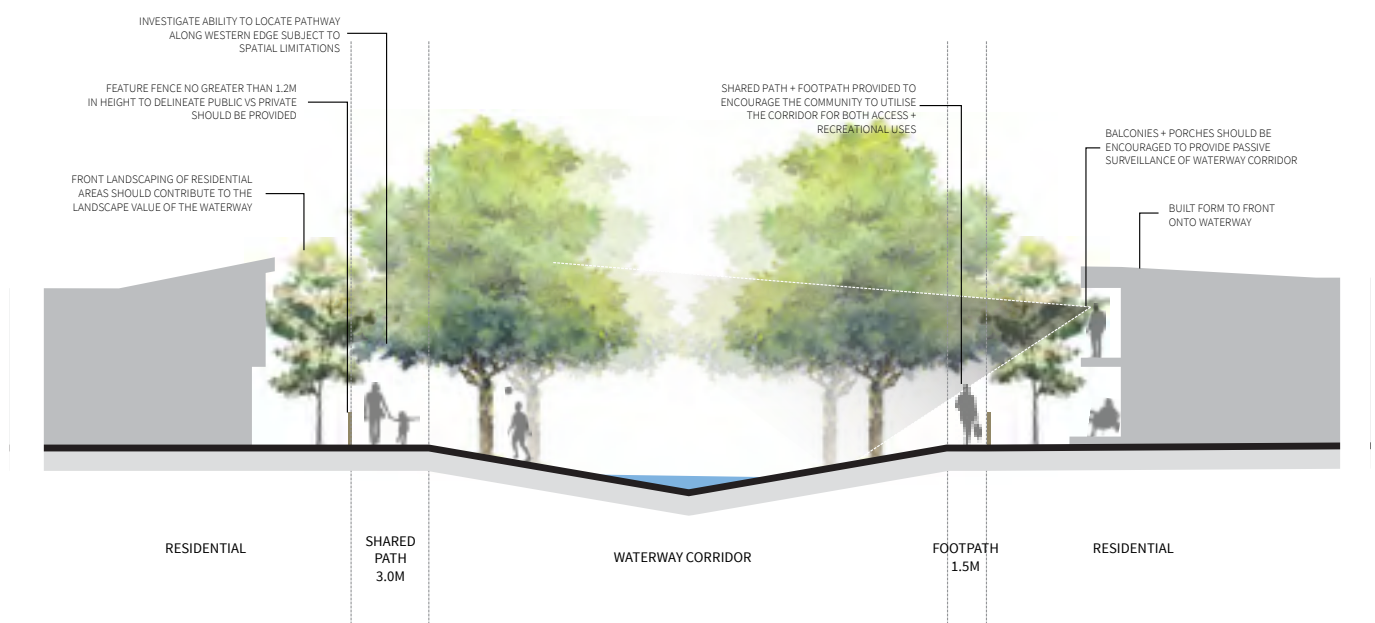


Figure 67. Concept Illustration: Wallan Creek interface cross section

2.6.6 SOUTHERN GATEWAY

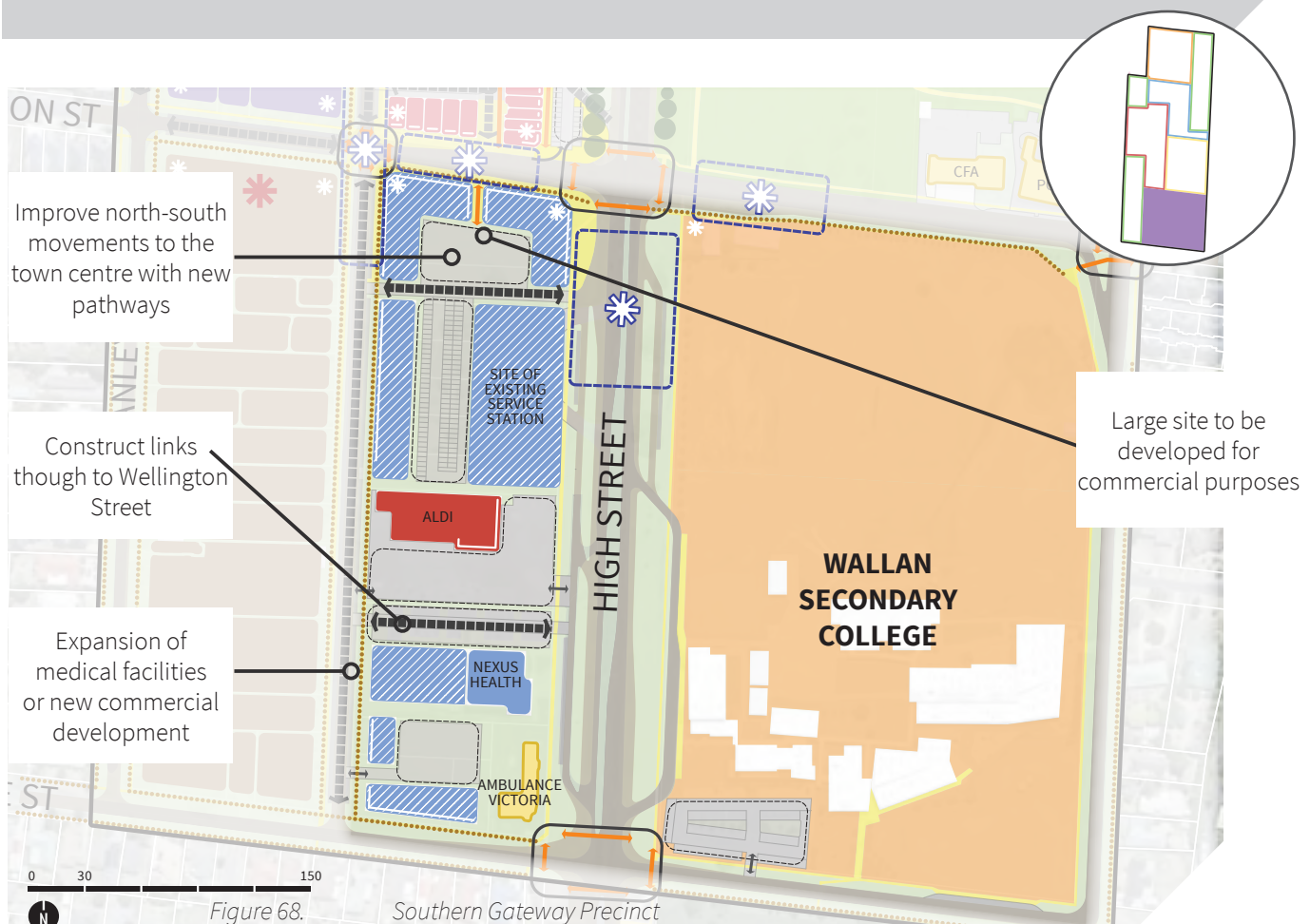
ROLE

The Southern Gateway precinct includes the Wallan Secondary School on the east side of High Street and the commercial and higher order uses on the west side of High Street. This precinct is largely influenced by the recently developed Nexus Health Centre and Ambulance Service which define the southern entry into the Town Centre and the land use focus for this precinct. The existing supermarket is the anomaly this precinct which will have a commercial and services function (rather than retail) to align with the zoning of the land for Commercial 2.

There are a number of vacant and underutilised sites within this precinct which provide opportunity for expanded commercial use and higher order services. These types of uses are suited to this precinct as they need to be part of the Town Centre but do not need to be located within the core. These types of uses ordinarily self-sufficient in term of car parking and given the extent of land available for development this precinct presents excellent co-location/agglomeration opportunities. The role is to:

- Provide an attractive entry to the Town Centre from the south, providing attractive built form and improved landscaping on both sides of High Street.
- Provide opportunity for larger format office uses include private commercial uses and higher order services and community facilities typical to a large Town Centre – such as Centrelink, Medicare or headquarters for regional agencies.
- Leverage off the activity generated by Nexus Health to provide other health and related services.
- Redevelop underutilised sites for commercial uses to provide a more dense form.
- Provide employment dense development uses.

Whilst the Greenhill Recreation Reserve sits outside the boundary of the Town Centre, it also contributes to the sense of arrival into the Town Centre and its future expansion will reinforce this.



USE AND STRUCTURE

As outlined above, this precinct will accommodate a range of commercial and higher order sensitive uses which are already beginning to locate here, including Nexus Health and Ambulance Victoria. It is expected that services such as Nexus Health could expand and other health related uses may co-locate such as pathology, private consulting rooms/specialists, ultrasounds/radiology clinics etc. Underutilised sites such as the service station/car wash and a number of vacant sites in this Precinct could also accommodate new uses such as offices or other higher order services. Whilst the zoning of this Precinct allows for large format retail (ie: restricted retail, trade supplies) these uses are best suited to the Northern Gateway precinct where there are larger lots, uses of that type which already exist and the built form/siting is reflective of those uses.

The structure of the Southern Gateway is that of a destinational precinct containing predominantly commercial premises and higher order services potentially including higher order community facilities. The subdivision pattern will reflect these larger format uses/footprints, with a mid-block connection identified between the Aldi and Service Station ensure some break in the building form or car parking edge and allow vehicle and pedestrian movement through the precinct. Within the structure of large format buildings, smaller scaled food and beverage outlets may locate within the precinct to provide a convenience service for the businesses and break up the building form.

Streets within this Precinct will be largely vehicle focussed, providing access to the car parking areas. The service lane will continue to act as the key entry to the car parks with opportunity for some further access gained from Wellington Street to car park areas, particularly where building have frontage to Wellington Street. Duke Street which runs along the southern edge of the Precinct will provide an important supporting role as it will convey buses to and from the bus interchange (depending on what interchange option is selected) potentially High Street.

Wallan Secondary School is located on the east side of High Street and forms the eastern section of the Southern Gateway Precinct.

2.6.7 GREENHILL RESERVE



Figure 69. Greenhill Reserve - Concept Masterplan*

The Greenhill Recreation Reserve and the land immediately adjacent has been the subject of considerable analysis including site selection, civil engineering reviews, architectural and urban design threshold review, and services availability to determine the general suitability of the land for an extension to existing recreational facilities.

While considerable detailed planning and design work would need to be undertaken once the required land is secured, the preliminary planning makes it relatively clear that the areas directly adjacent to the Greenhill Recreation Reserve are suitable for an extension to the existing reserve.

The extension to the Greenhill Reserve will assist in providing open space which is required for the existing community (which is in short supply in these southern parts of the municipality) as well as anticipating for additional needs for well-located accessible recreational facilities for additional population growth which is anticipated.

The inability to secure appropriate land in a timely manner has resulted in significant underservicing of recreation space in Wallan. The Greenhill Reserve expansion provides a much needed opportunity to secure an important community, sporting and recreational infrastructure

Greenhill Recreation Reserve is proposed to be expanded to accommodate additional facilities, such as the following:

- Additional full size AFL ovals
- Potential indoor recreation facility
- Soccer/rugby full size pitches
- Netball courts
- Tennis courts
- Playground and BBQ facilities
- New pavilions
- Car parking

The expansion of the Greenhill Recreation Reserve will require acquisition of land. Once Council has secured the land the planning for Greenhill will commence which will include detailed design in consultation with key stakeholders and the community.

Masterplanning of the Greenhill Reserve is identified as priority project 4 in the Wallan Structure Plan.

* Indicative layout plan for an expanded Greenhill Recreation Reserve (Please note that the layout shown is indicative only, for the purposes of physical area analysis. The type, number and layout of facilities will be subject to a full masterplanning exercise, including community and user group consultation).

3.0

URBAN DESIGN FRAMEWORK

This chapter outlines the design guidelines for the Town Centre which includes objectives and preferred outcomes, based on a series of elements. A set of design objectives are outlined in chapter 3.1 which apply to the whole Town Centre. The overall objectives seek to set the tone and direction for built form, public realm and movement networks within the Town Centre to improve the overall function and amenity of the centre.

Chapter 3.2 provides design objectives and preferred character based on character precincts as established in chapter 2.6. The character precincts design guidelines address the following elements:

- Built Form
- Street Interfaces and Environment
- Materiality
- Landscaping

These are the key elements which will help achieve the vision for the town centre as set out in the UDF.

Objectives describe desired outcomes to be achieved by future development and works in the town centre. All objectives must be met.

Preferred outcomes outline how the objective could best be achieved. Development must show how it responds to the preferred outcomes.

The design objectives and preferred outcomes are to be read in conjunction with the vision and description of the precincts in chapter 2.6 of the Masterplan.


3.1

OVERALL DESIGN OBJECTIVES

Well-designed activity centres are not only more pleasant places for visitors to enjoy, but they enhance land values and can create a more vibrant economy. An improved design can improve the overall safety and image perception of a centre, which could encourage people to visit a centre more frequently.

The creation of quality public spaces will increase the potential for activities such as outdoor dining, markets, festivals, cultural and community events.

The vitality of the Wallan Town Centre can be enhanced by improving how people travel to and within it. There is competition between the need to create pleasant, safe pedestrian environment and convenient access to parking, and the need to move people, private motor vehicles and freight along the Northern Highway and High Street through the Town Centre.



