

WALLAN STRUCTURE PLAN

PART A: PROJECT OVERVIEW AND VISION



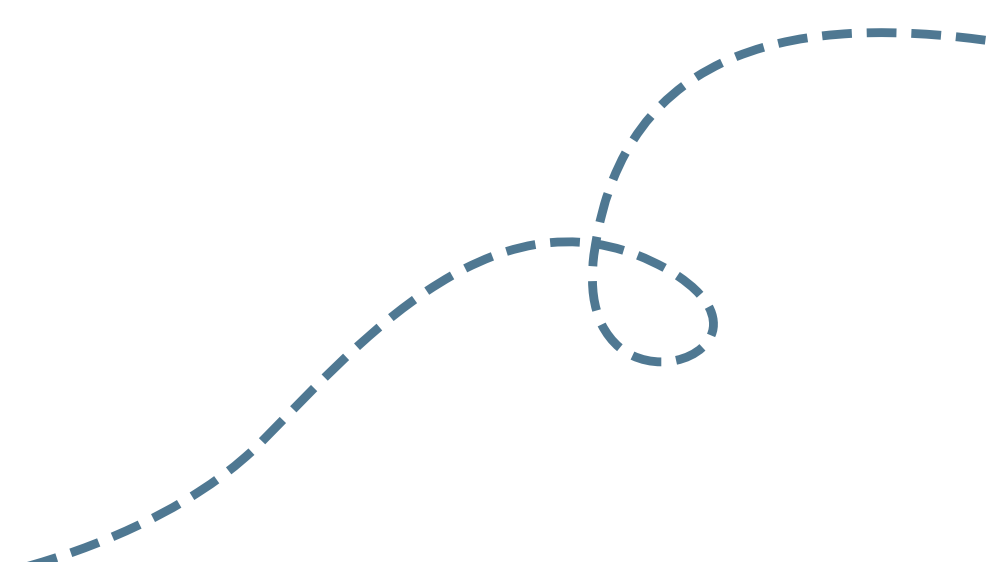
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Acronyms

AAV	Aboriginal Affairs Victoria	ESO	Environmental Significance Overlay	PPN	Principal Pedestrian Network
ABS	Australian Bureau of Statistics	EPA	Environmental Protection Authority	PPTN	Principal Public Transport Network
ASL	Above Sea Level	FFG (Act)	Flora and Fauna Guarantee (Act)	PTV	Public Transport Victoria
BIFT	Beveridge Interstate Freight Terminal	FO	Floodway Overlay	PSP	Precinct Structure Plan
CBD	Central Business District	FZ	Farming Zone	PUZ	Public Use Zone
C1Z	Commercial 1 Zone	GDA	Gross Development Area	PPRZ	Public Park and Recreation Zone
C2Z	Commercial 2 Zone	GP	General Practitioner	PCRZ	Public Conservations and Recreation Zone
CFA	Country Fire Authority	HO	Heritage Overlay	RAP	Registered Aboriginal Party
CHS	Cultural Heritage Sensitivity	I1Z	Industrial 1 Zone	R1z	Residential 1 Zone
CHMP	Cultural Heritage Management Plan	ICP	Infrastructure Coordination Plan	RXO	Road Closure Overlay
CLG	Community Liaison Group	IDM	Infrastructure Design Manual	SES	State Emergency Services
DCP	Developers Contribution Plan	ICSIP	Integrated Community Services and Infrastructure Plan	SMO	Salinity Management Overlay
DDS	Discount Department Store	LAC	Local Activity Centre	STP	Sewerage Treatment Plant
DS	Drainage Strategy	LDRZ	Low Density Residential Zone	TZ	Township Zone
DSS	Development Service Schemes	LSIO	Land Subject to Inundation Overlay	UGB	Urban Growth Boundary
DEECD	Department of Education and Early Childhood Development	MCH/ M&CH	Material and Child Health Services	UGZ	Urban Growth Zone
DPO	Development Plan Overlay	MPA	Metropolitan Planning Authority	VPO	Vegetation Protection Overlay
DEDJTR	Department of Economic Development, Jobs, Transport and Resources	MSC	Mitchell Shire Council	WSP	Wallan Structure Plan
DELWP	Department of Environment, Land, Water and Planning	MSS	Municipal Strategic Statement	WSUD	Water Sensitive Urban Design
DHHS	Department of Health and Human Services	MUZ	Mixed Use Zone	YVW	Yarra Valley Water
DSE	Department of Sustainability and Environment	MWC	Melbourne Water Corporation		
EPBC (Act)	Environmental Protection and Biodiversity Conservation (Act)	NBN	National Broadband Network		
EVC	Ecological Vegetation Class	OMR	Outer Metropolitan Road		
EMO	Erosion Management Overlay	OVGA	Office of the Victorian Government Architect		
		PAG	Planned Activity Group		
		PBN	Principal Bicycle Network		



