

# WALLAN STRUCTURE PLAN

## PART B: A PLAN FOR WALLAN'S GROWTH AND CHANGE



# MARCH 2015

## Modified (Amendment C108 – December 2015)



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# 1. Purpose

## 1.1 Overview

Part B provides a framework for the future growth and development of Wallan. It is guided by the shared vision which was developed in conjunction with relevant stakeholders including the local community, businesses, Council officers and government agencies.

Part B focuses on achieving the following key priorities in relation to future growth within Wallan:

- Reinforce Wallan's 'country town' character;
- Provide sustainable town growth and housing for all;
- Create thriving, active and complementary local centres;
- Ensure people can move easily and safely throughout Wallan; and
- Enhance Wallan's open space and environmental networks.

Following the finalisation of the Wallan Structure Plan, Precinct Structure Plans (PSPs) will be developed by the state government for the greenfield growth areas of Wallan. This will provide more detail around road and transport networks, the location and dimensions of open space, town centre location and layouts, community infrastructure and schools, and the retention / protection of key environmental and heritage features.

The Wallan Structure Plan is important as it sets out principles for how these areas should be developed, which will guide the PSP process. It identifies underlying characteristics and design parameters, which are important to the identity of Wallan and provides a framework for an integrated open space and environmental network.

## 1.2 Managing change while providing a local sense of place

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.

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.



Retention of natural features within an open space network that provides a strong framework for future development.



Hidden Valley is located to the north of Wallan and provides Rural Living opportunities.



Wallan's Town Centre will grow to serve the local population.

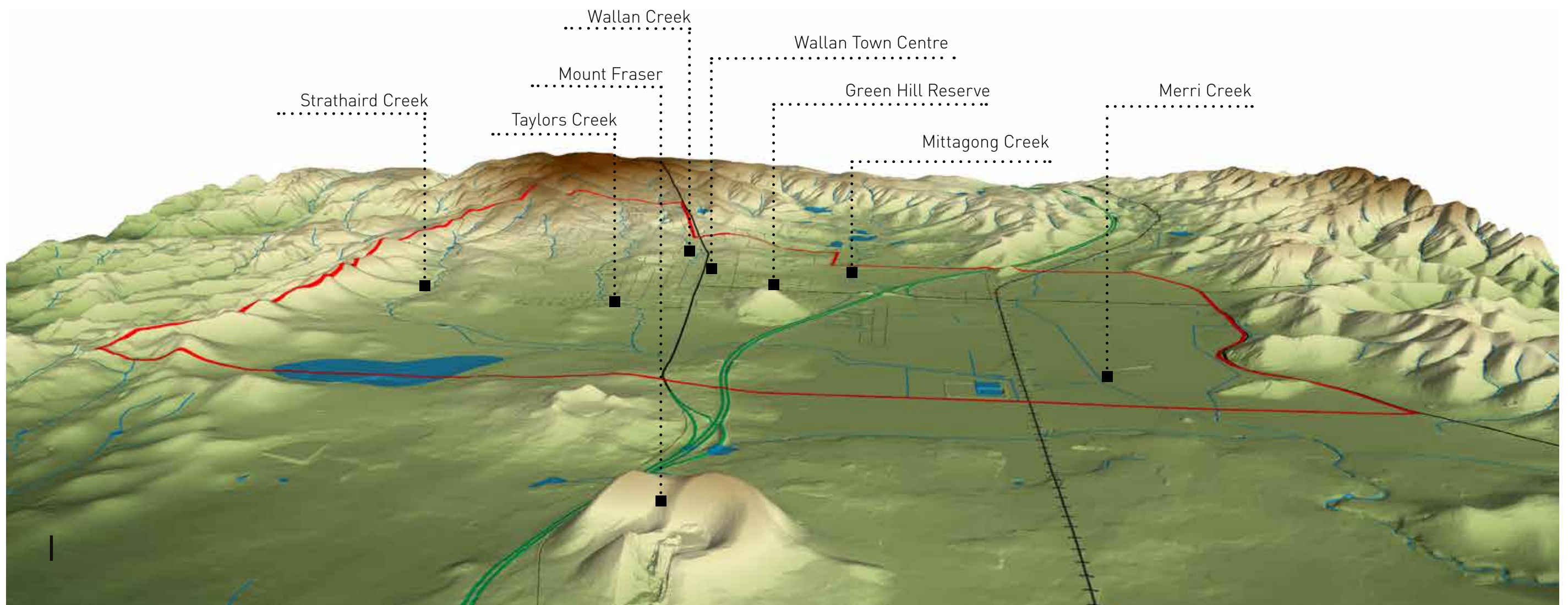


Figure 01. Existing topographic setting of Wallan - Looking north



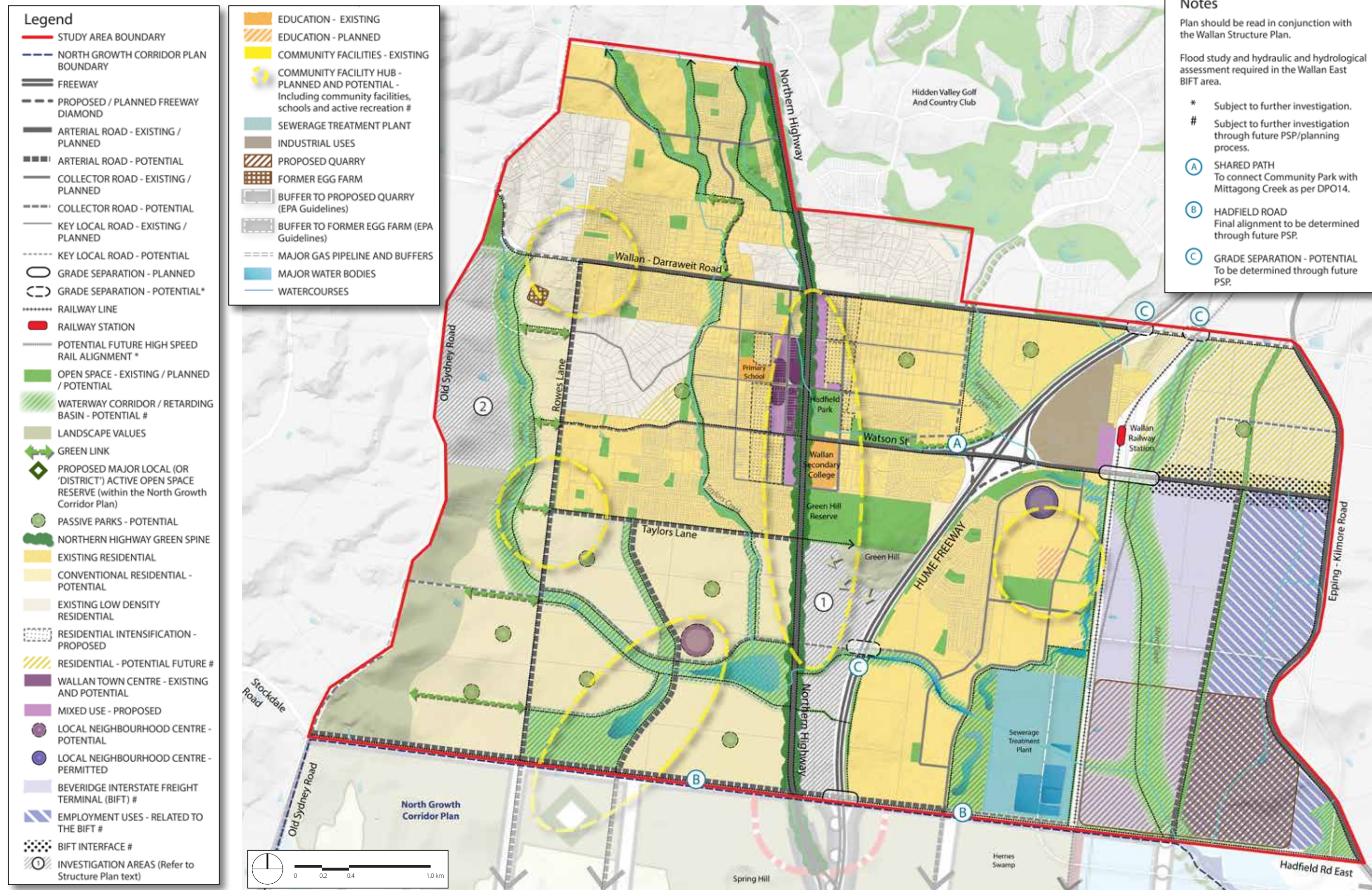


Figure 02. Future Urban Structure Plan



## 2. Direction B1 - Reinforce Wallan's 'country town' character

### 2.1 Respond to Wallan's landscape setting

A key theme identified through community consultation and analysis was maintaining and enhancing the 'country town' character of Wallan. This character is largely influenced by the landscape setting of Wallan including rural farm land to the south and east, treed hillsides to the east and west, a number of creek corridors, and various volcanic cones that are visible within the township.