3.1.1 BUILT FORM AND MATERIALS

- Incorporate the use of natural and textured materials such as timber, stone, steel and brick.
- Façade designs to incorporate horizontal and vertical articulation/features, including columns, framing etc.
- Architectural articulation to be proportionate to the lot size and be contemporary in design, using simple building details.
- Avoid excessive decoration and historical reproduction styles. No faux heritage form or construction materials.
- Buildings located on corner sites to address both street frontages. Architectural articulation to 'wrap' around the corner of the building.
- Side elevations which are visible from the street to incorporate varying material treatments and building articulation, including at the upper levels.
- Position entries to face the primary street.
- Façades to incorporate elements including verandahs to visually break up long walls and provide continuous weather protection. Façades to have a dominantly horizontal emphasis at street level, and vertical emphasis at upper levels.
- Walls to be detailed with natural stone and masonry such as brickwork (including rendered), rammed earth or mud brick to create an appearance of permanence. Such wall treatments should be offset with features such as verandahs, pergolas, and balanced areas of glazing.
- Street furniture and built form materials to consider the town country feel but do not imitate it.
- Incorporate low single pitch roof or gable roof styles and avoid curved roof forms.
- Apply extended eaves (of at least 450mm in depth) to the roof design to enhance the presentation of the building and assist solar design.
- Primary base colours to be muted in tone. Accent colours are encouraged but are to be used strategically for key building façade elements.
- Avoid large expanses of uninterrupted walls of a singular surface treatment.
- Façades and elevations to incorporate a complementary material palette that demonstrates diversity in textures. Use a mixture of contemporary and traditional natural materials, textures and finishes including lightweight cladding, timber, render, non-masonry sheeting, glazing, stone, brick, mud-brick and iron roofing.



Figure 70. Old red bricks



Figure 71. Timber and stone



Figure 72. Stone and recycled timber

3.1.2 STREET ENVIRONMENT

- Present street address with clear sense of entry. Primary pedestrian entrances located on main streets and to be visually prominent.
- Public spaces bonded by active shopfront type uses to activate the street.
- Protect and enhance significance of the Avenue of Honour that contributes to the streetscape character of High Street and connecting streets.
- Provide visual permeability at street level by providing (predominantly) glazed façades which present an open active frontage.
- Provide a rhythm of shopfronts which present a small grained scale yet allows for some variety (ground floor facades along High and Queen Streets in the town centre must be broken into sections no greater than 8 metres wide).
- Balance landmark and more recessive scale buildings throughout town centre based on location and street hierarchy.
- Highly visible buildings and buildings on corner sites to be of the highest architectural resolution and expression.
- Uses that generate high levels of vehicular use and/or have a large footprint to be sleeved by smaller retail at the street edge, particularly on pedestrian streets.
- Inviting pedestrian frontages to retail precinct buildings by providing engaging window and entry displays. Avoid blocking windows with shelves, particularly to those windows which front a key link, or primary activity street.
- Walking, cycling and driving experience enhanced by format and grain of buildings.
- Public areas to be well lit at night time and promote opportunities for casual surveillance by positioning active uses along the edge or within public spaces.
- Public spaces to provide shade, enclosure and protection from the elements.
- Street furniture to have consistent design elements across all areas to ensure town centre character is identifiable.
- Street furniture to be attractive, functional and compatible with Council design standards, supporting pedestrian, cyclist and retail functions.



Figure 73. Street environment ideas



Figure 74. Street environment ideas

3.1.3 SIGNAGE

- Developments to deliver considered and holistic approach to signage and advertising designed to compliment not dominate the built form.
- New signage to be contemporary and incorporate materials familiar to the area such as timber, steel and stone.
- Public signage to be compatible in design, scale, material, style, and colour with the overall streetscape.
- Public signage to be simple and effective, reducing repetition and clutter.
- Reduce kerbside advertising to minimise visual clutter. Limit the quantity of A-frame signage along key pedestrian routes and shared pathways and prohibit signage in road reservations.
- Integrate signage and lighting with the building form. Avoid signage on the roof or beyond the parapet height of the building.
- The size, height and proportion of signage to be complementary to the building and not a dominating element.
- Generally, signage to not exceed 10% of the entire façade or clearly demonstrate that it 'fits' with the style of the building.
- Signage must not be painted/ fixed on the windows of the building where it faces a street or laneway.
- Avoid the use of animated signs or coloured neon lighting.
- Lights and equipment should be simple in style and discrete in profile.
- Light spillage from signage and lighting for car parks should be contained to within property lines. Landscaping not to be relied upon to prevent light spillage into the public realm.
- Under canopy signage encouraged (Refer Figures 75 and 76).



Figure 75. Example of below canopy signage - fixed to structural element



Figure 76. Example of below canopy signage - hung from canopy

3.1.4 LANDSCAPING

- All streets and service roads within the Town Centre require street tree planting that adheres to a simple formula that can be implemented as part of wither street upgrades or minor works projects.
- North-south streets are to be planted with large and medium deciduous trees to reflect the Avenue of Honour.
- East-west streets are to be planted with large, native, clear-trunked species to provide contrast and aid with wayfinding.
- At street corners, or in public spaces a range of highlight species is to be used, that allows for botanic diversity and seasonal interest. New tree plantings are to be provided in nature strips where space is available, or in on-street outstands.
- Tree plantings in Hadfield Park are to be typically deciduous, with a range of large, shade providing species suitable for the frosts and hot weather common in Wallan.
- Wallan Creek is to be highlighted utilising indigenous canopy species and low understorey in an approximate 40m wide corridor, where possible.
- Carparks on public or private carparks are to have at least one medium-sized tree for every 10 car spaces.
- Understorey plantings are typically to be hardy native or indigenous species to consider the dry summers, minimise additional water use, be of low maintenance and be reflective of Wallan’s country setting.
- Plantings are to be kept low, under 1m in height, to allow for visibility between areas, and imbue a sense of public safety.



Figure 77. *Corymbia Citriodora* - To be planted on east-west streets

Figure 78. *Corymbia Maculata*

Figure 79. *Pink Oak* - To be planted on north-south streets

3.1.4 LANDSCAPING



Figure 80. Existing Avenue of Honour to be retained and extended

- Areas of grass or lawn are to be used in large swathes that allow for ease of maintenance and contribute positively to the sense of place. Small grassed areas are to be avoided, including nature strips which should be planted with low growing native or indigenous species. Warm-season grasses are preferred over cool-season grasses to allow for grass coverage in the warmer times of higher use, and their lower water demands.
- Tree planting which creates strong, consistent avenues with highlight planting treatment at key locations.
- Continuation of street tree alignment through public spaces. Deciduous trees in north-south streets and evergreen in east-west streets.
- Robust and drought tolerant planting which is linked to water sensitive urban design systems that will capture and treat storm water runoff (where possible). Water sensitive plantings are to be utilised wherever possible in streetscapes, carparks and public spaces to provide sediment traps and filtration of run-off prior to it entering Wallan Creek.
- In terms of street furniture, to reflect the desire for a Country Town Feel, 'Honesty' in expression of materials is preferred – ie. not faux treatments of materials. Steel is galvanised, not stainless, powdercoated or painted. Timber is real timber, not a composite product or recycled plastic. Fixings are generally not concealed, and a sense of 'craftmanship' is to be preferred over mass-produced.
- Refer to the Materials schedule in the Appendices for detailed information regarding materials and species.

3.1.5 ENVIRONMENTAL AND WATER SENSITIVE DESIGN

Water Sensitive Urban Design within built form will also provide much benefit. Where renovations or new developments on private land are proposed, Mitchell Shire Council should determine minimum levels of compliance.

Mandated:

- Rainwater tanks – stormwater harvesting and reuse for toilet flushing and irrigation (minimum size of tanks should be considered in terms of roof / site area ratio, and type of use eg. Carwash)

Preferred:

- Grey water harvesting and reuse
- Porous paving, infiltration trenches and bio-retention systems
- Rain gardens, rooftop greening
- Aquifer recharge and reuse

There are 10 generally accepted Key Sustainable Building Categories to be considered with any renovation or proposed new development. Each project should explicitly state the ESD objectives in terms of these categories.

1. Indoor Environment Quality: to achieve a healthy indoor environment quality for the wellbeing of building occupants
2. Energy Efficiency: to ensure the efficient use of energy, to reduce total operating greenhouse emissions and to reduce energy peak demand
3. Water Efficiency: to ensure the efficient use of water, to reduce total operating potable water use and to encourage the appropriate use of alternative water sources
4. Stormwater Management: to reduce the impact of stormwater run-off, to improve the water quality of stormwater run-off, to achieve best practice stormwater quality outcomes and to incorporate the use of water sensitive urban design, including stormwater re-use
5. Building Materials: to minimise the environmental impacts of materials used by encouraging the use of materials with a favourable lifecycle assessment
6. Transport: to minimise car dependency and to ensure that the built environment is designed to promote the use of public transport, walking and cycling
7. Waste Management: to ensure waste avoidance, and reuse and recycling during the construction and operation stages of development
8. Urban Ecology: to protect and enhance biodiversity and to encourage the planting of indigenous vegetation.
9. Innovation: to encourage innovative technology, design and processes in all development, so as to positively influence the sustainability of buildings
10. Construction and Building Management: to encourage a holistic and integrated design and construction process and ongoing high performance.

3.2 CHARACTER PRECINCTS

This chapter provides objectives and preferred outcomes for each of the Precincts. The use and built form character of each precincts differs between precincts, with some requiring a higher level of architectural form than ones, dependant on their exposure and role . This is reflected in the level of detail for built form and public realm objectives.

The following elements are covered where relevant:

- Built Form
- Street Interfaces and Environment
- Weather Protection
- Materiality
- Landscaping

The objectives and preferred outcomes must be read in conjunction with the overall Town Centre objectives in Chapter 3.1 which must be met.

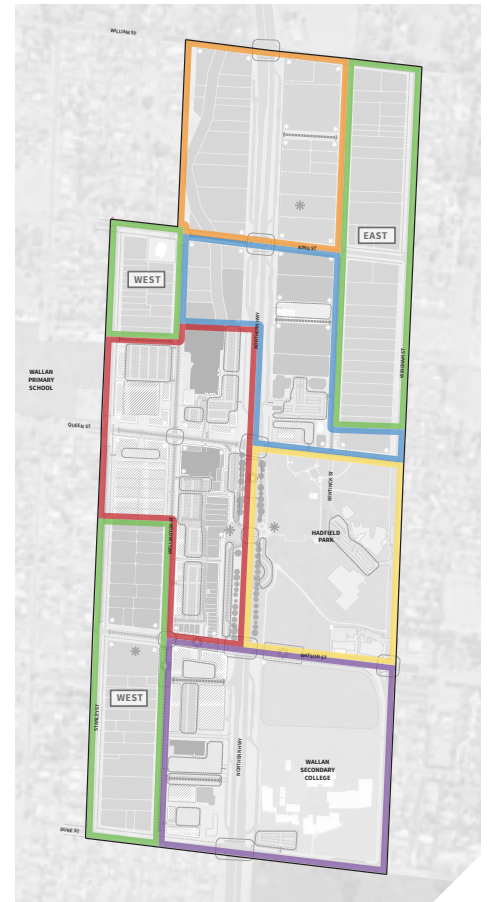
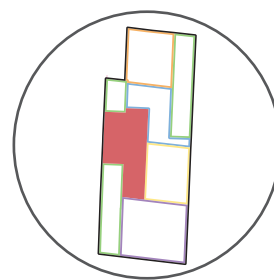


Figure 81. Character Precincts

- LEGEND**
- UDF STUDY AREA
- PRECINCTS**
- TOWN CENTRE CORE
 - LEISURE AND COMMUNITY
 - LIFESTYLE
 - NORTHERN GATEWAY
 - SOUTHERN GATEWAY
 - SUPPORTING TOWN CENTRE

3.2.1 TOWN CENTRE CORE

This UDF aims for the Town Centre Core to be consolidated, improved and recognisable. It must provide a stronger sense of place than it does now, one that is more navigable, has a clearly defined public realm, and makes significant improvements for pedestrians and cyclists. It requires better all-weather protection, improved outdoor dining and trading opportunities, and the development of finer-grained spaces. Buildings are to be modern and more sustainable, and a country building vernacular is to be encouraged. Each of its main streets requires investment to provide continuous footpaths, street tree planting, public lighting and furniture.