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1. Introduction

1.1 Components of the Wallan Structure Plan

The Wallan Structure Plan consists of the following key parts:

EXECUTIVE SUMMARY

Provides a summary of the Wallan Structure Plan including the vision, key directions and strategies and priority projects.

PART A - PROJECT OVERVIEW AND VISION

Provides an overview of the project process, key drivers for change, and sets out a vision and directions to guide Wallan's future growth and renewal.

PART B - A PLAN FOR WALLAN'S GROWTH AND CHANGE

Provides a framework for Wallan's future growth focusing on aspects such as future land uses, transport networks, infrastructure, open space and environmental features. It applies to the entire study area and will guide the development of Precinct Structure Plans, which will be prepared for identified growth areas in Wallan. It is influenced by the vision and key directions provided in Part A.

PART C - A PLAN TO RENEW WALLAN'S TOWN CENTRE

Provides a number of initiatives and concepts that focus on 'putting people first' in the Wallan town centre. It focuses on aspects such as land uses, the role and function of Northern Highway, the retail public realm, vehicle access and car parking, built form, civic spaces and Hadfield Park. It is influenced by the vision and key directions provided in Part A.

PART D - MAKING IT HAPPEN

Provides a clear road map for implementation of actions contained in the Wallan Structure Plan, Part B and C, an overview of who will be involved in the implementation and a high level identification of the range of infrastructure required to be provided in response to the Wallan Structure Plan.

This part of the Structure Plan, Part A: Project Overview and Vision, should be read in conjunction with the other parts of the Wallan Structure Plan.