As Wallan grows, much of the existing rural land that contributes to the country town setting will change as it is developed for urban uses. Retaining and strengthening the sense of connection to the landscape both within and surrounding the town is a major focus for the Wallan Structure Plan, and forms the basis of the urban structure.

A major element in this structure is a 'Landscape Values area' to the south of the township formed by existing hills and ridges, which provides a visual separation from the remainder of the northern growth corridor. This, coupled with the recognition and protection of the treed hillsides to the east and west of town, will further retain the sense of containment within a natural landscape.

Another important element of the town structure are the creek and drainage corridors that will form an integrated open space network across the township, connecting residents to schools, town centres and major parks, environmental features and topographical elements such as Green Hill Reserve.

#### OBJECTIVES

- Reinforce visual and physical connections to Wallan's surrounding landscape setting.
- Embrace the existing topography, heritage and natural elements of the site, and integrate these features into the development of Wallan to create a sense of place that is authentic and distinct.

#### STRATEGIES AND ACTIONS

- Provide a network of open space that connects Wallan's natural features, creeks, wetlands, hilltops and native vegetation, which creates a strong passive recreational framework for the township, that the community uses, values and enjoys.
- Support the development of a 'Landscape Values area' between Wallan and Beveridge North West incorporating hills and ridges south of Hadfield Road.
- Retain key views and vistas to the surrounding landscape i.e. along key roads and from key open spaces.
- Provide future public realm treatments that contribute to the rural character of Wallan i.e. streetscape treatments and park aesthetics.
- Orientate future residential development towards key landscape features to maximise the benefits of the surrounding landscape.
- Protect the treed hillsides to the west of the township adjacent to Old Sydney Road.
- Investigate options for the management, use and ownership of land included within landscape values areas.
- Locate new water bodies in strategic locations where they can contribute to the 'open' character.
- Provide an attractive and sensitive interface to environmental features.



Key views and vistas to the surrounding distinctive landscape are retained.



Retention of natural features within an open space network that provides a strong framework for future development.



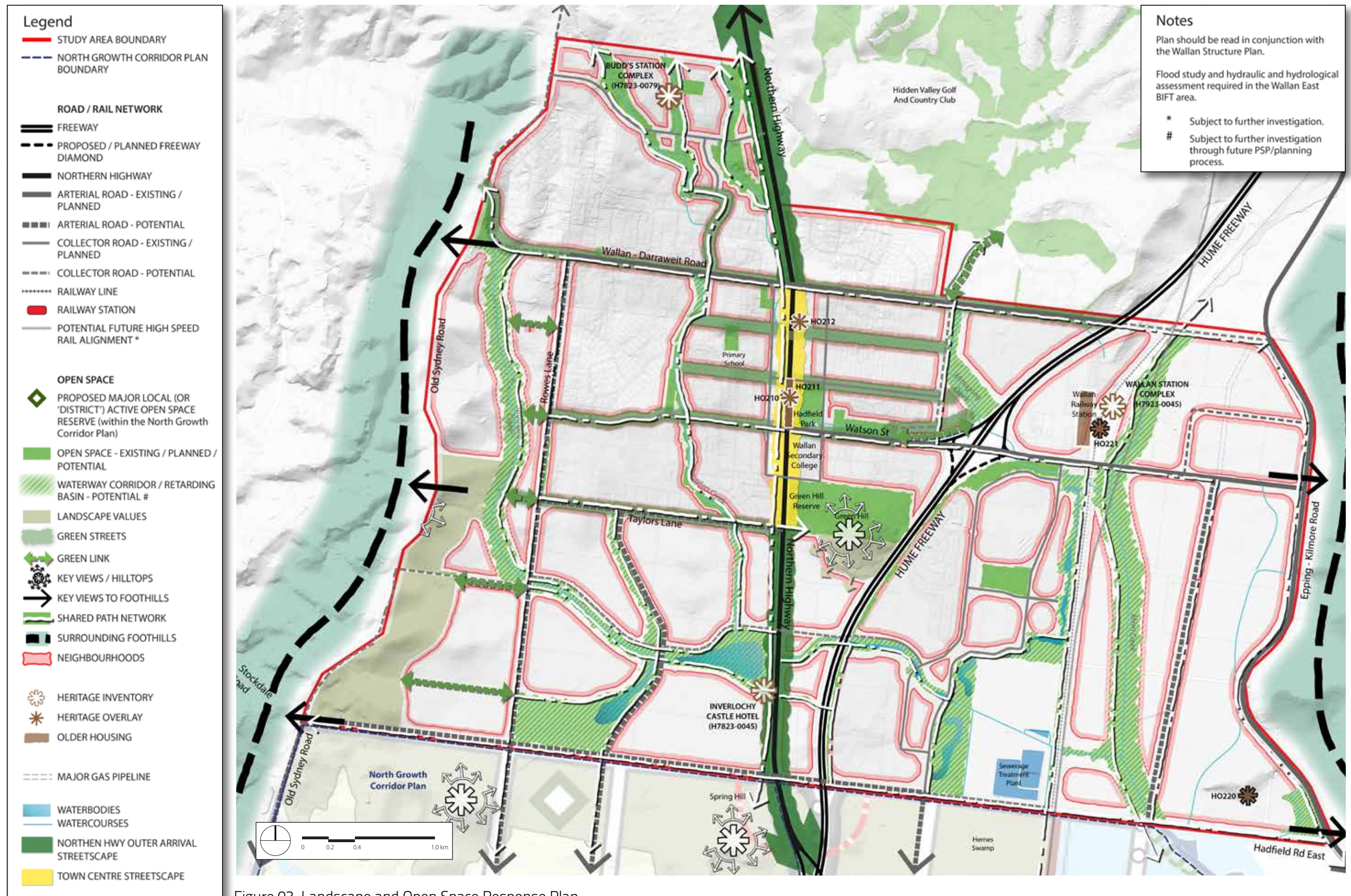


Figure 03. Landscape and Open Space Response Plan



## 2.2 Enhance Wallan's entrances and exits

The journey into and through Wallan currently provides a mixed experience for locals and visitors. Both the southern and northern approaches along the Northern Highway provide a strong sense of connection to the landscape, with views to roadside vegetation, rural land and treed hillsides.

This experience dissipates on the approach to the town centre with a lack of vegetation and a mix of buildings and storage yards. The Avenue of Honour through the town centre contributes strongly to Wallan's sense of place, however it is not supported by quality landscaping or a presence of street life from adjoining shops.

Other entrances along main roads such as Watson Street and Wallan - Darraweit Road are also important and will become the preferred entry route for many as the town grows.

Another important experience of Wallan is its appearance from the Hume Freeway. The existing view is predominantly rural on the west side of the freeway with Green Hill volcanic cone providing a notable and interesting topographical feature. The eastern side of the freeway is dominated by a large sound wall that lacks articulation, interest and landscaping, and creates a poor image for the township. There is a risk that additional sound walls will further diminish the view and appearance of Wallan from the freeway.

This is particularly important given the high usage of the freeway and the first impression that many have of Wallan from this road.

A key challenge for the Wallan Structure Plan is to maintain a sense of the rural character along Wallan's key entries whilst supporting further development and intensification of land uses across township. This will require a co-ordinated response that considers what happens, both in the road reserves (public land) and adjoining private land. The Wallan Structure Plan provides clear direction on how this can be achieved.