Element	Design Objectives which must be met	Preferred Outcomes which should be met
Built Form	<p>Provide form and the massing of the Town Centre Core to reflect that of a large regional township.</p> <p>Consolidate the Town Centre Core by extending up with a vertical mix of uses, infill development and increased density. Avoid single storey buildings.</p> <p>Deliver heights along High and Queen Streets of a minimum of 2 storeys (aside from DDS/ Supermarket sites).</p> <p>Ensure built form adjacent to the bus interchange promotes safe use of this space.</p> <p>To provide a consistent built form edge to define streetscapes and the public realm at street level, while designing levels above two storeys so that they do not dominate general streetscapes.</p> <p>Deliver buildings at street level on High Street and southern side of Queen Street which are built to the footpath edge. This edge condition also applies where a building may front a public space.</p> <p>Setback buildings from the north side of Queen Street by some 4 metres to accommodate level access to retail.</p>	<p>A built form combination of small, medium and large format buildings.</p> <p>A commercial fine grain presentation at street level with large format buildings located behind.</p> <p>Varying building scale within the core, but with terrace type density in small format buildings, with levels above 2 storeys being setback in a stepped arrangement.</p> <p>Stepped building heights along Queen Street and Watson Street to follow land form.</p> <p>Passive surveillance of the bus interchange areas (options 1 and 2) and car parking areas on Wellington Street though the incorporation of active frontages on Watson Street and supporting upper level uses which could add 'eyes on the street'.</p> <p>Buildings at important intersections such as High/ Queen Streets and Queen/Watson Streets which present an exceptional form appropriate to the importance of this place.</p> <p>Street setbacks which support on-street commerce and activity, with wider footpaths on High Street and generous landscaping and areas for dining on Queen Street.</p> <p>Upper levels which are designed/broken up to reflect the ground floor 'grain' - ie not a single large building mass.</p>

Street Interfaces & Environment	<p>Incorporate some variation in grain sizing/building widths and scale to create a pleasant pedestrian environment.</p> <p>Provide buildings which activate the street edge at ground floor and provide interest for pedestrians. This may include areas for outdoor dining/congregation.</p> <p>Avoid crossovers along street frontages and avoid any additional crossovers on Queen Street, High Street and consolidate crossovers in Wellington Street where possible.</p> <p>Avoid blank walls on medium and large format buildings by sleeving with retail to key frontages (S1 space, P2 place, P4) and providing visual interest to break up surfaces at other frontages.</p> <p>Broad footpaths to support on street commerce and activity.</p> <p>Enhance views to the surrounding regions and natural features such as Kinglake National Park.</p> <p>Cohesive signage which is integrated with the building and avoids visual clutter.</p> <p>Provide consistent weather protection to Queen and High Streets as the focus for pedestrian activity.</p> <p>Orientate buildings to take advantage of natural elements.</p>	<p>Activated streetscapes at ground floor for the Primary Activity Streets and High Street which include entries and glazed frontages which wrap around to address key corners.</p> <p>Direct interfaces between building façades and the public realm (avoid colonnades, alcoves).</p> <p>Larger format buildings which present windows and a differentiated massing to any street or public area.</p> <p>Broad footpaths which align with the street priority and cross sections in section 2.3 of this document.</p> <p>Buildings which are detailed to maximise northern exposure, while protecting glazing and other sensitive areas from direct western sun.</p> <p>Upper levels which are oriented to capture long range views to Kinglake National Park.</p> <p>New buildings which integrate signage with built form including under canopy signage and no above canopy signs (see Figures 75 and 76 - signage photos).</p> <p>Continuous canopies and verandahs along existing street frontages and the potential for integrated weather protection with built form for new development areas.</p> <p>Building openings to be orientated towards prevailing winds.</p>
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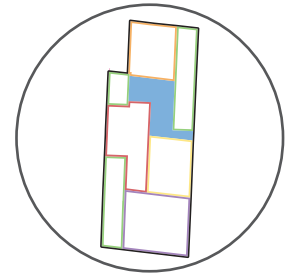
QUEEN STREET

Figure 82. Queen Street massing study, looking west

Materiality	Avoid predominant use of concrete and composite products in building construction.	Buildings which introduce both texture and detail at eye level creating visual interest, while ensuring built form materials are permeable to allow for passive surveillance. High quality contemporary building forms and materials which have a combination of stone, timber and galvanised steel materials rather than concrete, composite products and stainless steel.
Landscaping/ Public Realm	Highest quality materials reflective of the location in the town core and the streetscape planting theme which includes deciduous trees in north south streets and evergreen in east-west streets. Finer grain detailing in key locations (Town Centre Heart, Queen Street retail expansion area, and High Street) with more unique materials and bespoke furniture.	A landscape response which exhibits highest quality landscape materials and finishes reflecting urban centre which includes, unique materials, tree guards, street furniture and grilles. See section 2.5 of the Masterplan.

3.2.2 LIFESTYLE

The Lifestyle Precinct will be the one to demonstrate that quality services and public experiences can be found in Wallan. New developments or renewals should be encouraged to express themselves, to be unique and to bring a new flavour to Wallan that is based on a country character and honest materiality. The public realm to support this needs to be simple and effective, providing direct physical access for all users, and an investment in the basics of continuous footpaths, street tree planting, public lighting and furniture.



Element	Design Objectives which must be met	Preferred Outcomes which should be met
<i>Built form</i>	<p>Avoid blank walls for medium and larger format buildings and provide articulation to those parts of the building which are highly visible.</p> <p>Deliver generally 2 storey maximum height, detached or semi-detached commercial buildings.</p> <p>Support 2-3 storey scale residential dwellings with upper level setbacks in locations which provide an attractive outlook. Avoid single storey, detached housing.</p>	<p>Buildings which provide soft landscaped setbacks to street frontage and narrower soft landscaped setbacks between individual buildings.</p> <p>Integrated, higher density residential development which fronts the creek and provides a contemporary design response.</p> <p>Dwellings and offices which are designed to front a local street fronting the creek (including a footpath) and be designed with windows and living areas looking out to the creek, providing passive surveillance.</p> <p>See Figure 83</p>
<i>Street Interfaces and Environment</i>	<p>Provide detail at eye level and quality of material finish.</p> <p>High quality built environment with interest at pedestrian level.</p> <p>Support street front activity where possible and relevant, particularly on Queen Street and south east section of the precinct on High Street.</p> <p>Buildings (either commercial or residential) to address the creek. This includes providing windows, balconies and low, transparent fencing.</p> <p>Provide building setbacks (for commercial buildings) which are either generally in line with the existing street setbacks or provide adequate area for landscaping.</p> <p>Provide car parking primarily at the rear or side of the site so the street frontage presents primarily for built form or landscaping.</p> <p>Ensure fencing to street frontages is visually permeable and visually permeable to the side boundaries extending at least 10 metres into the site. Avoid chain mesh, solid slab, cyclone and similar types of fencing in front of the building line.</p> <p>Provide lighting to the ground plane of public oriented buildings.</p>	<p>Open sided and/or visually permeable structures with good through sightlines.</p> <p>Contemporary buildings which integrate weather structures.</p> <p>Fencing along creek frontages which is no greater than 1.2 metres in height.</p>

Materiality	Provide contrast in material between larger masses and smaller building elements and between ground and upper floors.	Buildings which are purpose designed but which have considered architectural detail at ground and upper floors through use of materials and placement of windows.
Landscape/ Public Realm	<p>Provide transitional landscape areas between carparks and building entries.</p> <p>Provide lighting to the ground plane of public orientated façades.</p> <p>Deliver trunk canopy planting, avoiding shrubs over 1m to maintain sightlines to High Street and along service roads.</p> <p>Detail streetscape materials and finishes to assist with natural way finding.</p> <p>Provide landscaping in private areas which interfaces with the creek to contribute to landscape value of the waterway.</p>	<p>Street furniture and materials which consider history but do not replicate it.</p> <p>Sites which are well lit and allow for views into them from the street through choice of planting and fence treatments.</p>

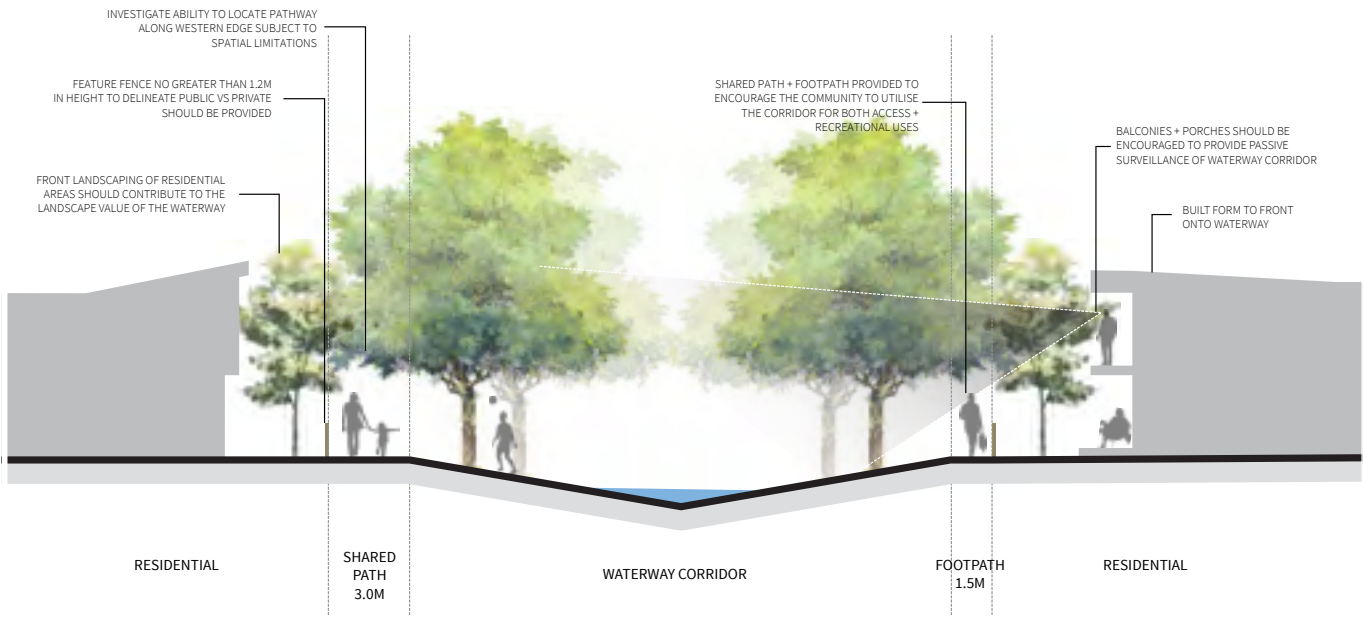
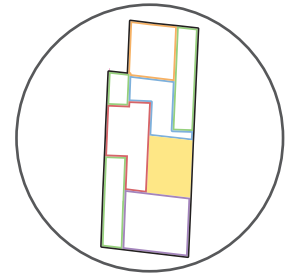


Figure 83. Concept Illustration: Wallan Creek interface cross section

3.2.3 LEISURE AND COMMUNITY

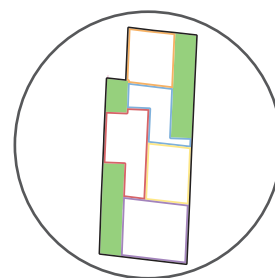
The Leisure and Community precinct is Wallan's primary community area. A committed and thorough Masterplan for Hadfield Park is required to guide future planning of Hadfield Park that this does not continue. This Master Plan will ensure that any further development within the park relates to its role as the premier park. A long-term commitment to shade trees, and that Wallan Creek is considered important and could be improved. Hadfield Park should be viewed in the context of Wallan as a future destination with a valuable park asset at its centre.



Element	Design Objectives which must be met	Preferred Outcomes which should be met
<i>Built form</i>	<p>Ensure any extended/new buildings are sensitive to existing park landscape setting. Allow a 'domestic' scale of single storey or two storeys, if sensitively designed.</p> <p>Avoid further permanent structures other than those supporting the ideals and activities of the parkland (subject to future masterplanning exercise).</p> <p>Encourage articulation and interest in overall form including moderate projections and recesses.</p>	<p>Built form which is secondary and supportive of landscape features and functions.</p> <p>Buildings which address the parkland on all sides with no inappropriate 'back of house' areas facing it.</p> <p>Building placement and design which is visually permeable within park and provide passive surveillance and safety.</p>
<i>Street Interfaces and Environment</i>	<p>Design lighting minimise light spill into the park.</p> <p>Provide detail at eye level and quality of materials in built form.</p> <p>Aid visual permeability and public safety from both within premises and from the street.</p> <p>Deliver high quality built environment with interest at pedestrian level.</p> <p>Encourage path networks and land uses to guide building placement.</p>	<p>Open sided and/or visually permeable structures with good through sightlines.</p> <p>Contemporary buildings which integrate weather structures.</p> <p>Provide shade devices wherever possible for public enjoyment as relevant to the intended use.</p>
<i>Materiality</i>	<p>Ensure materials used adjacent to the Free Library contrast and highlight this heritage building.</p> <p>Ensure high quality landscape materials are used to reflect the park's premier location.</p>	<p>Buildings which sit comfortably within the park setting and do not dominate either the existing heritage building or the openness of the park.</p>
<i>Landscape/ Public Realm</i>	<p>Provide generous walking and cycling networks connecting with Town Centre which direct people to the dedicated crossing points of High Street.</p> <p>Considered landscape edges to building perimeters and high quality landscape treatment around Free Library and War Memorial.</p>	<p>Landscaping which enhances adjacent buildings and complements their style and history through choice of species and planting regime.</p>

3.2.4 SUPPORTING TOWN CENTRE FUNCTION

Many current higher-density developments in Wallan are sub-standard in terms of function, aesthetic and lifestyle value. Future developments need to be encouraged to address street fronts, with each residence having a public address, or at a minimum, a publicly-visible address. Second and third storey developments will be encouraged, with overall site coverage to be reduced to allow for decent-sized front and back gardens and improved site permeability. Eaves, roof terraces, balconies and verandahs will be encouraged. On multi-residential sites a commitment to providing combination of shared and private gardens will improve both an improvement in quality of life and interfaces with adjacent properties.