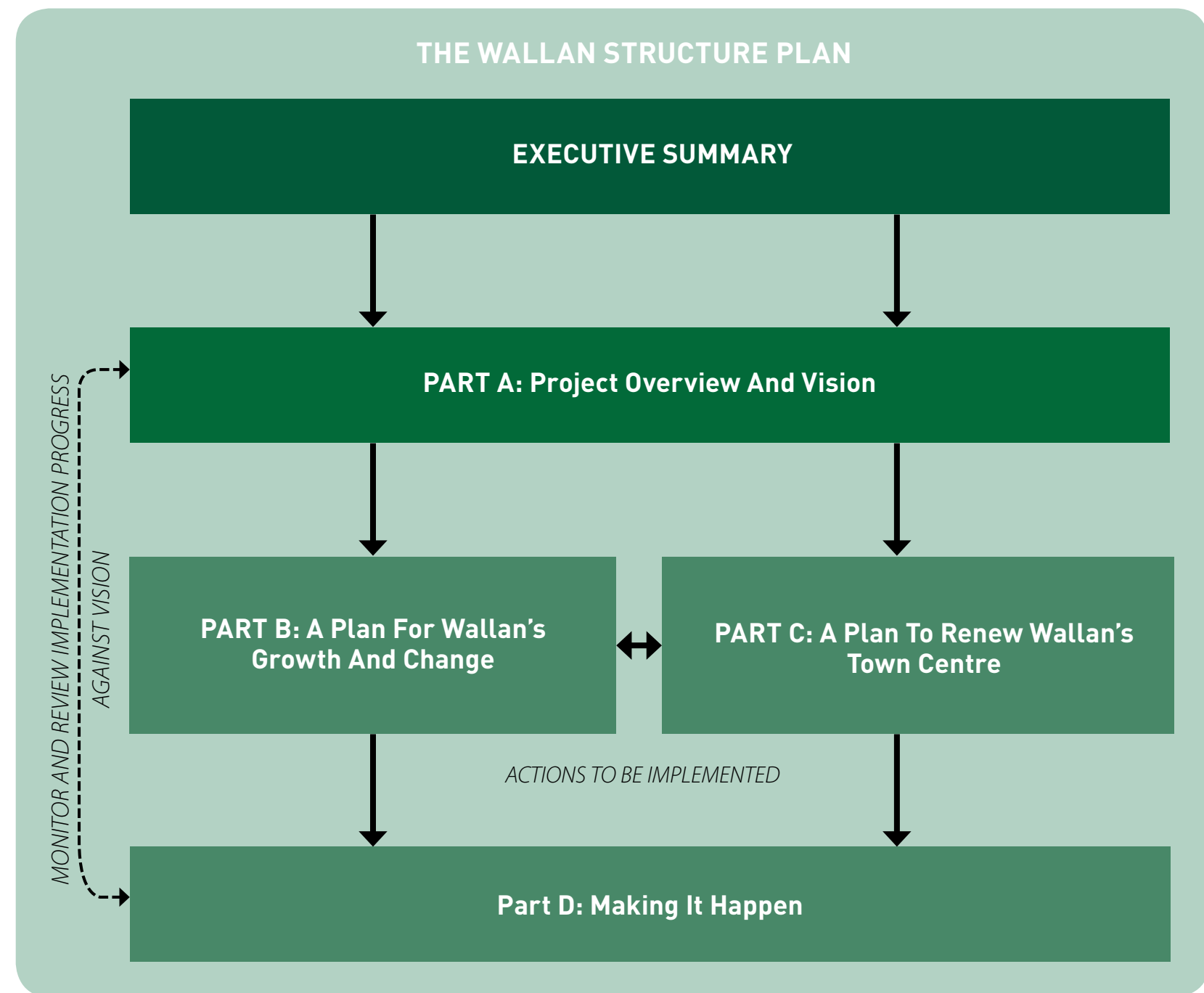


Figure 01. Elements of the Wallan Structure Plan

1.2 What is a structure plan?

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

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

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

1.3 Why do we need a structure plan for Wallan?

Wallan was included in Melbourne’s north growth area by the state government in 2012. This means that the town is set to grow significantly over time. The Government’s Metropolitan Planning Strategy, *Plan Melbourne*, estimates that the towns population will grow to 50,000 over the next 30 years.

State planning starts at a broad level with local planning providing additional detail. The hierarchy for planning documents in Wallan is outlined in the graphic below. Each document in the hierarchy must be in keeping with the plan above it. The structure plan will be a reference document in the *Mitchell Planning Scheme* and therefore provides a holistic picture for how Wallan will change overtime. It considers changes to both existing areas and those that will occur in undeveloped greenfield sites. Its provides a framework to guide PSP’s. Without the structure plan, the PSP wouldn’t have the guidance to properly meet the community’s needs.



Figure 02. Document Hierarchy

1.4 What is the purpose of the Wallan Structure Plan?

The Wallan Structure Plan (WSP) will be a Council document used to guide changes for Wallan over time. It will identify the important things that should be protected as well as things that need to be improved.

Structure planning is beneficial because it:

- Provides greater certainty to the local community and investors about what development should look like
- Endeavors to ensure the town is an attractive and vibrant place to live, work and shop
- Makes best use of council resources by focusing investment on what will best serve the community
- Encourages the community and other stakeholders to actively participate.