### OBJECTIVES

- Provide a strong sense of arrival into Wallan along key entry roads.
- Ensure that if the VicRoads proposal to duplicate the Northern Highway, is required that it enhances the entry into Wallan.
- Enhance the view of Wallan from the Hume Freeway.

### STRATEGIES AND ACTIONS

- Develop a landscape plan for the Northern Highway that creates a staged entry through three defined precincts - the outer entry, town centre periphery and town centre.
- Ensure significant roadside vegetation, including in particular the Avenue of Honour, is retained if the VicRoads proposal to duplicate the Northern Highway, is required.
- Ensure significant exotic, native and indigenous roadside vegetation is protected.
- Explore opportunities for providing additional street tree planting along Watson Street that integrates with the natural character of the wetland reserve.
- Explore opportunities for improving the existing freeway sound wall adjacent to Wallara Waters e.g. tree planting to screen the wall.
- Ensure future Hume Freeway sound walls through Wallan are designed with consistent materials and form, and provide visual interest and articulation.
- Where sound walls are not required i.e. industrial areas; develop landscape design guidelines that encourage the use of landscaping to screen loading, storage, waste storage and recycling areas, and articulate the building facades and roof forms that face onto the freeway.
- Reinforce town centre entry points and key intersections through a strong built form presence that provides a clear signal of entry.
- Ensure the bulky good retail area at the southern entry to Wallan is designed in a way that enhances the outer entry experience into Wallan. Refer to Part B - Section 4.2 for additional guidance.



Retention of natural features within an open space network that provides a strong framework for future development.



Retention of natural features within an open space network that provides a strong framework for future development.



## 2.3 Retain and celebrate Wallan's heritage

### 2.3.1 Aboriginal Heritage

The Registered Aboriginal Party (RAP) for the Wallan Structure Plan area is the Wurundjeri Tribe Land and Compensation Cultural Heritage Council Incorporated (Registered Aboriginal Party).

Analysis of the region in terms of landform, geology and climate and flora and fauna resources, suggested the region would have been an area utilised by Aboriginal people in the past.

A search of the Victorian Aboriginal Heritage Register identified a total of 15 registered Aboriginal places (sites) within the Wallan Structure Plan study area. The most common occurring site types were artefact scatters and isolated artefacts.

The availability of natural resources and previous archaeological research of the area suggests that further Aboriginal archaeological sites are likely to occur in several areas not currently mapped as an area of Cultural Heritage Sensitivity (CHS) under the *Aboriginal Heritage Regulations 2007*. These include waterways and swamps as well as raised landforms where the majority of Aboriginal Places within the study area have been found to date.

The precinct structure planning process will require Aboriginal Heritage Assessments to be undertaken on future greenfield sites across the study area. Identified sites will require protection and potential opportunities for interpretation.

### 2.3.2 Historical Heritage

The first explorers through the region were Hamilton Hume and William Hovell when they traversed the area surrounding current day Campaspe and Macedon districts during their explorations in 1824-5 (Maher 2002 in Clark et al. 2006).

Land sales in the Parish of Wallan Wallan began in 1853, with the town of Wallan itself surveyed and then subdivided further in 1856-7 (Payne 1981 in Clark et al. 2006) (Figure 1). Despite this early subdivision, the Wallan area has remained predominantly rural for most of its history.

Traffic along the main highway (Sydney Road) from Melbourne in the 1850s increased with the discovery of gold and inns were established to accommodate travelers.

The Wallan Railway Station office opened in 1872 originally with a single platform on the down side of the track. The original station building was built in 1876 and a second platform in 1886 (Victorian Heritage Database 2014).

A search of the Victorian Heritage Inventory, Heritage Overlay, the Victorian War Heritage Inventory and the National Trust of Victoria identified 12 recorded historical sites within the study area. These heritage buildings and tree plantings positively contribute to the character of the Wallan, alluding to the history of the town and its rural beginnings.

There are good opportunities to celebrate existing heritage places through interpretation and education to tell the story of Wallan.



Retention of heritage built form.

#### OBJECTIVES

- Retain and celebrate existing heritage places within Wallan
- Support the precinct structure planning process in assessing Aboriginal heritage in future greenfield housing areas.

#### STRATEGIES AND ACTIONS

- Ensure Aboriginal heritage sites identified through the precinct structure planning process are sensitively incorporated into subdivision and development, and protected from impact.
- Identify opportunities for heritage interpretation across Wallan to recognise and celebrate the significance and value of heritage places, educate the community and provide a connection to Wallan's past.
- Retain and protect significant registered heritage sites within Wallan.
- Undertake additional heritage investigation on the following site to assess its heritage significance:
  - 111-113 High Street, Wallan
- Undertake a heritage study of houses in Station Street, prior to any works or activities likely to impact them.
- The Avenue of Honour is an integral part of the town's character and history. This iconic cultural asset must be retained and adequately protected, if the VicRoads proposal to duplicate the Northern Highway, is required.
- Prepare a significant tree register for Wallan that includes investigation of significant exotic, native and indigenous trees.



# 3. Direction B2 - Provide sustainable town growth and housing for all

## 3.1 Provide residential growth and intensification

The majority of Wallan's population growth will occur in greenfield sites across the township. Some of these areas are currently being developed, some have approved plans in place, and others will require further investigation and detailed planning through the precinct structure planning process.

The currently planned and developing greenfield residential areas in Wallan include:

- King and Queen Streets Structure Plan area - Previously planned growth area east of Windham Street, and west of the Hume Freeway north of Queen Street and south of William Street. Land west of the Mittagong Creek is zoned residential and requires lot consolidation for redevelopment. The balance of land east of the creek remains Farming Zone.
- Wallara Waters - A residential development located east of the Hume Freeway including a local town centre, 6.5 hectares of wetlands and parks. Development of this estate is currently underway.
- Newbridge - A residential development in Wallan East, close to the railway line with an active recreation area, community hub and school.
- Woodlands Edge - A residential development located along Taylors Lane, west of the town centre. The development includes a number of open spaces and parks. Development of this estate is currently underway.
- Spring Ridge - Located in the north west corner of the study area. It features 38 hectares of passive integrated open space networks focused around the headwaters of the Wallan Creek.
- Hidden Valley - Located adjacent the study area, along the northern boundary, Hidden Valley is a 'golf development' providing large rural style allotments. The development includes residential allotments, independent retirement living, a golf course, driving range and country club, recreational amenities and equestrian facility.

The Wallan Structure Plan identifies a number of new greenfield residential development areas which will be subject to future precinct structure planning. These include:

- South West - Includes the land west of the Northern Highway and south of Taylors Lane. This area will deliver a significant amount of Wallan's residential growth along with a local centre, open space, community infrastructure and schools. A number of drainage corridors traverse this area
- North West - Includes the land west of Rows Lane and North of Taylors Lane. This area includes sloping land, the Strathaird Creek and Investigation Area 2, west of Strathaird Creek.
- North East - Includes land east of the Rail line and north of Watson Street. The impact from the BIFT will need to be considered as well as flooding through the area.

The Wallan Structure Plan also identifies a number of further investigation areas where there is not currently sufficient information to determine the future use of these sites. The strategies and actions identify parameters for these investigations.

Additional housing growth will also occur in the form of medium density housing such as townhouses, units or low scale apartment buildings. This housing will be located within and around the existing town centre where there is good access, to shops, services, public transport, open space and schools and is identified as 'Residential Intensification - Proposed' on the Wallan Structure Plan (Figure 04).

This type of housing will provide a greater choice for people and becomes more important as the household sizes get smaller and the population ages.

It will be important for future medium density housing to provide a high level of amenity for residents, with high quality buildings designed in a way that reflects the country town setting of Wallan.

The Wallan Structure Plan also identifies a number of existing areas of low density residential. These areas will be retained and provide additional housing choice for the community.

### OBJECTIVES

- Provide a diversity of lot sizes throughout Wallan to create a range of housing, lifestyle and affordability choices.
- Ensure new residential communities are designed to respond to the natural environment and landscape setting.
- Locate residents in close proximity to shops, services, open space and public transport.
- Support medium density housing in the identified residential intensification area that is reflective of the character of the surrounding neighbourhood.



Precedent Image - Opportunity to provide a diversity of lots sizes throughout Wallan.