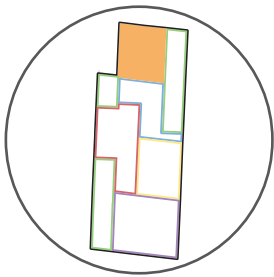


Element	Design Objectives which must be met	Preferred Outcome which should be met
<i>Built Form</i>	<p>A combination of small and medium format buildings which support home business and mixed uses at ground floor and residential above.</p> <p>Increase residential density within the precinct by supporting a variety of forms including townhouses, units, duplex and low rise apartments. Avoid single storey detached housing on large sites.</p> <p>Improve on current provision of higher density housing which provides very little private open space and is typically single storey 2 bedroom with central driveway.</p> <p>Develop opportunities for pedestrian permeability through development.</p> <p>Generally single to 3 storey height with storeys above second storey stepped back.</p> <p>Avoid developments with dead-end driveways for improved safety and permeability.</p> <p>Mix of sizes and formats to satisfy a broad demographic.</p>	<p>Integrated residential development which provide for a mix of houses including townhouses, units and low level apartments and an offer of 1, 2 and 3 storey product and some SOHO product (small office/home office – particularly in the southern section of the precinct).</p> <p>Residential development which provides for 40% permeable area to deliver a good level of private open space and shared landscaped areas on higher density lots.</p> <p>Internal roads which are designed to be shared space environments to maximise benefit.</p> <p>Sites which provide high quality private and shared spaces.</p>

<i>Street Interfaces and Environment</i>	<p>Avoid blank walls to the street frontage and have clear articulation in façades to break up surfaces.</p> <p>Generally single to 3 storey height with storeys above second storey stepped back.</p> <p>Off-street parking with transitional landscape to building entries</p>	<p>Streetscape upgrades to Wellington and Stanley Streets in the west, and Bentinck and Windham Streets in the east.</p> <p>Sites which are designed to provide landscaped edges to adjacent properties, via a setback of 3 metres from side boundaries.</p> <p>New pocket parks within the Precinct to provide local amenity and improved public realm.</p>
<i>Materiality</i>	<p>Provide good visual permeability to public frontages</p> <p>Contrast in material between larger masses and smaller building elements – eg. between walls and window frames.</p> <p>Detail at eye level and quality of material finish.</p>	<p>Development which incorporates a mix of materials and windows to front the street.</p>
<i>Landscape/ Public Realm</i>	<p>Provide meaningful landscaping within front setbacks (minimum 4 metre front setback).</p>	<p>Development which presents a green edge to the street, which contributes to the public realm.</p>

3.2.5 NORTHERN GATEWAY

The Northern Gateway will go through the most significant changes in the ensuing years. It needs to transition from a mixture of low density housing and sprawling commercial activities into a concise, defined precinct that defines the northern entry road experience and provides the growing town goods, services and employment. New developments will need to consider their street address, their presentation, and contribute positively to the public realm. The service road needs to be developed as a street in its own right, separately articulated from High Street. Management of boundaries needs to consider adjacent properties, and the landscape contribution within each site needs to be enhanced.

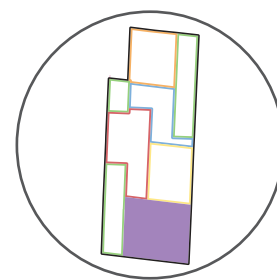


Element	Design Objectives which must be met	Preferred Outcomes which should be met
Built Form	<p>Deliver generally 2 storey maximum height, detached or semi-detached commercial buildings.</p> <p>Locate office components of buildings at the corner/front of the building and address the street.</p> <p>Support higher density residential forms up to 3 storeys.</p> <p>Support 2 storey scale residential dwellings which front the creek.</p> <p>Provide contrast in material between larger masses and smaller building elements, with office components given prominence in the building form.</p>	<p>Landscaped site boundaries which partially mask and soften the solidity of the built form.</p> <p>Office components of buildings which are visually dominant on the street, being some 6 metres in height to give emphasis to that part of the development.</p> <p>Residential forms including townhouses and units which provide passive surveillance at the creek environs.</p>

<p><i>Street Interfaces and Environment</i></p>	<p>Provide building setbacks (for commercial buildings) which are either generally in line with the existing street setbacks or provide adequate area for landscaping.</p> <p>Provide car parking primarily at the rear or side of the site so the street frontage presents primarily for built form or landscaping.</p> <p>Consider interfaces with the secondary road (either rear or side road).</p> <p>Provide a secondary access to the rear if beneficial to the operation of the site.</p> <p>Deliver good visual permeability to public frontages, particularly along Wallan Creek.</p> <p>Reduce conflict between vehicles/visitors and trucks/service vehicles.</p> <p>Locate loading/service areas so that unloading of vehicles can principally occur within buildings.</p> <p>Ensure fencing to street frontages is visually permeable and to the side boundaries extending at least 10 metres into the site.</p> <p>Avoid chain mesh, solid slab, cyclone and similar types of fencing in front of the building line.</p>	<p>Separate site access for pedestrians/low order vehicles unless sit is impractical to do so.</p> <p>Buildings which address the creek by providing a street frontage along its length or using rear loaded product.</p> <p>Pedestrian access through car parks which is clearly marked and where possible emphasises through the use of raised textured surfaces.</p> <p>Buildings which have clear entry points, punctuated through landscaping and the building form as well as clear signage.</p> <p>Consistent building setback from High Street frontage within no parking within this zone.</p> <p>Car parking which is largely screened by buildings and landscaping.</p> <p>Sites which are designed to accommodate staff parking and commercial deliveries/loading at the rear and a small amount of 'visitor' parking at the front.</p> <p>Sites which have no fences in front of the building line.</p> <p>Buildings which are built either to the lot boundary (if adjoining building already built to the side boundary) or setback some 3 metres to enable landscaping in the setback.</p> <p>Sites which provide a front setback of 4 metres. For lots less than 1500sqm, a reduced front setback may be considered.</p>
<p><i>Landscape/ Public Realm</i></p>	<p>Consistent setbacks with sufficient space for landscape planting to offer a higher standard of amenity across the precinct.</p> <p>Lighting to the ground plane of public orientated façades.</p> <p>Deliver trunk canopy planting, avoiding shrubs over 1m to maintain sightlines to High Street and along service road.</p> <p>Provide transitional landscape area between carparks and building entries</p>	<p>Buildings which are sited/setback so as to assist in creating a proper streetscape along the High Street service road.</p> <p>Sites which are well lit and allow for views into them from the street through choice of planting and fence treatments.</p>

3.2.6 SOUTHERN GATEWAY

The Southern Gateway will define the entry road experience from Melbourne and provide new employment opportunities. It must present well, with clearly defined usage and edges, and provide staff and visitors with good amenity. Demographic changes and needs will create a good level of demand for services associated with higher densities and population. The southern gateway already has a precedent building - the Nexus building, with street frontage, a modern-country aesthetic, multiple storeys and plans for further expansion. This precinct requires commitment to a continuous setback, a service road that is presented as a street in its own right, and developments that also address the likely development of Wellington Street.



Design objectives and preferred outcomes are not provided for the Secondary School site. However, the masterplan identifies the opportunity for development of higher order civic uses/ community facilities subject to further discussions with Wallan Secondary School and the Department of Education.

Element	Design Objectives which must be met	Preferred Outcomes which should be met
<i>Built Form</i>	<p>Provide a combination of small, medium and large format buildings supporting a range of commercial enterprises.</p> <p>Support medium rise scale of 2-3 storeys with storeys above second level stepped back.</p> <p>Provide a minimum of 3 storeys on the Key Development Site on Watson Street and up to 5 storeys to clearly signify an entry portal to High Street.</p> <p>Consolidate the precinct by developing a vertical mix of uses. Avoid expansive single storey development.</p>	<p>Primarily medium format buildings and some smaller building footprints (eg: food and drink/café) which break up the building form.</p> <p>Varying building scale with greatest height to the High and Watson Streets frontages.</p> <p>Buildings at the important intersections of Watson/Wellington and Watson/High Streets which present an exceptional form appropriate to the importance of this place.</p> <p>Building which carry through the design quality provided by the Nexus building.</p> <p>Buildings which address both High and Wellington Streets.</p> <p>Developments which incorporate 'back of house' within the buildings.</p>
<i>Street Interfaces and Environment</i>	<p>Provide a landscaped setback to the High Street service road in of a minimum 4 metres.</p> <p>Avoid expansive car parking areas fronting High Street Service road.</p> <p>Develop opportunities for pedestrian permeability through to town centre core across Watson Street.</p> <p>Provide building setbacks to the Service Lane which are sufficient to provide landscaping and pedestrian amenity.</p> <p>Provide a building setback from Wellington St which acknowledges the residential interface.</p> <p>Off-street parking with transitional landscape to building entries.</p>	<p>Sites which provide limited parking at the street frontage and parking at the side and rear.</p> <p>Contemporary buildings on the corner of Watson Street and High Street which provide a pedestrian connection at ground floor which could be delivered through a foyer/lobby or between buildings.</p> <p>Buildings which are setback in line with the Nexus building and present an attractive pedestrian area/ forecourt or landscaped edge.</p> <p>A landscaped setback of 4 metres from Wellington Street to create a more 'neighbourhood' character, with car parking or buildings behind this setback</p>


<i>Materiality</i>	<p>To ensure the use of high quality building materials which reflect an urban centre.</p> <p>Avoid predominant use of concrete and composite products in building construction</p> <p>Achieve contrast in material between larger masses and smaller building elements.</p>	<p>Buildings which introduce both texture and visual detail at eye level creating visual interest, while ensuring built form materials are permeable to allow for passive surveillance.</p> <p>High quality contemporary building forms and materials which have a combination of stone, timber and galvanised steel materials.</p>
<i>Landscape/ Public Realm</i>	<p>Detail at eye level and quality of material finish.</p> <p>Deliver trunk canopy planting, avoiding shrubs over 1m to maintain sightlines to High Street and along service road.</p>	<p>Sites which are well lit and allow for views into them from the street through choice of planting and fence treatments.</p>

3.3 KEY DEVELOPMENT SITES

The key development sites as included in the Masterplan are sites which will provide an important role in the centre through a combination of their use, built form presentation and contributing to the public realm. The sites demonstrate how the design objectives and/or preferred outcomes outlined in 3.1 and 3.2 can best be achieved. There are other important sites within the Town Centre which are either vacant or under utilised. However the four sites chosen are particularly important to the development of the centre overall as they either create or contribute to the public realm, can present an exceptional built form and can accommodate a commercial or retail premise. These sites demonstrate how the design objectives can be used to guide built form and public realm outcomes.

Development of the four key development sites must consider the principles outlined in this chapter and demonstrate how the proposal responds.

Development applications which achieve the principles and preferred form and materials identified would be considered to accord with the Masterplan and Urban Design Framework.



3.3.1 TOWN CENTRE HEART - PUBLIC REALM

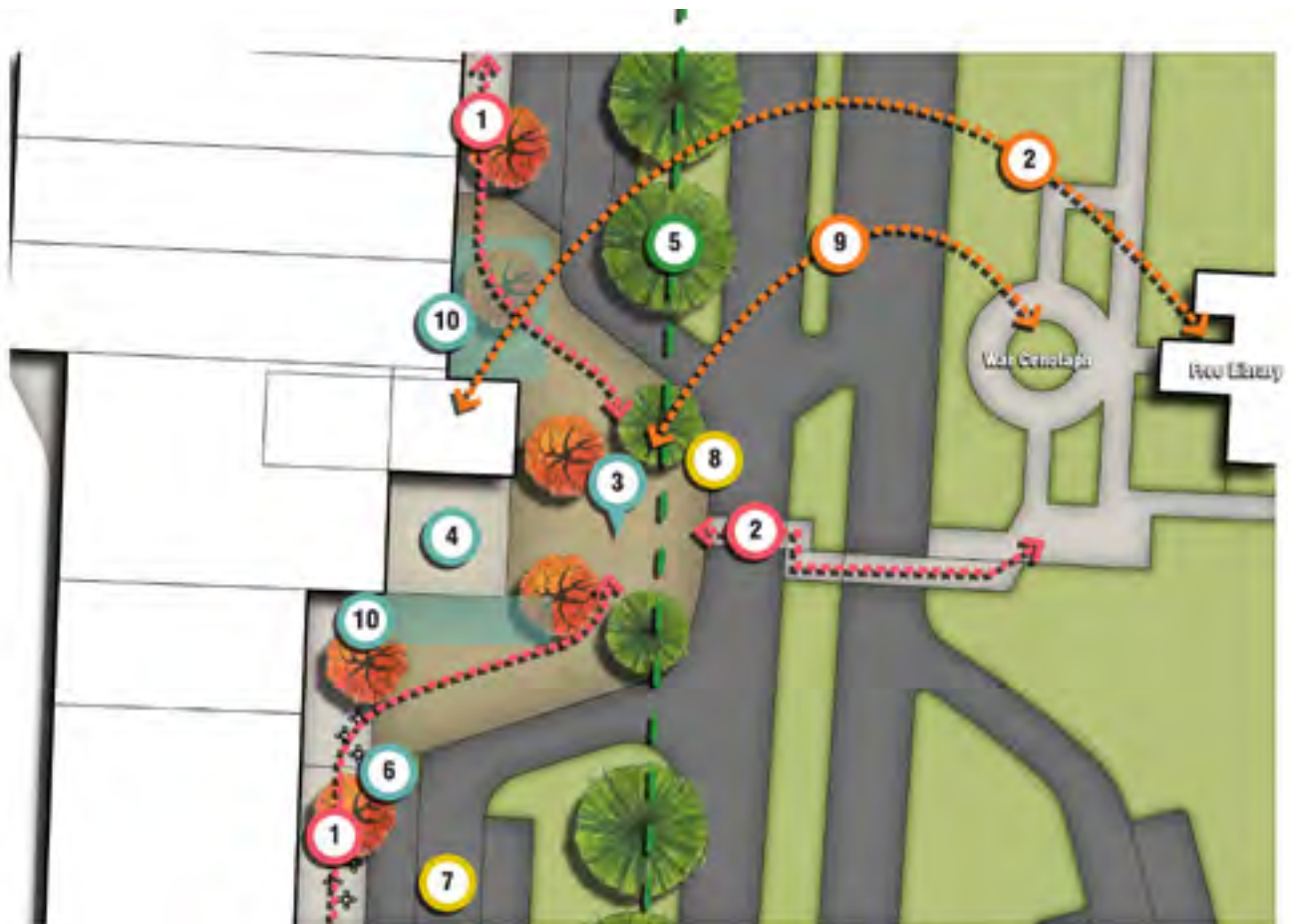


Figure 84. Town Centre Heart : Public Realm opportunities

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- A focal meeting point and part of the Town Centre Heart for Wallan, a new public space that becomes the 'face' of Wallan
- To create a better connected north-south flow for shoppers along the small format retail shops in the Town Centre Core (1)
- To offset the poor pedestrian connectivity in this area created by different building extents
- Provide a place for events and ceremonies
- Increase outdoor dining and street activity
- Consider future changes to High Street/Northern Highway and fits with VicRoads plans
- Provide shade and shelter
- To provide a focal point for the town centre that respects the past, present and future planning of the Wallan Town Centre

FORM

WHAT DOES IT LOOK LIKE?