1.5 How was this Plan prepared?

1.5.1 Context and Issues Paper - May 2014

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

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

1.5.2 Stage 1 Community and Stakeholder Consultation

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

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

1.5.3 The Emerging Ideas Paper - June 2014

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

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

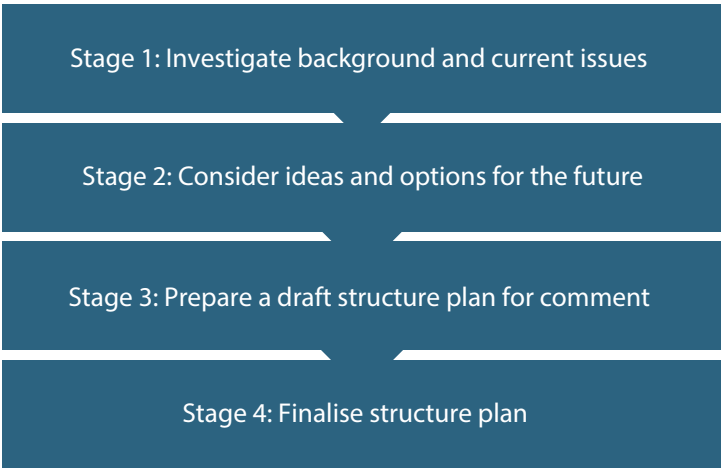


Figure 03. Document Program

1.5.4 Stage 2 Community and Stakeholder Consultation

The second stage of consultation was a four-week engagement program from 16 June 2014 to 11 July 2014. The purpose of this stage was to seek feedback and test ideas for the Wallan Structure Plan contained in the Emerging Ideas Paper. Engagement activities included drop in sessions, focus group sessions, online forum / feedback form and hard copy submissions.

This second stage of community engagement influenced the development of the Wallan Structure Plan document and will help shape the long-term future of the Wallan Structure Plan area and community.

1.5.5 Office of the Victorian Government Architect Design Review Sessions - August 2014

During the development of the Wallan Structure Plan, a workshop was undertaken, which focused on identifying opportunities for improving the Wallan town centre. This workshop was facilitated by the Office of the Victorian Government Architect (OVGA) and included a range of stakeholders, and experts in urban design, architecture and planning.

Key discussion topics included the location of community infrastructure, retail expansion opportunities, southern landscape buffer, Northern Highway and Hume Freeway, landscape networks, scale and typology of the town and design quality.

1.5.6 The Draft Structure Plan - October 2014

The Draft Structure Plan was released for a four week public exhibition period from 3 November to 14 December. The purpose of this stage was to seek feedback on the Draft Wallan Structure Plan. Engagement activities included listening posts, focus group sessions, online forum / feedback form and hard copy submissions.

Feedback from community engagement was used to refine the Wallan Structure Plan report and help shape the long-term future of the Wallan Structure Plan area and community.

1.6 How will this Plan be used?

The Wallan Structure Plan will be used to guide the future growth and development of Wallan.

Implementation of the Wallan Structure Plan will occur in a number of ways such as amendments to the *Mitchell Planning Scheme*, preparation of additional detailed studies, capital works projects and the preparation of Precinct Structure Plans (PSPs) for the greenfield precincts within the study area.

PSPs will be developed by the state government and resolve additional detail around future land use locations, transport networks, open space and environmental systems.

The Wallan Structure Plan will be used as a framework to guide the development of PSP’s and future changes within existing areas.

2. Gearing up for change

2.1 A snapshot of Wallan

Wallan is the largest and fastest growing town within Mitchell Shire. It provides services, facilities and employment opportunities to the surrounding residential and rural communities and towns.

Wallan is set within a valley and surrounded by rolling hills and rural landscapes. The landscape is characterised by natural features including a number of creeks and volcanic cones visible from within the township. Dense bush vegetation is established along the western boundary of the study area.

Traditionally a rural / country town, Wallan has undergone significant changes due to new residential subdivisions and being included into the Melbourne Metropolitan Urban Growth Boundary in 2012. This has resulted in increased housing development, particularly along the Hume Freeway corridor.

This development responds to the opportunities for a peri-rural lifestyle and affordable housing prices, all within easy commuting distance of the city. Hidden Valley located to the north of Wallan (outside the Wallan Structure Plan boundary) provides opportunities for rural residential homes within a masterplanned community.

Wallan's town centre has been identified as a major town centre and is expected to grown significantly over time. Street based retail is focused along the Northern Highway and the Wellington Square Shopping Centre. Other commercial and secondary retail uses are dispersed along the Highway.

The Hume Freeway provides primary vehicle access to Wallan from surrounding areas but also presents a major access barrier to Wallan Station and the emerging residential communities in Wallan East. The Northern Highway provides key north-south links through the study area, but also creates challenges for access to services and east-west integration.

The railway station is located approximately 2.5km from the centre of town, which reduces its appeal as a walking destination. Bus services provide access between the station and town centre.