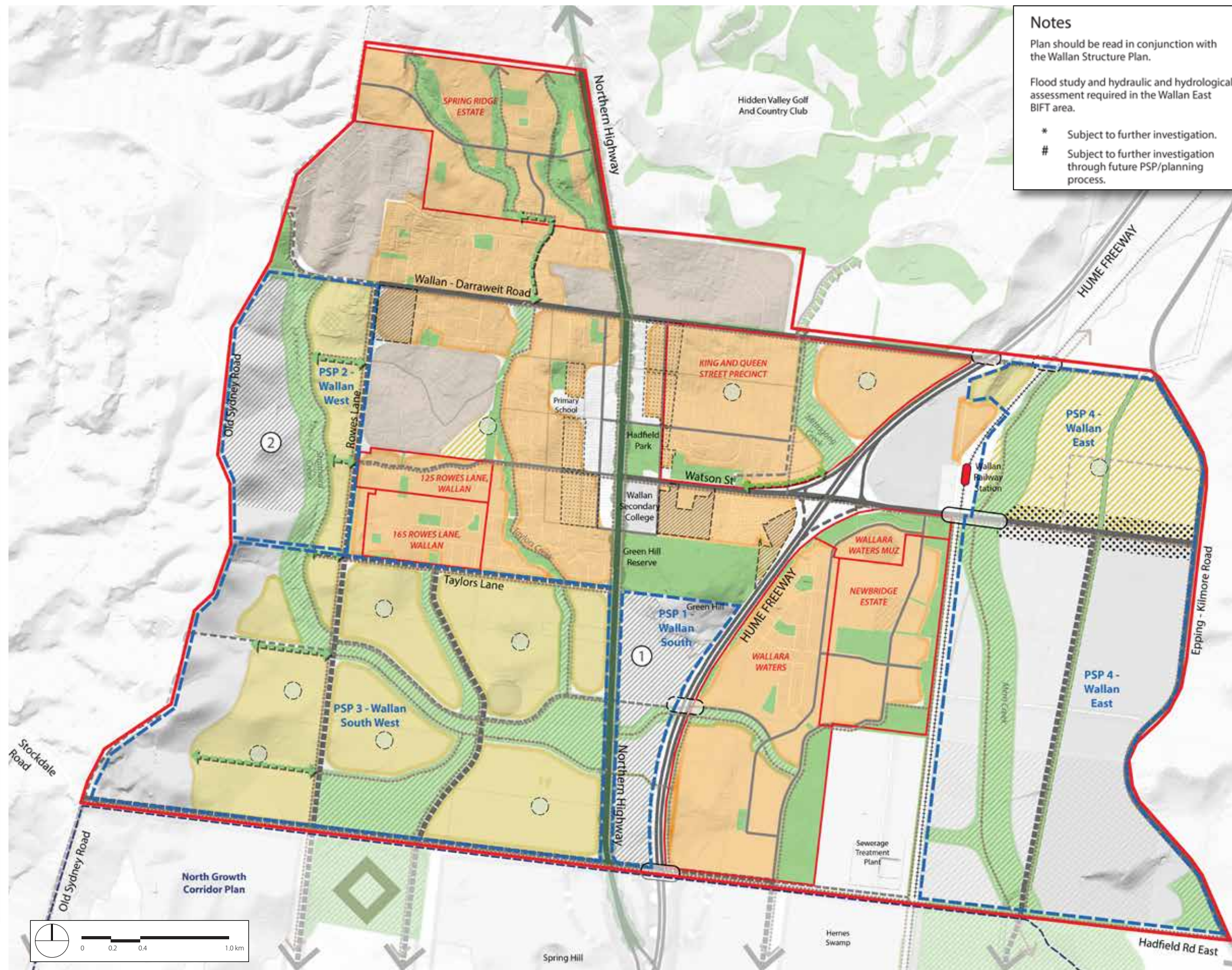


Figure 04. Residential Growth and Intensification



## STRATEGIES AND ACTIONS

- Work closely with the State Government and land owners to develop precinct structure plans for future growth areas in Wallan and ensure the principles and initiatives of the Wallan Structure Plan are considered.
- Future greenfield residential areas should be planned in a logical and sustainable way that uses existing infrastructure where possible.
- Support a range of lot sizes across future greenfield areas capable of accommodating a variety of dwelling types.
- Support a range of housing types across Wallan that are responsive to the local character of the area
- Provide higher density forms of housing within 400m of future local centres
- Provide subdivision layouts that respond to the landscape character of the area by preserving landscape and topographical features within the site.
- Align streets and pedestrian links to capture views to landscape features.
- Connect roads, open space networks from existing and planned residential areas into future residential areas to provide for continuous networks across Wallan
- Work with the CFA to understand bushfire protection requirements for land across the study area.
- Ensure future development provides an engaging and active interface to open space.
- Stage development to limit gaps between development areas to ensure that the risk of fire can be managed.
- Provide perimeter roads and boulevards as a fire buffer between bushland, grassland and creek frontages.
- Encourage new and/ or emerging approaches to impervious surfaces to be integrated into the design of new development to reduce surface runoff.
- Retain significant vegetation (includes exotic, native and indigenous) within road reserves or public open space.
- Focus medium density housing within the area identified in Figure 04 as Residential Intensification. Ensure new housing in this area is responsive to the site and local context, provides a high level of amenity for existing and future residents, and provides contemporary design while reflecting elements of the country character.
- Provide opportunities for housing above shops or commercial offices within the existing and future town centres.
- Use waterways and natural features to define and distinguish residential neighbourhoods
- Provide variation in local residential streetscapes to create distinctive neighbourhood identities
- Prepare sustainable development guidelines for future subdivisions within Wallan.
- For the proposed growth areas identified as PSP 1 - Wallan South and Investigation Area 1 (refer to Figure 04), the following should be considered through the PSP process:
  - The mix, layout and location of land uses.
  - The potential need for additional recreation facilities within this general area.
  - The provision of bulky good retail.
  - The potential expansion of Green Hill Reserve to capture the entire hilltop.
  - Interface with Hume Freeway.
  - Potential for crossing locations over the Hume Freeway.
  - The extent of bulky good retail land that is proposed and its interface to Northern Highway.
  - The Northern Highway interface and treatment of the southern gateway into Wallan.
  - Access arrangements onto Northern Highway.
  - Creek and drainage corridor widths and treatments.
- For the proposed growth areas identified as PSP 2 – Wallan West the following should be considered through the PSP process:
  - Future uses in the area identified as Investigation Area 2.
  - The suitability of development and appropriate densities in the area identified as Investigation Area 2.
  - Access across Strathaird Creek to Investigation Area 2.
  - Width, treatment, access and interface with Strathaird Creek corridor.
  - The provision of servicing and Infrastructure, particularly within the area identified as Investigation Area 2.
  - Erosion.
  - Landscape, vegetation, biodiversity values and ecological issues along the western edge.
  - An appropriate subdivision and built form treatment to the western treed interface.
  - Topographical constraints particularly in the north west sections of the area.
  - Integration with existing streets and open space networks.
  - The provision of community infrastructure and sports facilities.
  - Bushfire risks.