- Physically and visually links the historic Wallan Free Library and plaza with the High Street strip shops - creating a heritage cluster via a proposed pedestrian crossing of High Street (2)
- Prioritises pedestrians and humans over vehicles by re-organising traffic flows
- A constructed focal point to provide a sense of identity for the space (3)
- On-title open space opportunity for the building on 59 High Street connected to Town Centre Heart (4)
- Reinforce Avenue of Honour planting with additional trees (5)
- Reinforce shopfronts with street trees (10)
- Widened footpaths along adjacent shopfronts (6)

MATERIALS

HOW DOES IT FEEL?

- High quality urban materials that are reflective of the premier urban public space in Wallan
- Urban materials that seek to consider and celebrate Wallan's country-town history
- Materials that are unique, attractive, safe and convey a sense of public space
- Upgrade existing on-title car parks and hand over to council
- Safe, well-lit (7)
- Protected from some noise from High Street (8)
- Visual connection between landscape forms (9)

3.3.1 TOWN CENTRE HEART - BUILT FORM

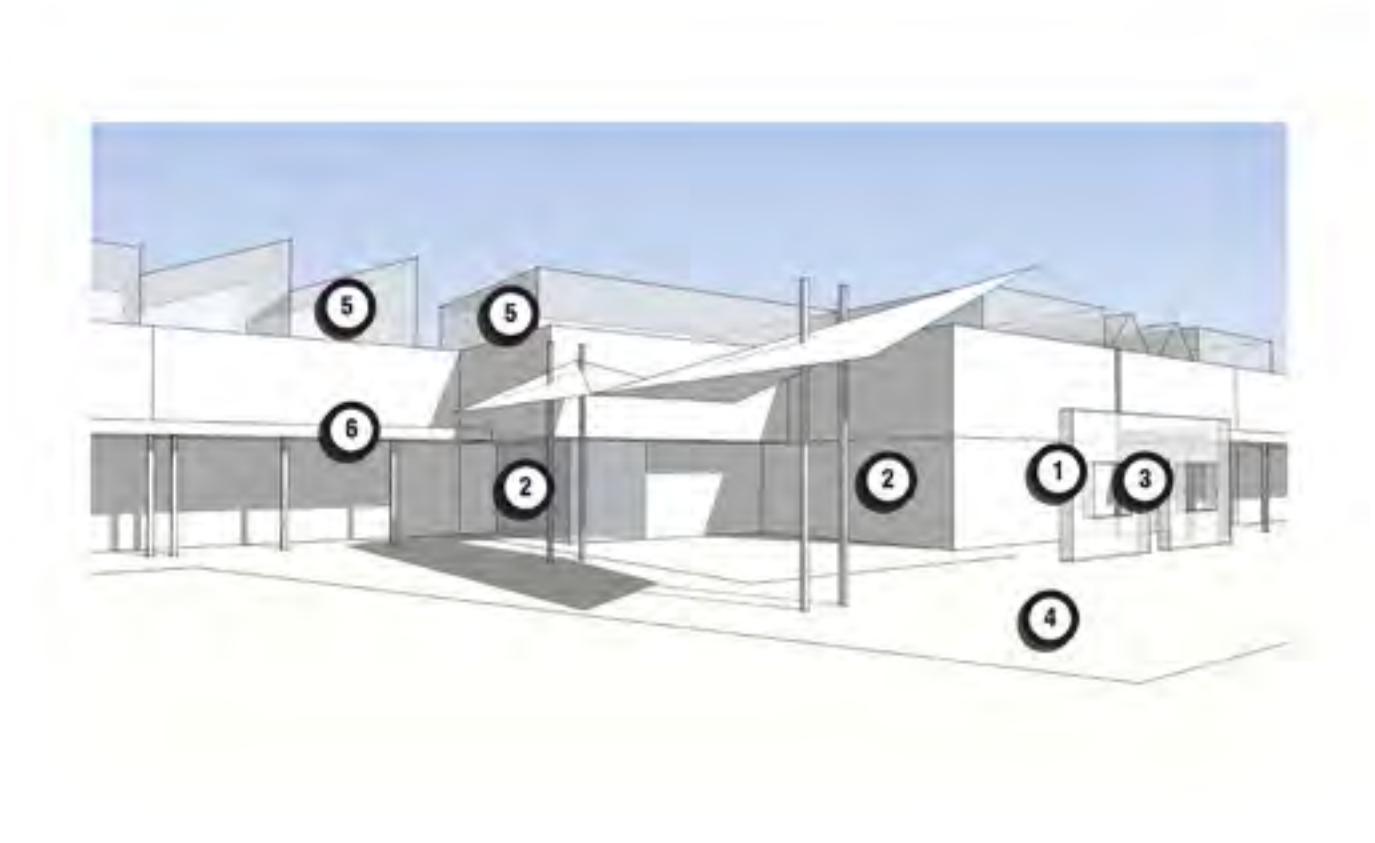


Figure 85. Indicative built form - Town Centre Heart west

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- Interpretation and/or articulation of Historic Store building envelope (1)
- Ground level visual permeability to create visual connectivity in north-south direction (2)
- Active frontages to south and east (3)
- Integration of Building with Public Square (4)
- An east-west historic 'dialogue' with Wallan Free Library

FORM

WHAT DOES IT LOOK LIKE?

- 2 storeys with maximum 3 storeys, 3rd storey setback (5)
- Canopy to footpath interface, potentially reflecting historic verandah (6)

MATERIALS

HOW DOES IT FEEL?

- Fine grain, human-scale detail at pedestrian level
- Modern building with a nod to history
- Reflective of original store's bluestone materiality

3.3.1 TOWN CENTRE HEART - ILLUSTRATION-SKETCH



Figure 86. Concept Illustration: Western half of the Town Centre Heart

3.3.2 ANCHOR RETAIL EXPANSION - PUBLIC REALM



Figure 87. Anchor Retail Expansion : Public Realm opportunities

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- Queen Street to be the key 'local street', with improved pedestrian activity, tree planting, pavements and lighting
- Wellington Street to be upgraded to a typical urban street with footpaths, street tree planting and lighting
- Increase on-street dining and street trade (1)
- Increased footfall
- Shaded, sheltered public spaces
- Expansion of Retail footprint to 3,500 sqm
- To resolve competing interests of car parking access and loading needs

FORM

WHAT DOES IT LOOK LIKE?

- Streetscape upgrade to Queen Street
- Streetscape upgrade to Wellington Street
- Mid-block pedestrian refuge or crossing on Queen Street (2)
- Link connection to mid-block crossing on Queen Street and Wellington Square (3)
- Create on-title public space opportunities on north side of Queen Street (1)
- Evergreen tree planting along Queen Street (4)
- Deciduous tree planting on Wellington Street (5)
- Parallel parking on Queen Street (6)
- Signalised intersections
- Road alignment to cater for local bus routes

MATERIALS

HOW DOES IT FEEL?

- Urban materials that seek to consider and celebrate Wallan's country-town history
- Materials to conform with Town Centre Core palette
- Safe, well-lit (7)

3.3.2 ANCHOR RETAIL EXPANSION - BUILT FORM

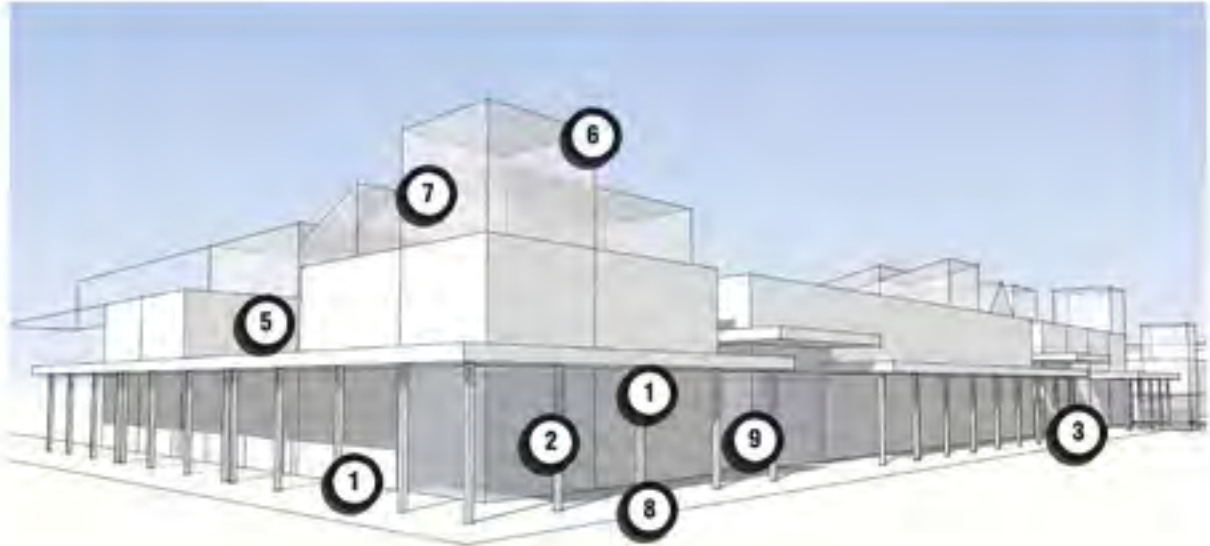


Figure 88. Indicative built form - South side of Queen Street

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- Expansion of Wallan's on street supermarket site to 3,500 sqm
- Active Street Frontages to both Queen and Wellington Streets (1)
- 'Sleeved' smaller format retail to streets (2)
- Potential north-south through connection to mid-block crossing on Queen Street (3)

FORM

WHAT DOES IT LOOK LIKE?

- 1-2 storeys. Either single with double storey volume, or with 2nd storey setback (4)
- Façade articulation (5)
- Corner recognition (6)
- Variety of roof forms (7)
- Building to property line along Queen Street with canopy / verandah over pavement (8)
- Deliveries / loading bay from Wellington Street will need consideration
- Possible internal laneways with more boutique retail to front and connected with Coles to rear (9)

MATERIALS

HOW DOES IT FEEL?

- Visual permeability at ground level
- Fine grain, human-scale detail at pedestrian level
- Considerate of Wallan's desire to retain a country-town feel

3.3.3 COMMERCIAL HUB - PUBLIC REALM

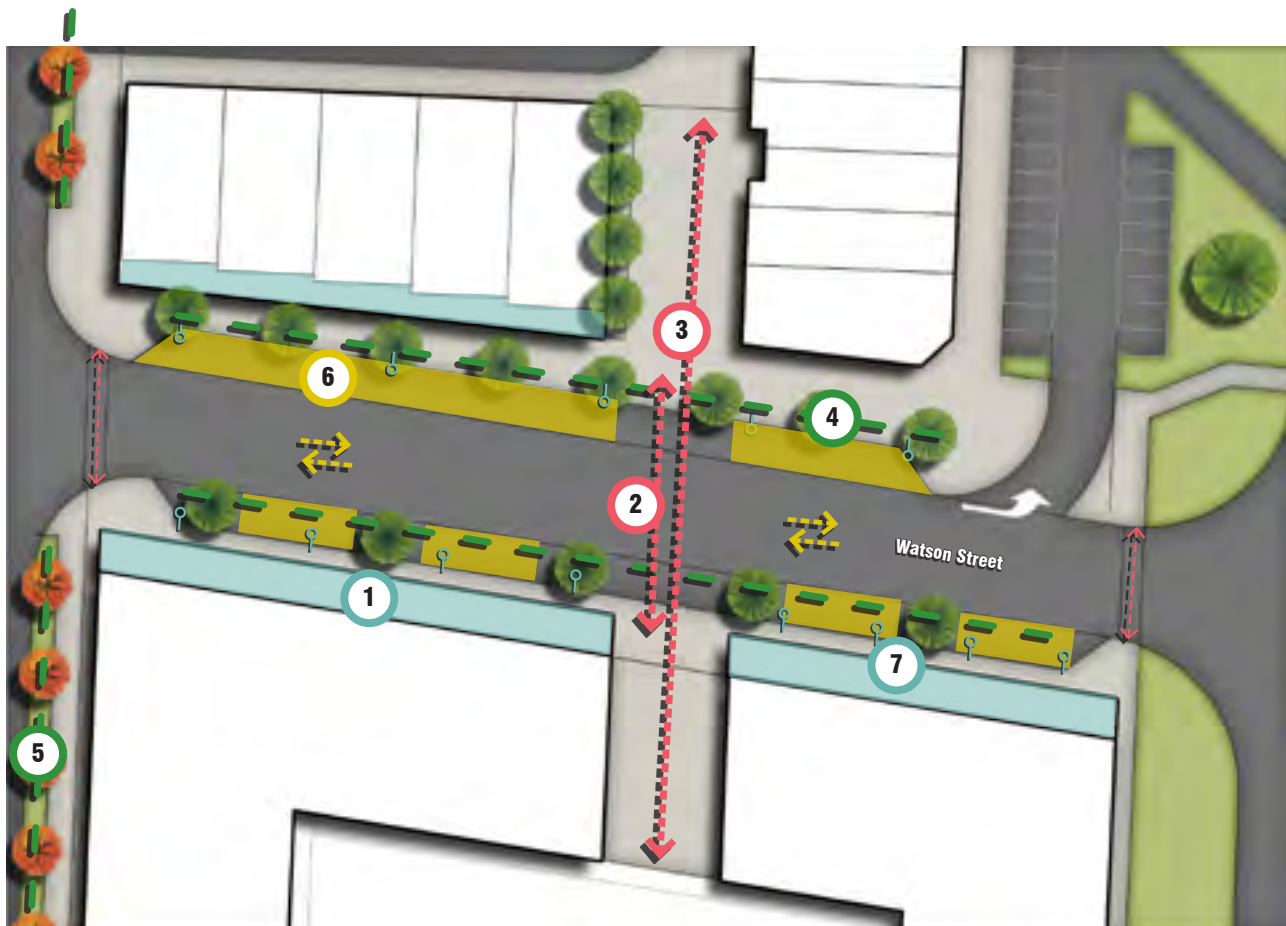


Figure 89. Commercial Hub : Public Realm Opportunities

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- 1) Protected public areas at street fronts
- Increased pedestrian activity along Watson Street
- Increase outdoor dining and street trade

FORM

WHAT DOES IT LOOK LIKE?