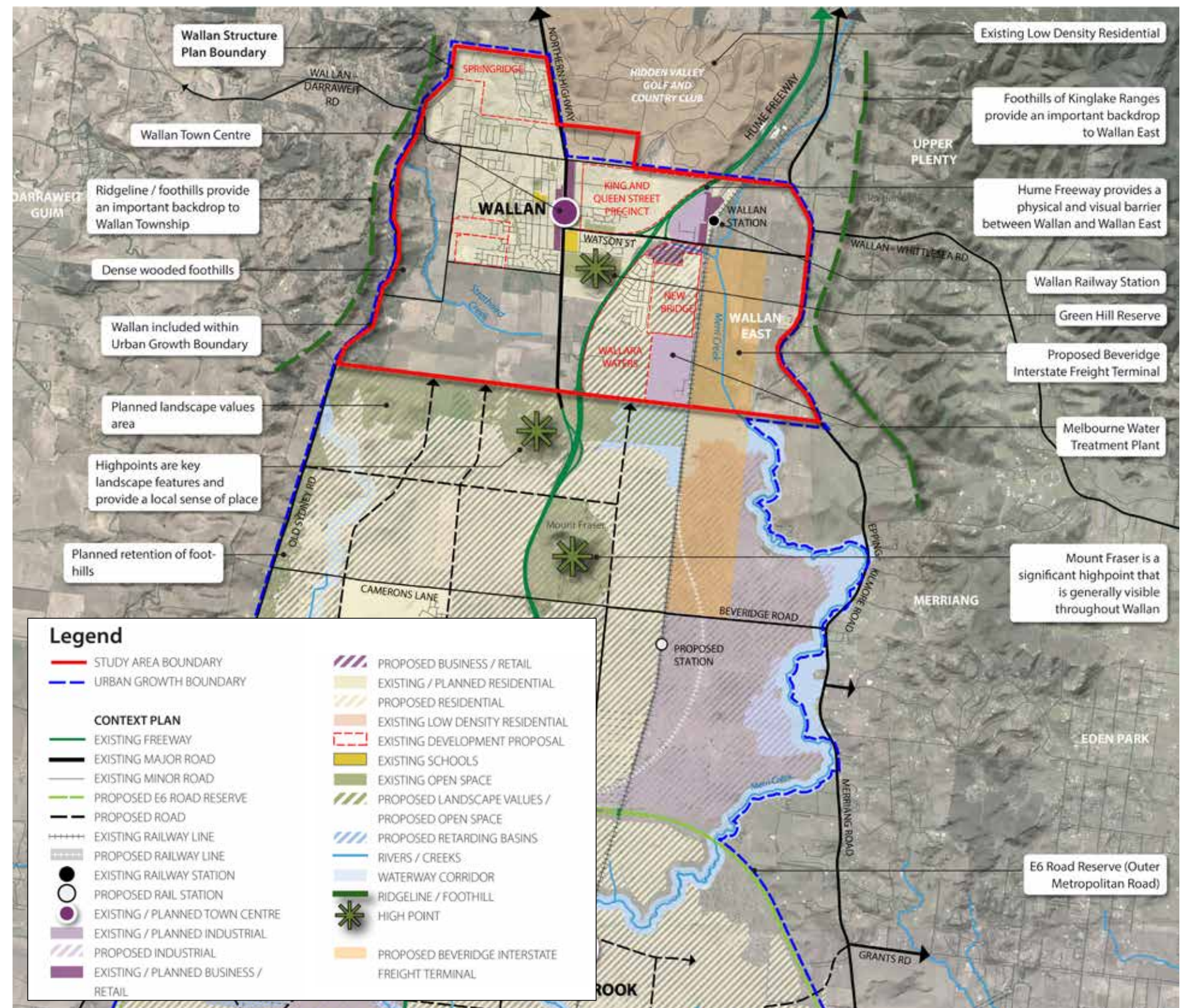


Figure 04. Corridor Context Plan

2.2 The drivers for change

Wallan is facing a number of challenges and opportunities that will affect its future planning and growth. Some of these drivers affect broader growth across Melbourne and Victoria and others are specific to the region.