Current development within Wallan (location unknown)



- For the proposed growth areas identified as PSP 3 - Wallan South West the following should be considered through the PSP process:
  - Integrate open space networks that capture waterways and local topographical features.
  - Interface with Strathaird Creek and other waterways through the area.
  - Creek and drainage corridor widths and treatments.
  - Landscape, vegetation and ecological issues along the western edge.
  - An appropriate subdivision and built form treatment to the western treed interface.
  - Topographical constraints particularly in the north west sections of the area.
  - Integration with existing streets and open space networks.
  - Flooding constraints in the southern section of the area and provision of water storage / water treatment facilities.
  - Future use, management and ownership of the landscape values area in the south west corner of the area.
  - Potential for a linear open space corridor along the Northern Highway.
  - Delineation of the southern boundary of the urban area and interface with the Landscape Values area.
  - The provision and design of community infrastructure and town centres as identified in Section 3.4 and 4.1.
  - The impacts of the proposed Quarry to the south of the site and associated buffers.
  - Bushfire risks.
  - The potential for water-based recreational areas.
- For the proposed growth areas identified as PSP 4 - Wallan East the following should be considered through the PSP process:
  - The layout of the BIFT and associated buffers.
  - The timing of the BIFT and interim uses to be provided prior to the BIFT.
  - The provision, location and layout of employment uses.
  - Land uses to the north of Wallan - Whittlesea Road.
  - Detailed planning around the Wallan Railway Station.
  - The impacts of the proposed Quarry on the BIFT.
  - The alignment of the potential High Speed Rail network which runs east of the existing railway line.
  - The impacts of future grade separation of the rail line and Wallan-Whittlesea Road.
  - The implications of the high pressure gas pipeline on future development.
  - Flooding management across the area including the need for detailed hydraulic and hydro-logic assessment.
  - Pedestrian access to the railway station and to the future town centre at Wallara Waters.
  - Width, treatment and interface with the Merri Creek corridor.
- Require a master plan to be prepared for the area identified on the housing plan south of Watson Street and West of the Hume Freeway and implement findings through a Development Plan Overlay. The master planning should consider:
  - The interface with the Hume Freeway and Watson Street
  - Providing housing frontages to the Green Hill volcanic cone
  - Pedestrian access to Watson Street and the station
  - Vehicle access to the site to the south
  - Pedestrian access to Green Hill volcanic cone
- Support the recommendations of the King and Queen Street Structure Plan and encourage lot consolidation through the precinct to realise residential development in this area.
- Investigate the potential to seek developer contributions as part of future redevelopment of established areas in Wallan.
- Consider ways to better integrate the Wallan township with Hidden Valley.





Precedent Image - Opportunity to provide medium density housing within close proximity to Wallan Town Centre



## 3.2 Create opportunities for local employment

### 3.2.1 Industry

Wallan is currently serviced by an industrial precinct located immediately north of Watson Street and east of the Hume Freeway. The precinct currently has 32ha of industrial land. Approximately 10% (3ha) of this land is developed with light industrial uses that serve local residents and some rural suppliers.

Wallan's future industrial role (outside of the proposed Beveridge Intermodal Freight Terminal) is likely to primarily service residents within the study area and surrounding regional districts.

The opportunity for Wallan to attract larger industrial uses (outside of BIFT) is expected to be limited by strong competition from proposed future industrial precincts to the south.

On this basis, existing industrial land in Wallan East is considered sufficient to meet demand until 2046.

Opportunities do exist however to ensure the existing industrial area is developed in a way that creates an attractive destination for businesses and a highly accessible, high amenity location for workers.

### 3.2.2 Commercial Office

Wallan's future role as an office location will be to service local residents and businesses. Projected population growth is considered to be the key determinant of office employment and floorspace demand.

Demand for office space is estimated as follows (approximately):

- 9,000 m<sup>2</sup> in the Wallan Town Centre
- 9,000 m<sup>2</sup> in dedicated office precincts
- 5,400 m<sup>2</sup> in local centres and home offices

Government office opportunities are also likely in Wallan with an estimated demand of 3,500 m<sup>2</sup> of floor space by 2046. It is expected that this floorspace would be centrally located in easily accessible locations (such as the Wallan Town Centre), or co-located with any future Council offices if provided.

Within the existing town centre, offices will be provided above shops and in dedicated precincts at the periphery of the core retail area. Home offices will also be encouraged around the edges of the Wallan Town Centre and small home based businesses in all residential areas as permitted by the new residential zones.



Precedent Image - Provide a diverse range of employment opportunities to meet the needs of local and regional communities.

#### OBJECTIVES

- Provide significant and diverse employment opportunities that meet the needs of local and regional communities
- Strengthen the local and regional economy by creating opportunities for new business to locate in Wallan.
- Enhance the existing industrial area in Wallan to develop it as an attractive destination for businesses and workers.

#### STRATEGIES AND ACTIONS

- Investigate opportunities for improvements to the existing industrial area (Refer to Figure 06). This should consider:
  - Providing better integration of the existing industrial area with the railway station.
  - Providing for commercial and showroom uses along Watson Street to create an attractive 'front door' to the precinct.
  - Providing an attractive interface with the Hume Freeway with landscape screening of yards and service areas and articulated facades.
  - The impacts of the future grade separation at Watson Street and the railway line and ensuring access to properties is maintained.
  - Providing good access and a high level of amenity for pedestrians.
- Encourage office development in the peripheral town centre areas and above retail uses across the town centre.
- Support home office uses in areas surrounding the town centres.
- Pursue opportunities for higher-order facilities such as hospitals and tertiary education campuses within the Wallan Town Centre.
- Investigate the potential for government to create employment opportunities by locating regional facilities and services within the Wallan study area.