- Streetscape upgrade to Watson Street
- Streetscape upgrade to Wellington Street
- 2) Mid-block pedestrian crossing
- 3) Integrated pedestrian access between commercial buildings
- 4) Evergreen tree planting on Watson Street, in footpath on north side, in parallel parks south side
- 5) Deciduous tree planting on Wellington Street
- 6) Parallel parking on Watson Street

MATERIALS

HOW DOES IT FEEL?

- Detail at pedestrian level
- Consistent or complementary with Town Centre Core materials
- 7) Safe, well-lit

3.3.3 COMMERCIAL HUB - BUILT FORM

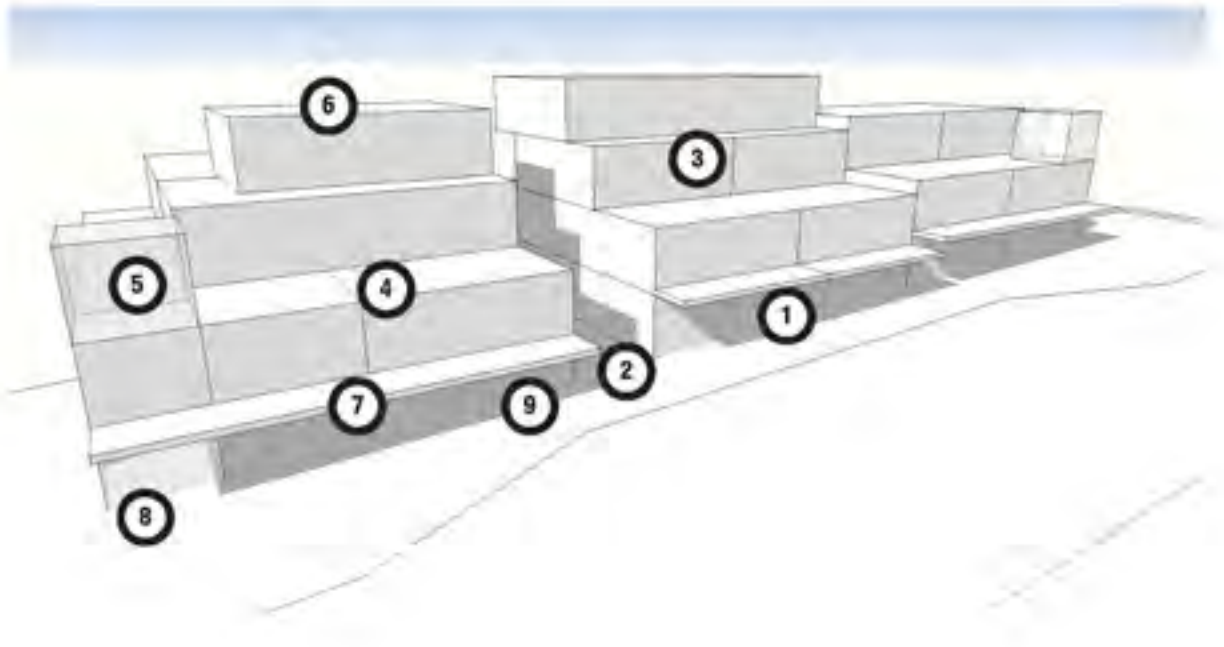


Figure 90. Indicative built form - South side of Watson Street

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- Modern commercial buildings, catering for higher order services and offices
- Active Street Frontages to Watson, Wellington and High Streets (1)
- Break in built mass with north-south through connection to mid-block crossing on Watson Street (2)
- A building that provides 'Eyes on the Street' for community safety
- Provide for potential/integration/ relation to potential bus interchange (Option 1 - preferred option)

FORM

WHAT DOES IT LOOK LIKE?

- 2-3-4 storeys, stepping back from street, potential balconies or roof decks (3)
- Façade articulation (4)
- Corner recognition (5)
- Variety of roof forms preferred (6)
- Building facade to property line along Watson Street with canopy / verandah over pavement (7)

MATERIALS

HOW DOES IT FEEL?

- Visual permeability at ground level, particularly at corners (8)
- Fine grain, human-scale detail at pedestrian level (9)
- Considerate of Wallan's desire to retain a country-town feel, the Nexus Health building is a great precedent

3.3.4 QUEEN STREET FUTURE DEVELOPMENT - PUBLIC REALM



Figure 91. Queen Street Future Development : Public Realm opportunities

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

- 1) Protected public areas at street fronts
- Protected public areas at street fronts by screening large format use with finer grain shops
- Site layout which connects with Wellington Square
- 1) Increase outdoor dining and street trade

FORM

WHAT DOES IT LOOK LIKE?

- Streetscape upgrade to Queen Street
- Streetscape upgrade to Wellington and Stanley Streets
- 2) Mid-block pedestrian crossing
- 3) Integrated pedestrian access between small and large format retail
- 1) Buildings setback to allow 'on street' dining within private landholdings
- 4) Evergreen tree planting on Queen Street
- 5) Deciduous tree planting on Stanley Street
- 6) Parallel parking on Queen Street

MATERIALS

HOW DOES IT FEEL?

- Detail at pedestrian level
- Consistent or complementary with Town Centre Core Materials
- 7) Safe, well-lit

3.3.4 QUEEN STREET FUTURE DEVELOPMENT - BUILT FORM

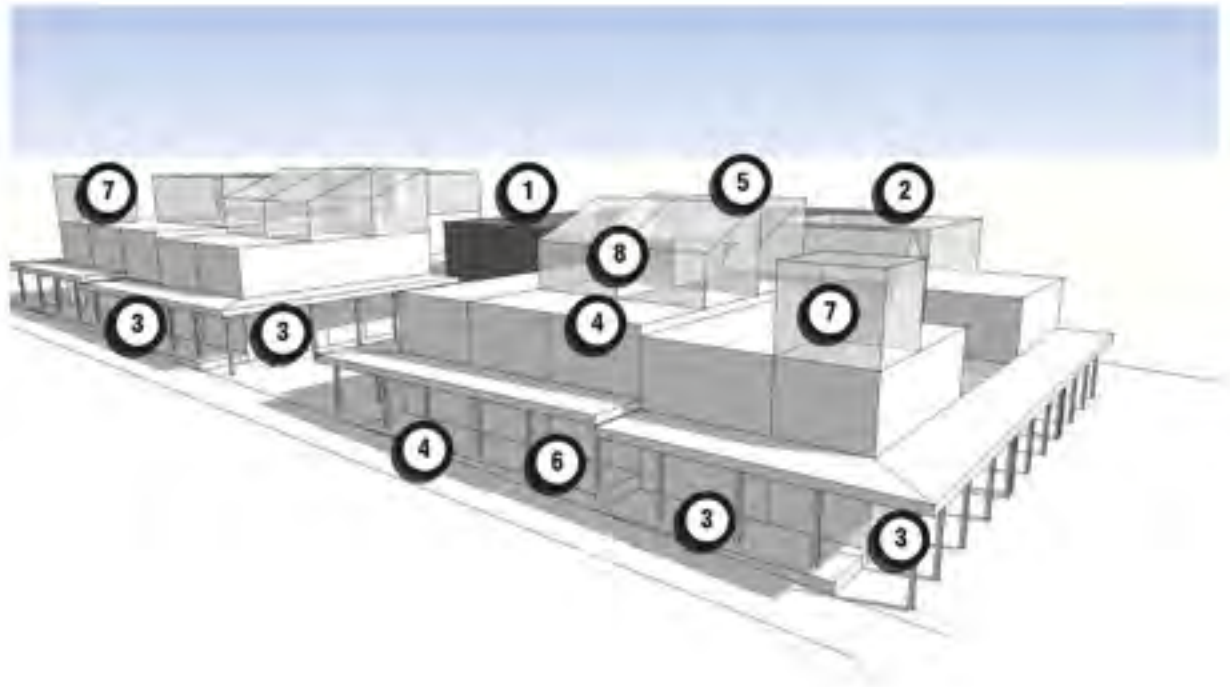


Figure 92. Indicative built form - North side of Queen Street

PRINCIPLES

WHAT IS THIS TRYING TO ACHIEVE?

Large Footprint Retail:

- 1) Allow for growth of large format retail stores in Wallan
- 2) Minimise 'back of house', or loading requirements becoming an impediment to access; safe access from carpark
- 2) Defined, safe and considered access from carpark

Smaller Format Street Front Buildings:

- 3) Active frontages along streets – no blank walls
- Ground level visual permeability

FORM

WHAT DOES IT LOOK LIKE?

Large Footprint Retail:

- 4) Up to 3 storey volume, with 3rd storey set back
- 5) Roof plant shielded from view
- Deliveries / loading bay from Wellington Street will need consideration

Smaller Format Street Front Buildings:

- 6) 1-2 storeys, upper storey set back, terrace scale. Building set back from boundary
- 6) Building line setback approximately 4m to allow for outdoor dining on title, undercover
- 7) Corner recognition
- 8) Variety of roof forms
- Rear access

MATERIALS

HOW DOES IT FEEL?

Large footprint Retail:

- Articulation of façade at mid to large scale

Smaller Format Street Front Buildings:

- Contrasting material palette within each building. ie not a single material
- Articulation of façades

3.3.4 QUEEN STREET FUTURE DEVELOPMENT - ILLUSTRATION-SKETCH



Figure 93. Concept Illustration: Queen Street looking east from Stanley Street

4.0 IMPLEMENTATION STRATEGY

A clear Implementation Strategy is vital to ensure the recommendations of the Wallan Town Centre Masterplan and UDF are translated into lasting change in regards to how the town centre looks and operates. This chapter sets out the actions required for Council and the community to implement the recommendations.

The Masterplan and UDF will be implemented through new land use and development, public realm upgrade projects, and supporting policy initiatives including amendments to the planning scheme. It will also be implemented through a Materials Schedule that provides specifications for items such as paving, street furniture, and landscaping.

This Implementation Strategy identifies a range of infrastructure projects and actions for Council, agencies and landowners within the Town Centre, and categorises each by the following:

- **Precinct** - what Masterplan precinct the action/project relates to.
- **Element** - what type of action/project (public realm, streets, links, or lanes, policy), advocacy, or development applications.
- **Timing** - noting that the higher priority projects have been assigned shorter term timings in recognition of their importance to the structure and function of the Town Centre:
 - *Short term* - 0 to 4 years
 - *Medium term* - 5 to 10 years
 - *Long term* - 10 + years.
- **Responsibility** - Council and/or others.
- **Potential Funding Sources** -
 - Council funds
 - State government grants
 - VicRoads funds
 - Developer works
 - Developer contributions
- **Indicative Cost** -
 - Small (\$0 - \$500,000)
 - Medium (\$500,000 - \$1,500,000)
 - Large (\$1,500,000 - \$5,000,000)
 - Extra-Large (\$5,000,000+)

4.0.1 PUBLIC SPACES

Action	Precinct	Element	Timing	Responsibility	Potential funding source	Indicative Cost
Create a Town Square in the centre of the Town Centre Core (item A on Figure 94).	Town Centre Core	Public realm	Short - Medium	Council, VicRoads (as partially on their land)	State Government grants, Council Funds	Medium
Create a Plaza outside the Free Library (item B on Figure 94).	Leisure and Community	Public realm	Short - Medium	Council, Hadfield Park user groups	State Government grants, Council Funds	Medium
Continue to work with Public Transport Victoria, bus service operators and other stakeholders to further explore and select an option for the bus interchange; and then design and deliver this infrastructure	Town Centre Core, Southern Gateway	Public realm	Short ; Medium - Long	Council, Public Transport Victoria, bus service operators	PTV, Council funds	Large
Install public art and sculptural public infrastructure (e.g. custom bench seats and custom bike racks - refer to Materials Schedules for further details).	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway	Public realm	Short - Medium	Council	Council funds	Small - Medium
Undertake other upgrades and beautifications to the public realm to implement the objectives of the Masterplan and UDF.	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre/Future Development	Public realm	Short - Medium	Council	Council funds	Small - Medium (staging dependant)