In summary, the key drivers of change include:

- Population projections for Melbourne provided by the state government, indicating that urban growth across Melbourne will be faster than originally anticipated.
- The potential impacts of climate change on the region including flood and bushfire.
- Economic opportunities arising from the planned Beveridge Interstate Freight Terminal (BIFT) proposed in the eastern part of the study area.
- Significant proposed employment areas to the south of Wallan within the Hume corridor that will provide additional choice for working.
- Faster regional train services resulting in towns like Wallan becoming an attractive choice for people commuting to the Melbourne CBD.
- The proposed Outer Metropolitan Ring Road which will improve transport access to Wallan and the Hume corridor.
- The planned future electrification of the railway line which will result in higher frequency of train services to and from Wallan.

2.3 The challenges and opportunities for Wallan's growth

A significant amount of analysis was completed to understand the opportunities and constraints for future growth in Wallan. Detail of this analysis can be found in the Context and Issues Paper, May 2014, prepared for the Wallan Structure Plan.

The challenges and constraints are illustrated in Figure 06 and are summarised as follows:

Town Growth

- The Beveridge Interstate Freight Terminal is proposed in Plan Melbourne and occupies the majority of land east of the rail line. This could provide significant employment opportunities for Wallan.
- There are significant drainage constraints to the east and south west of Wallan with large areas of 1 in 100 year flood affected land.
- The south western areas of Wallan are affected by a number of planned drainage infrastructure elements as well as a wetland.
- Wallan is located at the headwaters of the Merri Creek. The impact of development on the environmental qualities of downstream locations should be considered and addressed.
- The high pressure gas pipeline provides a further consideration in the east as buffers to sensitive land uses may be required to the pipeline.
- A number of areas to the north-west and west are affected by significant slope which may limit development opportunities.
- Significant community infrastructure will be required to support new communities.
- Large areas of significant vegetation along Old Sydney Road that may need to be retained.
- A Landscape Values area (permanent landscape buffer) is proposed in the Melbourne Planning Authority's North Growth Corridor Plan which will need to be integrated with Wallan.
- Two quarries are proposed in the study area and the buffers from these uses needs to be considered.
- Some areas of Wallan have already been planned and approved for development. These areas will need to be integrated into Wallan's future urban structure.
- There are a number of growth towns in the Hume Corridor which will compete with Wallan.

Town Centre

- Land parcels capable of supporting bulky good retail uses are limited in the town centre.
- The town centre currently provides a poor environment for pedestrians.
- Car parks and vehicle access dominate the public realm across the centre.
- The VicRoads proposal to duplicate the Northern Highway has the potential to further diminish the pedestrian environment.
- The footpaths and car park areas are included within private land providing a challenge for future improvements.