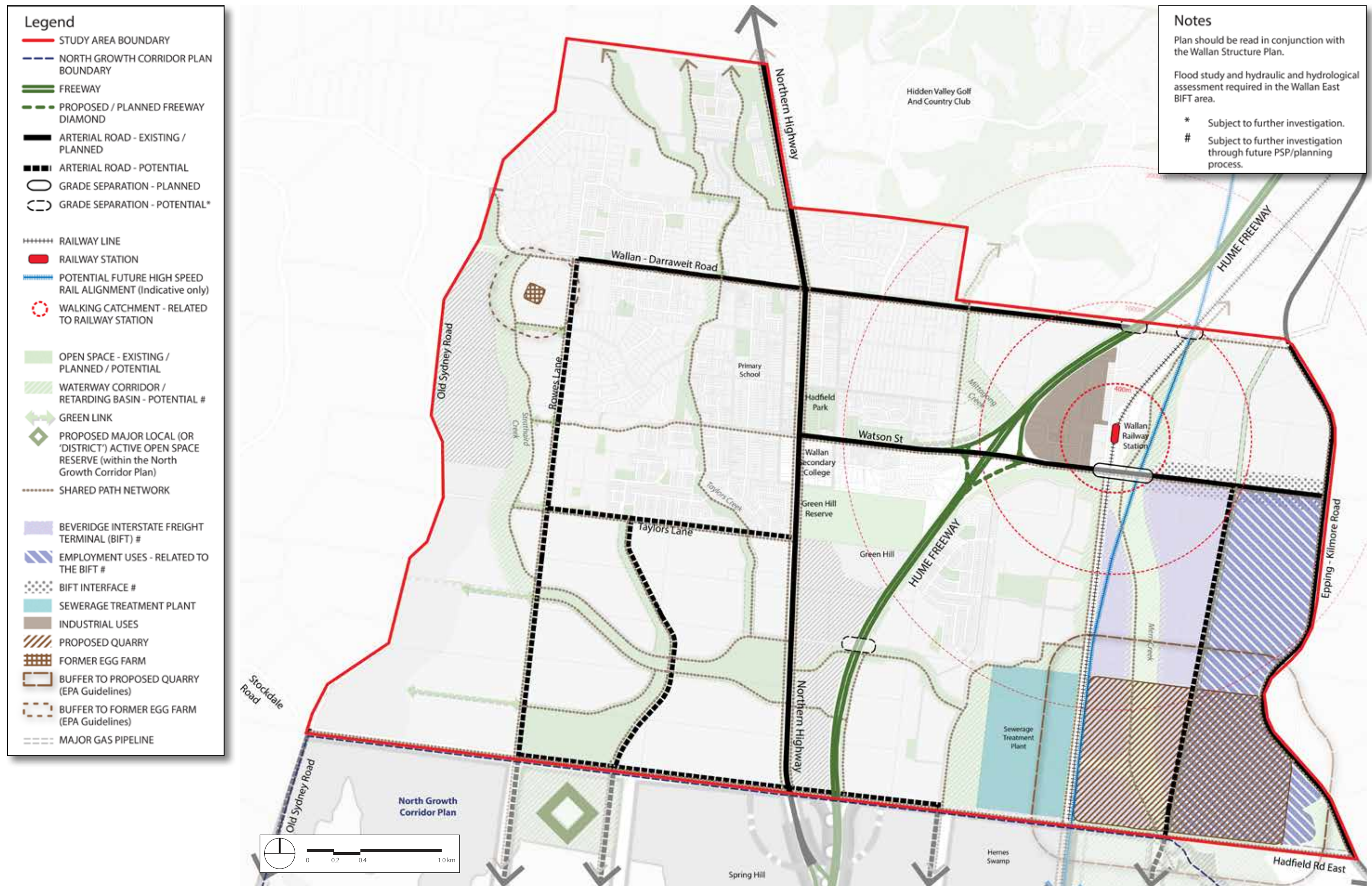
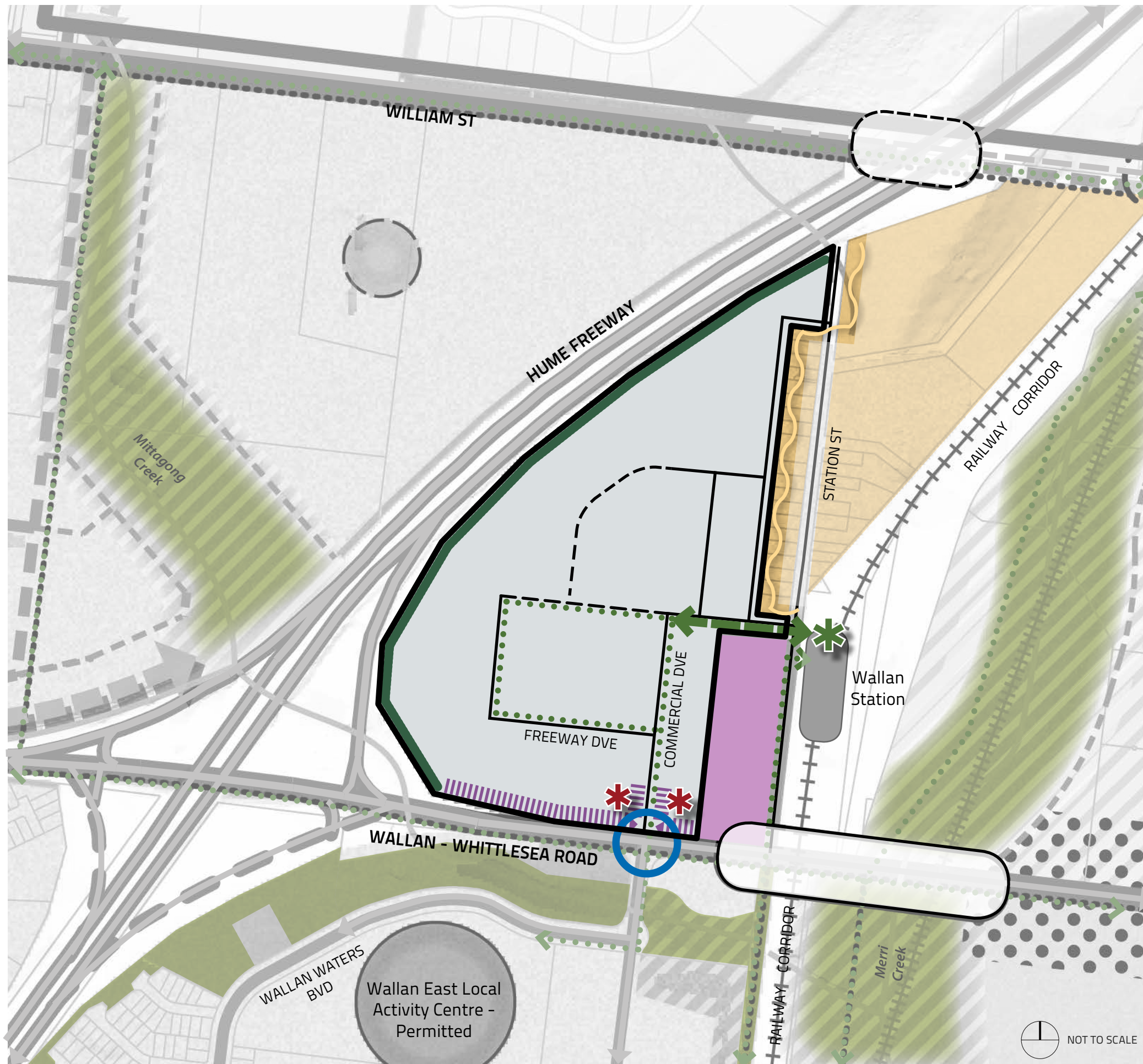


Figure 05. Employment and Industry





## Legend

- INDUSTRIAL USES
- KEY ROADS - OUTSIDE INDUSTRIAL AREA - EXISTING
- KEY ROADS - OUTSIDE INDUSTRIAL AREA - PLANNED
- KEY ACCESS ROAD - EXISTING / PLANNED
- KEY ACCESS ROAD - PLANNED
- KEY PEDESTRIAN LINKS
- PEDESTRIAN NODE
- PEDESTRIAN LINKS
- HUME FREEWAY INTERFACE - GREEN CORRIDOR
- RESIDENTIAL INTERFACE - (Future investigation area to explore potential mixed uses & potential heritage properties)
- MIXED USE - PROPOSED
- ACTIVE EDGE / STREET ADDRESS
- PROMINENT CORNERS
- SIGNALISED INTERSECTION - PROPOSED
- GRADE SEPARATION - PLANNED
- GRADE SEPARATION - POTENTIAL\*
- OPEN SPACE - EXISTING / PLANNED / POTENTIAL
- WATERWAY CORRIDOR / RETARDING BASIN - POTENTIAL #

## Notes

Plan should be read in conjunction with the Wallan Structure Plan.

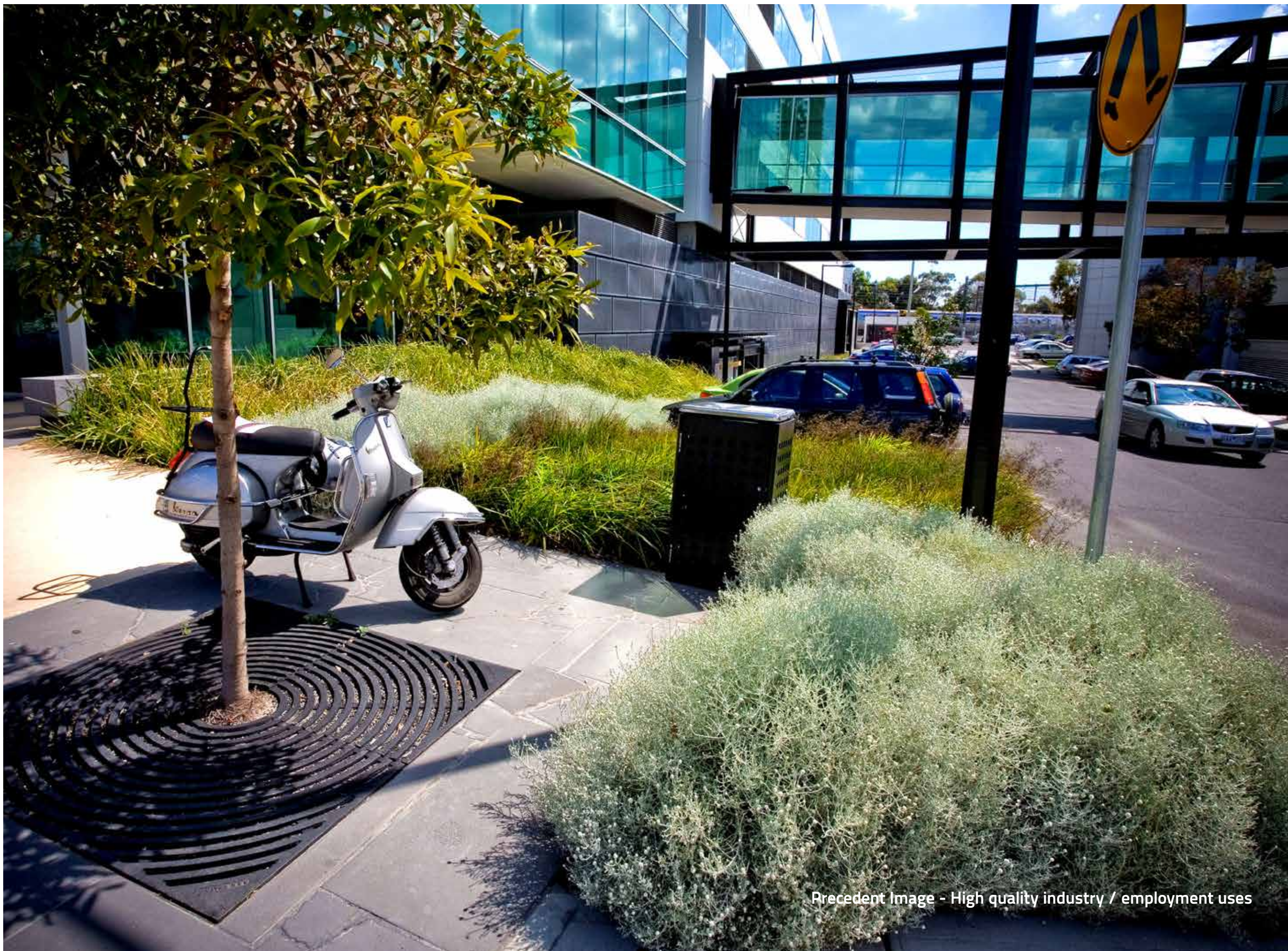
Flood study and hydraulic and hydrological assessment required in the Wallan East BIFT area.