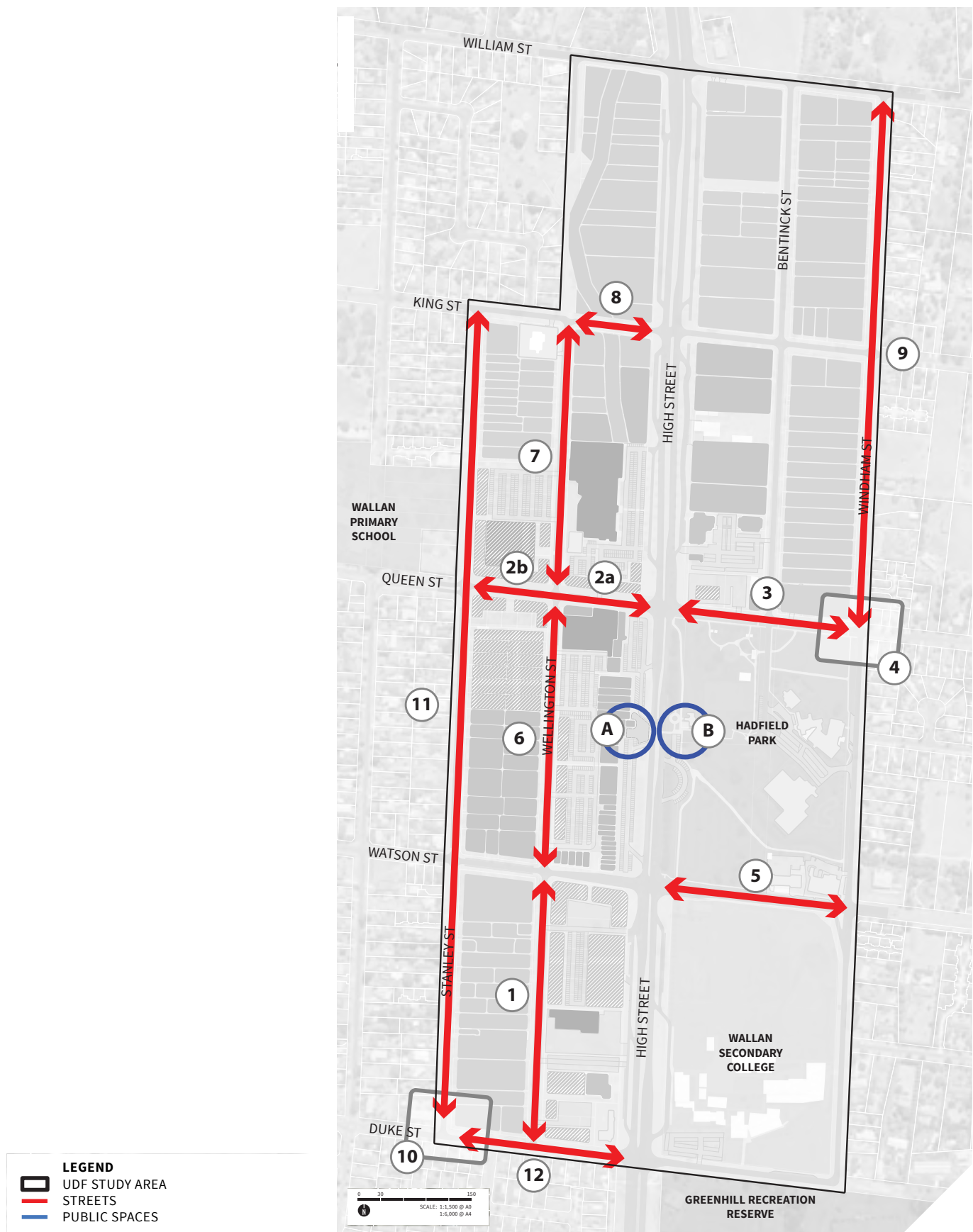


Figure 94. Street and Public space upgrades

4.0.2 LANES AND LINKS

Action	Precinct	Element	Timing	Responsibility	Potential funding source	Indicative Cost
Install a pedestrian crossing across High Street between the Town Square and the Free Library Plaza (item 1 on Figure 95).	Town Centre Core, Leisure and Community	Links	Short	Council, VicRoads	State Government grants, Council funds	Small
Widen and upgrade the footpath along High Street (item 2 on Figure 95). This will require negotiations with the landowners whose properties the footpaths are located on.	Town Centre Core	Links	Short	Council, landowners	Council funds, Developer works	(A) Small (B) Medium
Upgrade and extend the lane which runs north-south parallel to High Street (item 3 on Figure 95; referred to as Lane 1).	Town Centre Core	Lanes	Medium - Long (dependent on the supermarket redevelopment)	Council	Council funds, Developer works	Medium
Upgrade the laneway (pedestrian link) that extends west from 65-67 High Street (item 4 on Figure 95).	Town Centre Core	Lanes	Short - Medium	Council, landowners	Council funds, Developer works	Small
Preserve, upgrade and formalise the laneway and pedestrian link that extends west from 55 High Street (item 5 on Figure 95).	Town Centre Core	Lanes	Short - Medium	Council, landowners	Council funds, Developer works	Small
Install a pedestrian crossing across High Street between Wellington Square and Hogan's Precinct/Eastern side of High Street (item 6 on Figure 95).	Town Centre Core, Lifestyle	Links	Medium	Council, VicRoads	State Government grants, Council funds	Small



4.0.3 CONSTRUCTION/COUNCIL CAPITAL WORKS PROGRAM

Action	Precinct	Element	Timing	Responsibility	Potential funding sources	Indicative Cost
Construct the unformed section of Wellington Street between Watson Street and Duke Street (item 1 on Figure 94) in accordance with cross section Figure 44 and the Street Landscapes Plan (Figure 53).	Town Centre Core, Supporting Town Centre	Streets	Short - Medium	Council	State Government grants, Council funds	Large
Upgrade Queen Street between High Street and Wellington Street (item 2A on Figure 94) in accordance with cross section Figure 45 and Wellington Street and Stanley Street (item 2b on Figure 86) in accordance with cross section Figure 46 and the Street Landscapes Plan (Figure 53).	Town Centre Core	Streets	Short - Medium	Council	State Government grants, Council funds, developer contributions	Large - Extra large
Upgrade Queen Street between High Street and Windham Street (item 3 on Figure 94) in accordance with cross section Figure 47 and the Street Landscapes Plan (Figure 53).	Lifestyle, Leisure and Community	Streets	Short	Council, landowners (via potential development contributions from rezonings)	State Government grants, Council funds	Large - Extra Large
Upgrade the Windham Street/Queen Street intersection (item 4 on Figure 94) in accordance with cross section Figure 49 and the Street Landscapes Plan (Figure 53).	Lifestyle, Leisure and Community	Streets	Short	Council	Council funds	Small - Medium
Upgrade and increase the capacity of Watson Street (item 5 on Figure 94) in accordance with the cross section Figure 51 and the Street Landscapes Plan (Figure 53).	Leisure and Community, Southern Gateway	Streets	Short-Medium	VicRoads	VicRoads funds	Extra-Large

Action	Precinct	Element	Timing	Responsibility	Potential funding sources	Indicative Cost
Upgrade Wellington Street between Queen Street and Watson Street (item 6 on Figure 94) in accordance with cross section Figure 44 and the Street Landscapes Plan (Figure 53).	Town Centre Core, Supporting Town Centre	Streets	Short - Medium	Council, landowners (via potential development contributions from rezonings)	State Government grants, Council funds	Medium - Large
Upgrade Wellington Street between King Street and Queen Street (item 7 on Figure 94) in accordance with cross section Figure 44 and the Street Landscapes Plan (Figure 53).	Town Centre Core, Supporting Town Centre, Lifestyle	Streets	Short - Medium	Council, landowners (via potential development contributions from rezonings)	State Government grants, Council funds, Developer contributions	Medium - Large
Construct the unformed section of King Street between High Street and Wellington Street (item 8 on Figure 94) in accordance with cross section Figure 50 and the Street Landscapes Plan (Figure 53).	Lifestyle, Northern Gateway	Streets	Medium - In conjunction with the development of the Key Development Sites	Council, landowners (via potential development contributions from rezonings)	State Government grants, Council funds, Developer contributions	Medium - Large
Upgrade Windham Street (item 9 on Figure 94) in accordance with cross section Figure 49 and the Street Landscapes Plan (Figure 53).	Supporting Town Centre	Streets	Short - Medium	Council	Council funds	Small - Medium

Action	Precinct	Element	Timing	Responsibility	Potential funding sources	Indicative Cost
Investigate constructing the currently unformed intersection of Stanley and Duke Streets (item 10 on Figure 94) after construction of the unformed section of Wellington Street (item 1 on Figure 94; action for this is discussed above) and the Street Landscapes Plan (Figure 53).	Supporting Town Centre	Streets	Medium - Long	Council	Council funds	Medium - Large
Upgrade Stanley Street (item 11 on Figure 94) in accordance with the Street Landscapes Plan (Figure 53).	Supporting Town Centre, Town Centre Core	Streets	Long	Council, landowners (via potential development contributions from rezonings)	Council funds, Developer contributions	Medium - Large
Upgrade Duke Street (item 12 on Figure 94) in accordance with cross section Figure 48 and the Street Landscapes Plan (Figure 53).	Supporting Town Centre, Southern Gateway	Streets	Short - Medium	Council	State Government funds, Council funds	Medium - Large

4.0.4 POLICIES, STRATEGIES, ADVOCACY AND DEVELOPMENT APPLICATIONS

Action	Precinct	Element	Timing	Responsibility	Indicative Cost
Prepare a Masterplan for Hadfield Park. (See Wallan Structure Plan, Part D, Priority Projects)	Leisure and Community	Policies and strategies	Short - Medium	Council	Small
Avenue of Honour Management Plan, including the re-establishment of the original 53 trees planted in 1918.	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway	Policies and strategies	Short	Council	Small
Prepare a Concept Plan for Wallan Creek.	Northern Gateway, Lifestyle, Leisure and Community	Policies and strategies	Short - Medium	Council	Small
Review the zoning of land within the study area and prepare a rezoning strategy which supports and facilitates the precinct-based rezonings, including those that may be proponent-led subject to satisfying certain conditions.	Town Centre Core, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre	Policies and strategies	Short	Council	Small
Encourage landowners to consolidate and parcel land in line with the Masterplan.	Town Centre Core, Lifestyle, Supporting Town Centre, Southern Gateway, Northern Gateway	Development applications	Short - Medium	Council, landowners	Small
Encourage landowners to undertake rezonings for parcelled land that implement the Masterplan.	Town Centre Core, Lifestyle, Supporting Town Centre, Southern Gateway, Northern Gateway	Development applications	Short - Medium	Council, landowners	Small
Amend the planning scheme to update the Local Planning Policy Framework and to apply a Design and Development Overlay that implements the recommendations of the Masterplan and UDF.	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre	Policies and strategies	Short	Council	Small

Action	Precinct	Element	Timing	Responsibility	Indicative Cost
Investigate opportunities for a Development Plan Overlay or detailed site masterplans for locations such as the Key Development Sites.	Town Centre Core, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre	Policies and strategies	Short	Council	Small
Work collaboratively with Public Transport Victoria and other stakeholders to provide better connectivity and frequency of bus services	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre	Advocacy	Short (and ongoing)	Council, Public Transport Victoria	Small
Investigate the development of land in the Wallan Secondary School in association with the development of Green Hill recreation reserve	Southern Gateway	Policies and strategies	Short	Council, Wallan Secondary School	Small (investigation) Extra Large (development)
Prepare a Town Centre Parking Management Strategy	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre	Policies and strategies	Medium	Council	Small
Investigate opportunities for community facilities to be co-located and masterplanned	Town Centre Core, Leisure and Community, Lifestyle, Northern Gateway, Southern Gateway, Supporting Town Centre	Policies and strategies	Short	Council	Small


4.1

MATERIALS SCHEDULE

The selection of materials across the Town Centre is based on the importance of each character precinct and the preferred character of each precinct.

Typically, the Town Centre core can have a range of materials considered local to the area, and is intentionally non-restrictive to allow for the creation of unique spaces of a range of type and shape. The town centre is the 'Highest' value area. There is a subsequent rationalising and down-grading of materials in the outer precincts that reflect both wayfinding objectives and installation and maintenance costs.