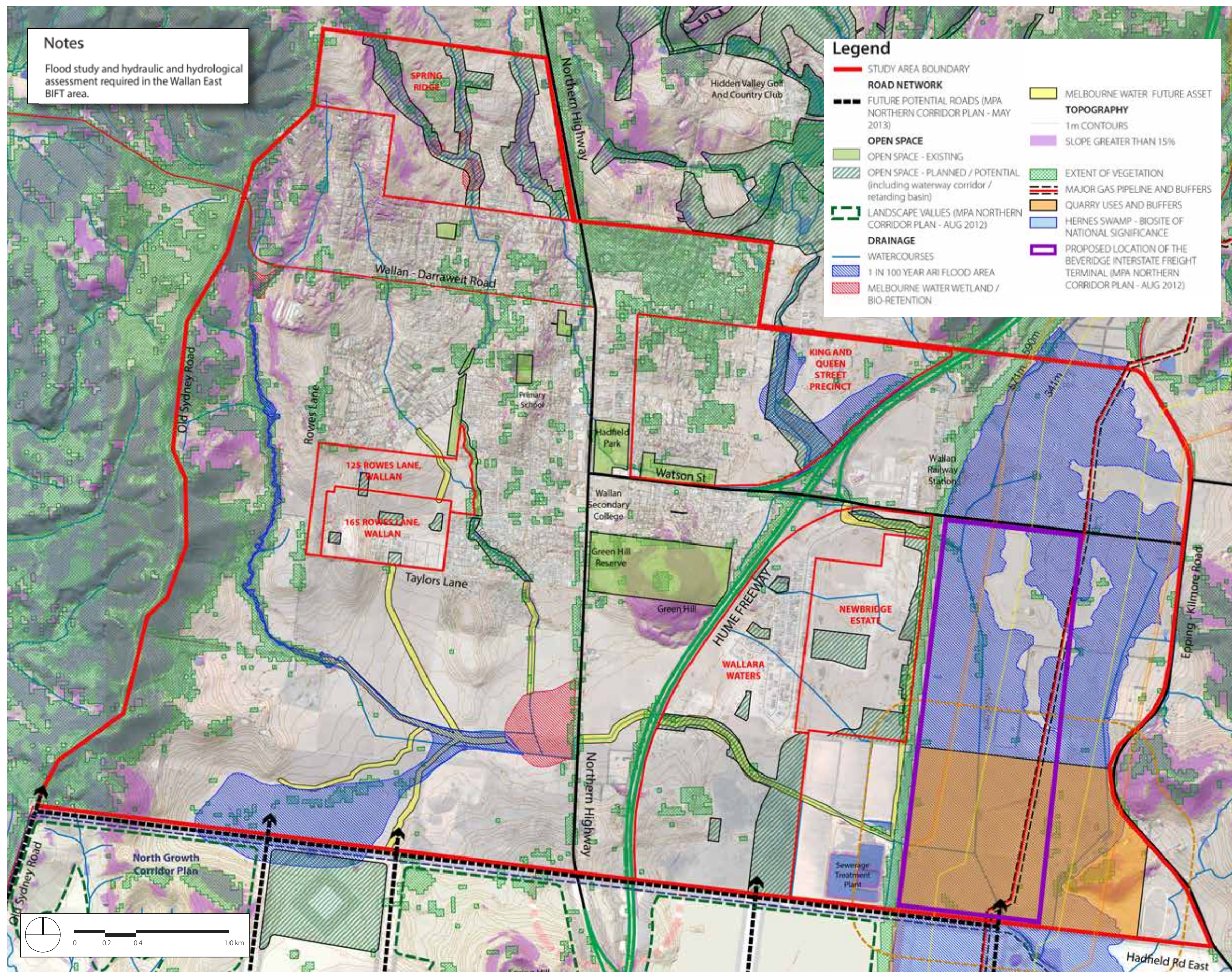


Figure 05. Development Constraints Plan

3. Vision and Directions

3.1 The vision for Wallan

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

The vision statement is based on initial community consultation (undertaken February 2014) and analysis of key opportunities and challenges for Wallan. The vision was tested as part of the Draft Structure Plan public exhibition period to ensure it was consistent with the community's aspirations.

'the vision is a good one because it aims to define Wallan as a great place to live for all types of families' (Focus group participant)

'the future vision of Wallan is a grand scheme and no short cuts can be made it must happen for future residents and the town' (Submission, December 2014)

VISION

Wallan is a thriving township with a **distinctive country town feel**. Residents have **the best of both worlds** benefiting from a range of services whilst living in **a place that is welcoming and green**.

The lifestyle qualities of Wallan are enriched by a **strong connection to the open space networks** that extend across the town taking in the natural creeks, wetlands, hillsides and areas of native vegetation.

The town centre and public spaces are **places of pride for all residents**. The streets are green, inviting, full of people and prosperous places for businesses.

Wallan is **a great place to live** with a **range of housing choices**. **Everything is close by** and residents have the choice of walking, cycling or using public transport for their daily needs.



3.2 Key Directions

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

The Part B and Part C of the Wallan Structure Plan provide objectives, strategies and actions that aim to achieve both the Vision and Key Directions.

Develop a great modern Victorian ‘country town’



Make the Northern Highway a Great ‘Country Town’ Main Street



Make Hadfield Park an iconic open space



Encourage a town structure that supports potential change and redevelopment



Reinforce Wallan’s ‘country town’ character



Promote civic pride in the Town Centre



Provide sustainable town growth and housing



Enhance Wallan’s open space and environmental networks



Create thriving, active and complementary local employment centres



Transform Wallan’s shopping strip into a vibrant and engaging public space



Ensure people can move easily and safely throughout Wallan