\* Subject to further investigation.

# Subject to further investigation through future PSP/planning process.

Figure 06. Industrial Uses Principle Plan





Precedent Image - High quality industry / employment uses



### 3.3 Plan for the Beveridge Interstate Freight Terminal (BIFT)

Plan Melbourne proposes the Beveridge Interstate Freight Terminal (BIFT) east of the rail line and extending south from Wallan-Whittlesea Road to Beveridge Road (beyond the municipal boundary).

The site is ideally positioned within close proximity to the Hume Freeway, proposed OMR and along the Melbourne – Sydney – Brisbane railway line. The terminal will reinforce the economic role of the north corridor and will be supported by adjacent industrial and freight related uses.

The state government is actively investigating the role and timing of this terminal. It is understood that the BIFT has a longer term time frame for construction. Interim land uses within the BIFT precinct may be appropriate given the longer time frame. Guidelines on appropriate interim uses are warranted through the PSP process.

Additional state government advice would assist in informing the configuration of the terminal and related uses, adjoining land uses, interface treatments and road connections.

The WSP has adopted the BIFT structure identified in the North Growth Corridor Plan.

The Wallan Structure Plan does however provide additional guidance on the future layout through this precinct as well as objectives for its integration with the surrounding growth area.

A future PSP process will determine an appropriate land use for this area, in the absence of the BIFT.

#### OBJECTIVES

- Plan for the BIFT as a longer term freight terminal.
- Support and promote logistics based industry east of the rail line.
- Manage the land use interface at the BIFT to avoid land use conflict due to incompatible or sensitive land uses.
- Ensure good accessibility to and within the BIFT for freight vehicles and by public transport, cycling and walking.
- Ensure the BIFT is designed to respond to the environmental and recreational qualities of the Merri Creek corridor.
- Ensure flooding is adequately mitigated and stormwater is treated.

#### STRATEGIES AND ACTIONS

- Work with the state government in the precinct structure planning process for the BIFT to ensure development outcomes are consistent with the Wallan Structure Plan. The plan should consider:
  - The longer term implementation of the BIFT and guidance on interim land uses for the BIFT precinct.
  - A road network that supports the nature and volume of road based freight activity associated with the BIFT.
  - Encouraging additional industry and commercial uses that support the BIFT.
  - Providing a showroom / commercial frontage to Wallan-Whittlesea Road that provides a high quality address for the precinct.
  - Ensuring the BIFT is designed to respond to the environmental and recreational qualities of the Merri Creek corridor.
  - Providing a road network that is safe and supports future transport and freight needs.
  - Providing good accessibility for freight vehicles, as well as a high level of public transport, pedestrian and cyclist accessibility.

- Recognising that the proposed freight rail terminal will be co-located with the Melbourne – Sydney rail line and that amenity impacts to surrounding existing and future residential areas will require mitigation.
- Flood mitigation across the area
- The impacts of the high pressure gas pipeline on uses and the street network through the area.



Precedent Image - Logistics based industry that maybe provided to the east of the rail line.



Precedent Image - Opportunity to maximise accessibility to and within the BIFT by cycling and walking.



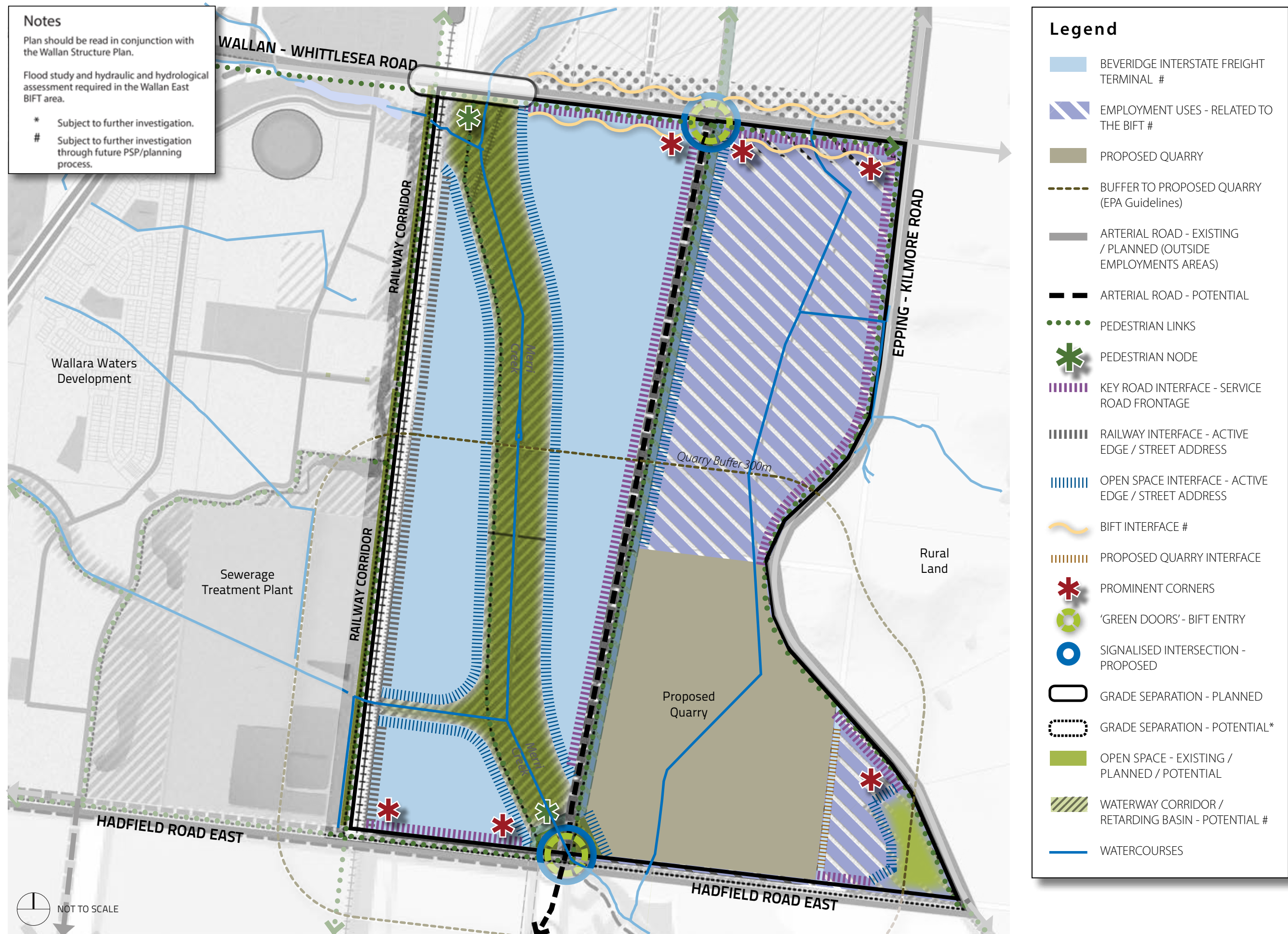


Figure 07. BIFT and Employment Uses Principle Plan



### 3.4 Plan for Wallan's community facilities, health and education services

Community facilities and schools are focal points for townships, providing places for people to engage and socialise.