The precinct hierarchy is as follows:

- Highest – Town Centre Core
 - High – Leisure and Community + Lifestyle
 - Medium – Northern Gateway and Southern Gateway / Supporting Town Centre
 - Standard – Outside Town Centre
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PEDESTRIAN PAVED SURFACES / VERTICAL SURFACES INC SEATS AND RETAINING WALLS

Southern Gateway - Higher Order Services
 Northern Gateway - Commercial
 Supporting Town Centre Function
 Lifestyle
 Leisure and Community
 Town Centre Core

Item	Application at Wallan	Specifications						
Bluestone Paving	<p>"Used as a 'background' highlight in high ranked areas in paving banding, kerbs, crossovers and corner paving highlights</p> <p>Use selectively to define key civic spaces, custom spaces and highlight areas, including building entries nodal areas, key intersections.</p> <p>Avoid use on roads, and only use where lightly or occasionally trafficked."</p>	<p>Various Sized Pavers Rectangular, typically 2 x l = w (ie. 400 x 200mm / 300 x 150mm). 50mm thick minimum, on slab wherever used. Used in selective areas such as intersections, thresholds, edgings, crossings. Avoid pavers over 400mm in any dimension.</p> <p>3 Finish Variations Sawn (for pavers) Natural (for edges, kerbs) Tumbled (for cobbles)</p> <p>Finish Anti-slip finish</p> <p>Set-out Typically stretcher bond, especially within trafficable areas. Opportunity for deviation from this standard within key spaces in non-trafficable areas.</p>						
Red Brick Paving	Used as a unique space definition, such as in Town Heart or laneways, or in entrances to private buildings	Standard paver size. Used on slab						
Castlemaine Slate Crazy Paving	Used as a unique space definition such as in Town Heart or laneways. Typically is not trafficable from a DDA perspective but provides excellent contrast.	Random sizes up to 500mm in any direction. Mortar joints max 15mm. Used on base slab						
Granite Paving	Can be used as a unique space definition such as in Town Heart or laneways, or in entrances to private buildings for monuments or retaining walls cladding							

Supporting Town Centre Function
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Exposed Aggregate Pavement	<p>Used within medium priority areas within key civic spaces, adjacent to stone areas.</p> <p>Used within vehicular areas, at crossings within Siding Avenue and throughout the Slow Zone.</p> <p>Compliments and provides high quality alternative to stone</p> <p>Combine with small format pavers to break up large expanses and add finer grain.</p>	<p><i>Finish</i> Water washed exposed aggregate pavement. Max. 20mm aggregate, depth of exposing to be an even 2-3mm.</p> <p><i>Colour</i> Aggregate to be warm tone locally sourced granite. (eg. Boral 'Alpine') Matrix to be plain grey concrete.</p> <p><i>Joints</i> Saw cut jointing pattern to be at typ. 4m centres.</p>						
Charcoal coloured Concrete Pavement	<p>Used in lower priority areas and generally within footpaths in Moderate Precincts .</p> <p>Option for use as a temporary treatment in some civic spaces and footpaths.</p>	<p><i>Finish</i> Light exposed aggregate finish, water-washed</p> <p><i>Colour</i> Normal grey cement, 6% black oxide</p> <p><i>Joints</i> Decorative saw cuts, 1.5 x 3.0m</p>						
Asphalt Pavement	<p>Local and connector road surfaces and footpaths in Standard Areas</p> <p>Not to be used in large expanses but broken up with various other paving typologies and used with small unit pavers at intersections.</p> <p>Option for use as a temporary treatment in some civic spaces and footpaths.</p>	<p>Warm-mix asphalt with base and tack course.</p> <p>Harder 'latte' mix to be used in areas of on-street dining.</p>						

PAVED SURFACES

		Southern Gateway - Higher Order Services Northern Gateway - Commercial Lifestyle Leisure and Community Town Centre Core						
Item	Application at Wallan	Specifications						
Plain Concrete Pavement	Standard material within medium ranked Precincts Option for use as a temporary treatment in some civic spaces and footpaths.	Normal grey insitu concrete pavement with crack control saw cuts and light broom finish.						
Permeable Paving	Around trees and garden beds in high or medium areas Used for infiltration and drainage where necessary. Used with granite and exposed aggregate concrete in key public spaces and main streets.	<i>Product</i> HydroSTON <i>Colour</i> Natural <i>Size</i> 80 X 206 X 136						
Interlocking Paving	Medium priority mixed use zones. Interlocking paving is not to be used in trafficable areas (Council maintenance requirement). Highlight areas at intersections in residential areas. Used in conjunction with Interlocking Permeable Paver.	<i>Product</i> Interlocking Eco Tri-Hex paver Colour - Oatmeal <i>Finish</i> Opportunity for custom colour, aggregate and finish						
Granitic Gravel	Paths in Parks, around trees in carparking areas	Tooboorac Toppings 75mm, compacted in 25mm layers on minimum 50mm FCR						
TGSI (Tactile Ground Surface Indicators)	Standard Item to be used throughout Wallan (subject to luminance contrast) in key public spaces and main streets.	Stainless steel buttons with black colour polymer insert - Key Public Spaces and Main Streets Black polymer tactiles - Local Streets and lower priority areas						

PAVED VEHICLE-TRAFFICKED SURFACES

		Southern Gateway - Higher Order Services Northern Gateway - Commercial Lifestyle Supporting Town Centre Function Leisure and Community Town Centre Core					
Item	Application at Wallan	Specifications					
Bicycle lane line-marking	On-road Bicycle lanes throughout Wallan. To conform with AS signage and linemarking for on road lanes, including highlights where conflicts occur	Asphalt Print - Blue					
Pedestrian Crossing linemarking	Signalised Pedestrian crossings						
Roads	All roads in all areas	Asphalt to Council Standards					
Bluestone Kerbs	Kerbs within Town Centre Core	400mm wide double row of 200mm pitchers in base, approx 200mm wide sawn 150mm high kerb					
Bluestone Crossovers	Pitcher Crossings within Town Centre Core. Where crossovers intersect with footpaths, footpath surface to take precedence to achieve DDA)	200mm pitchers					
Concrete Kerbs	Kerbs in all areas of study area other than Town Centre Core (Highest).	Standard 150mm kerb, rollover kerbs not preferred					
Concrete Crossovers	Crossovers in all areas other than Town Centre Core						

FURNITURE & FIXTURES

Southern Gateway - Higher Order Services
 Northern Gateway - Commercial
 Supporting Town Centre Function
 Lifestyle
 Leisure and Community
 Town Centre Core

Item	Application at Wallan	Specifications						
Drinking fountain	Standard Item to be used in key public spaces, main streets and parks. 1 drinking fountain per key public space/park 1 drinking fountain along Siding Avenue	Accessible Drinking Fountain, with or without dog bowl Arqua Fountain with Dog Bubbler or approved similar						
Standard litter and recycling receptacle	Standard Item to be used in key public spaces, main streets and parks. Dual receptacles to be provided in all key public space/park. Number and distribution to be resolved through detailed design. Bins to be provided in all precincts subject to detailed design drawings. 1 dual receptacle at each intersection (on opposite diagonal sides of the intersection) and one mid-block on both sides of the street.	Furphy Foundry Avenue Litter & Recycling Receptacle or approved similar						
Galvanised Steel Bollard	Standard Item to be used throughout Wallan To protect from vehicle traffic - typically 1800mm spacing	150mm Galvanised Square Bollard						
Timber Bollard	Standard Item to be used within Parks and Reserves	150mm Square Timber Bollard with galvanised steel capping						
Standard bicycle rack	Standard Item to be used throughout Wallan	Custom Galvanised Flat Bicycle Rack Fixed to paving or sign poles. 1200mm spacing typically, generally 20 per block Typical groupings of 2-5						

Southern Gateway - Higher Order Services
Supporting Town Centre Function
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Custom bicycle rack	To be used where deemed appropriate	Custom Bike Rack TBC						
Standard tree grate	To be used in Town Centre Core	Galvanised Round Tree Grate. Street Furniture Australia Sila Integrate						
Standard Tree guard	To be used in Town Centre Core	Street Furniture Australia, Silva Integrate System, galvanised						
Steel tree collar in permeable paving	Galvanised steel collar sized to match Hydroston paving module	Custom						
Garden bed to tree surround	To be used within Moderate and Low Ranked areas	Garden Bed						

SEATING

Southern Gateway - Higher Order Services
 Northern Gateway - Commercial
 Supporting Town Centre Function
 Leisure and Community
 Town Centre Core
 Lifestyle

Item	Application at Wallan	Specifications						
Town Centre Core Timber bench seat	A standard high quality timber bench seat to be used within the Town Centre Core	Recycled timber slats with galvanised finish Various versions including simple bench seat, with or without back and with or without arm rest.						
Standard bench seat	A standard bench seat to be used throughout Wallan Town Centre. Alternative colour / slat material may be developed for specific areas such as parks and reserves	Detailed specs to be developed for Wallan. Typically galvanised steel frame, timber slats.						
Modular bench seat	A custom chunky timber seat, to be used within higher priority areas and Town Square. Modular forms can be applied as appropriate to various purposes.	Custom Bench Seat developed for Wallan. Timber bench with galvanised steel sheet wrapped end and side.						

DRAINAGE

Item	Application at Wallan	Specifications						
Trench Grate	Galvanised heelguard heavy duty trench grate to all paved/trafficable areas 238mm wide x 1m module	Aco KlassikDrain K200						
Grated pit	Provided galvanised heelguard heavy duty grate to all paved/trafficable areas	Custom grate						
Infill junction pit	Infill paving junction lid	ACO Pavermate Single Part Galvanised Steel Recessed Lock & Seal Cover and Frame Specifically for Pavers						

SOFTWORKS

Southern Gateway - Higher Order Services
Supporting Town Centre Function
Northern Gateway - Commercial
Lifestyle
Leisure and Community
Town Centre Core

Item	Application at Wallan	Specifications						
Irrigation	Seasonally-adjustable, automated drip irrigation system. Dripper lines to all garden beds and trees, design & construct automated pop-up system o lawn areas. Tap into existing water supply points and run trenching, design & construct automated drip system to garden beds, trees Install centralised controller box and assembly inc. tapping	Controller: Supply and install Hunter ACC (or similar approved) 12 station Irrigation controllers fitted with master valve, flow sensor and cycle and soak feature. The controller is to enable time clock synchronization with an external control. The flow sensor shall monitor individual station flows and provide alarms on high/low conditions and supply outages.						
Garden Bed	6 plants/m2 150mm pot size	Reputable nursery						
Ag Drains	100mm diameter corrugated & slotted UPVC drainage pipe Class 1000 in nylon filter sock complying with the requirements of AS 2439	100mm diameter corrugated & slotted UPVC drainage pipe Class 1000 in nylon filter sock complying with the requirements of AS 2439						
Topsoil	Min. depth 300mm, Terracottem soil additive, Fertiliser							

TREES

Southern Gateway - Higher Order Services
 Northern Gateway - Commercial
 Supporting Town Centre Function
 Lifestyle
 Leisure and Community
 Town Centre Core

Item	Application at Wallan	Specifications						
Deciduous Avenue of Honour	Repairing gaps in Avenue of Honour, replacement trees or for extension of the Avenue of Honour	Ulmus procera (English Elm) 200 litre minimum pot size. Planted in irrigated grassed areas under Avenue of Honour (mulching under the trees is not presenting the Avenue in its best form. Prefer to irrigate and retain grass).						
Deciduous, Large sized Street Tree	Service Road to Northern Highway (ie. Secondary Row to Avenue of Honour)	<i>Species:</i> Quercus palustris (Pin Oak) regular spacings typ. 20m. Located within kerb outstand in between parking bays. Inlet for passive irrigation.						
Deciduous, Medium sized, upright Street Tree	Major North-South Streets *single species to be selected for each street, not mixed combination regular spacings typ. 30m. Located within kerb outstand in between parking bays. Inlet for passive irrigation. Residential areas - located within median at back of kerb, typically within compacted gravel of low ground cover planting. Tree spacings and locations in the vicinity of Parks, reserves and ecological corridors to be varied and grouped to reflect a natural character.	<i>Species:</i> Acer x Freemanii 'Autumn Blaze' Acer 'October Glory' Pyrus ussuriensis 'Chanticleer' Regular spacings typ. 20-30m. Located within kerb outstand in between parking bays. Inlet for passive irrigation.						

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Evergreen, Tall, Clear Trunked, Large	Major East - West Streets *single species to be selected for each street, not mixed combination regular spacings typ. 30m. Located within kerb outstand in between parking bays. Inlet for passive irrigation. Residential areas - located within median at back of kerb, typically within compacted gravel of low ground cover planting. Tree spacings and locations in the vicinity of Parks, reserves and ecological corridors to be varied and grouped to reflect a natural character.	Species: Corymbia citriodora Corymbia maculata Eucalyptus polyanthemus Regular spacings typ. 20-30m. Located within kerb outstand in between parking bays. Inlet for passive irrigation *note all street trees to have below ground staking / rootball anchors						
Deciduous, Medium Sized Street Tree	Setback shop fronts within Town Centre Core	Species: Melia azeradach 'Elite' Gleditsia triacanthos 'Sunburst' Pistachia chinensis Regular spacings typ. 20m. Located at back of kerb. Planted within compacted gravel with Steel Edge. Possibilities for use of interlocking permeable paving.						
Feature Specimen Trees	Unique Spaces such as Town Heart, Hadfield Park	To Council Arborists approval, with a focus on botanic diversity						

GARDEN BEDS

Southern Gateway - Higher Order Services
 Northern Gateway - Commercial
 Lifestyle
 Leisure and Community
 Town Centre Core

Item	Application at Wallan	Specifications						
Shrubs and low cover planting - parks, open spaces and ecological corridors	General use in parks, open spaces and ecological corridors	Native, 150mm pot size, Low height, massing groundcovers, Low, maintenance, hardy species Indicative species: Goodenia ovata Hibbertia riparia Myoporum parvifolium Correa decumbens Dianella 'Little Jess' Hardenbergia violacea 'Meema' Kennedia prostrata Lomandra longifolia Lomandra 'Lime Tuff' Poa morrisii						
Low cover planting -streetscape	In streetscapes - only in selective areas around intersections and key public spaces. Planting to be typically set down below pavement level (50mm) to encourage passive water infiltration and limit overspill to footpaths. Species selected to maintain sightlines (typically less than 500mm high)	Native, 150mm pot size, Low height, massing groundcovers, Low, maintenance, hardy species Indicative species: Myoporum parvifolium Carex appressa Dianella 'Little Jess' Hardenbergia violacea Poa morrisii Lomandra filiformis Lomandra tanika Dianella tasmanica						
Water Sensitive Urban Design (WSUD)	Bioretention and raingarden areas within streets and reserves.	Native plant, 150mm pot size Indicative species: Carex appressa Dianella revoluta Ficinia nodosa Lomandra filiformis Lomandra tanika Myoporum parvifolium						
Mulch	Organic - parks and open spaces, ecological corridors. Gravel - WSUD and key public spaces.							

échelon
planning

PATCH.
DESIGN + PLAN

**OUT
LINES**