The Wallan Structure Plan identifies five potential locations for community infrastructure hubs. These hubs will include a range of recreational, educational, community and public health facilities. The co-location of these facilities promotes resource sharing and strengthens synergies that exist between facilities, through management and operation of the community services.

Many of these hubs will be provided in new and planned growth areas of Wallan. Their proximity to public transport and regional pedestrian and cycle networks will ensure these facilities are accessible to a wide catchment, and help to promote active and healthy lifestyles.

Council is investigating scenarios for the provision of future community infrastructure within and around the existing town centre. This will deliver substantial benefits to the community by diversifying land uses in the town centre, and create opportunities for iconic buildings and spaces that strengthen the civic role of the town centre.

The Structure Plan aims to create an attractive, vibrant and connected community. It does this by encouraging the provision of spaces that are accessible and equitable, that allow people to engage in a range of activities, that create opportunities for socialising and empower the community.



Precedent Image -Potential for a library / community centre within the retail area of the town centre.

#### OBJECTIVES

- Provide for a wide range of community facilities and services, education services and health services to meet the varying needs of local residents
- Include co-located services and facilities at the 'heart' of the Town Centre, to complement retail, commercial and public transport activities
- Ensure social and community infrastructure is easily accessed from walking and cycling paths, as well as public and private transport.

#### STRATEGIES AND ACTIONS

- Work closely with the state government, and land owners to ensure that adequate provision of schools and community infrastructure is provided across the future growth areas.
- Provide high quality, localised social and community infrastructure that will provide a range of services for the changing needs of the community over time.
- Provide easily accessible community facilities and schools located close to residential communities, public transport links and connected by walking and cycling paths.
- Cluster community facilities and schools to enable resource sharing, strengthen synergies that exist between facilities, and encourage greater user participation and community interaction.
- Provide flexible community spaces and small offices, which can be used for start up groups, non-government organisations, 'green' businesses and for events which create community cohesion.
- Encourage the early provision of community facilities in new residential areas.
- Ensure developments servicing vulnerable persons e.g. nursing homes and child care facilities; should be located away from interfaces with bushlands and grasslands to avoid associated fire risks.
- Work with community groups to understand the infrastructure and activities required to facilitate their continued involvement in the community.
- Actively investigate scenarios for providing additional community infrastructure within the Wallan Town Centre. The scenarios should assess:
  - The potential for a library / community centre within the retail area of the town centre.
  - The potential Council office accommodation to be provided on a site within the retail area of the town centre.
  - The potential to provide community facilities / Council office accommodation within a mixed use development delivered by the private industry.
  - The potential for larger format recreational and leisure facilities to be located on a dedicated site in close proximity of the town centre.
  - The potential to create a community and recreational hub which incorporates all facilities on a dedicated site within close proximity of the town centre.
- Strengthen Wallan Recreation Reserve (Green Hill Reserve) as a focus of active recreational activities by building on existing community facilities located here.
- Locate medical facilities within the town centre and within close proximity to other health and associated services (i.e. the Ambulance Station and Medical Super Clinic).
- Work with community groups to identify needs and deficiencies in spaces available for groups and individuals through ascertaining the needs of groups and what spaces are currently available.
- Provide community access to space, resources, knowledge and learning / participation opportunities in community hubs to facilitate engaged and strong communities.
- Encourage the local community to take an active role in the future development of Wallan.



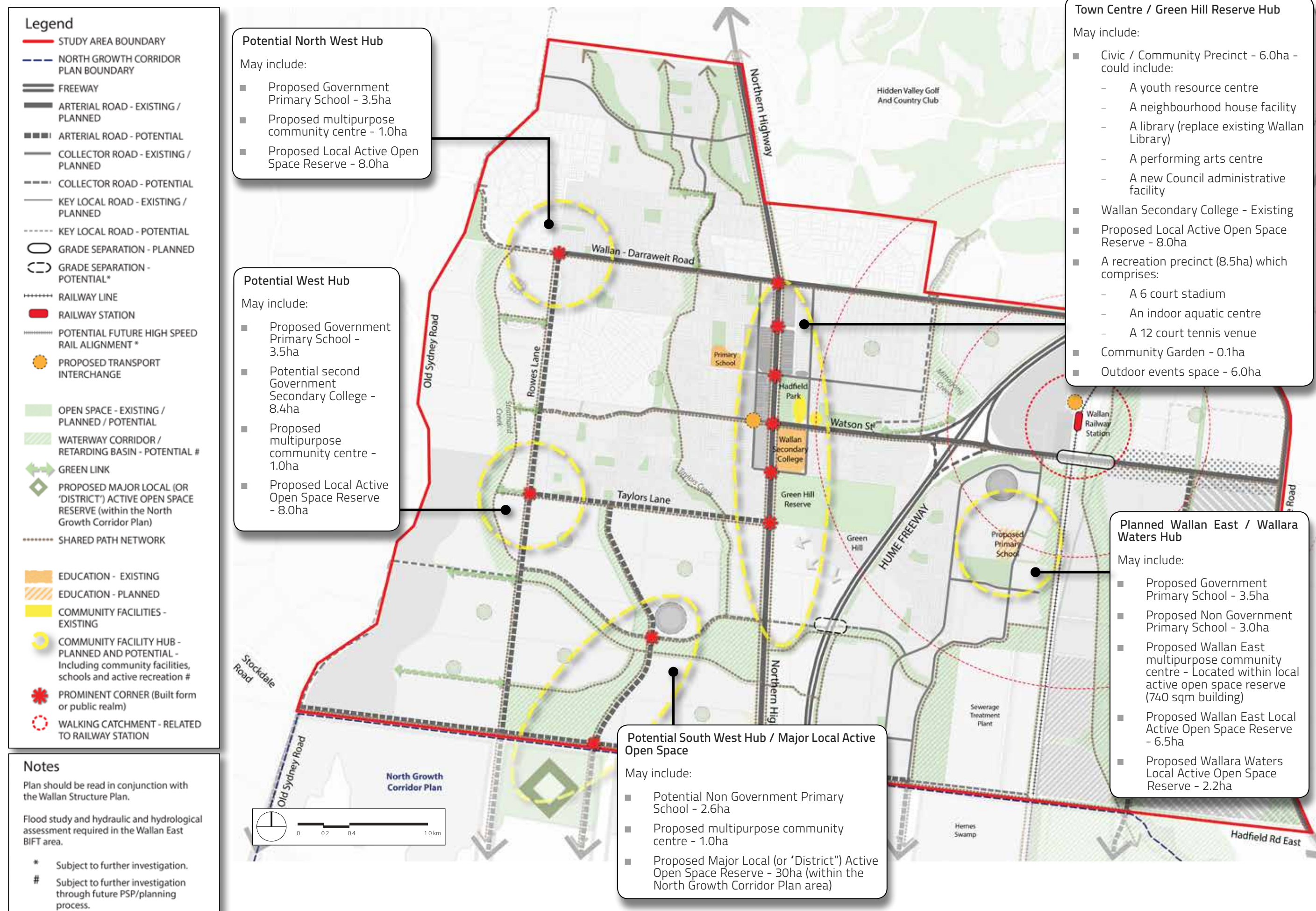


Figure 08. Community Facilities



## 3.5 Identify the utilities and services required for Wallan's future growth

### 3.5.1 Drainage

Melbourne Water Corporation (MWC) is the responsible authority for the major drainage network.

The major drainage network is generally considered that which has an upstream catchment greater than or equal to 60 hectares. Due to the large catchment size the major drainage network typically includes assets such as large underground pipes and culverts, major waterways, wetlands, retarding basins, floodplains and floodway reserves.

The Wallan study area consists of seven major catchments with an eighth catchment covering Hidden Valley, which drains into the north east section of the Wallan Structure Plan area.

The existing drainage schemes and strategies identify a number of future drainage infrastructure corridors and assets within the future greenfield growth areas (refer to Figure 09). These corridors and assets will become important parts of the open space network, providing a drainage, ecological and recreational function.

The strategies also identify major areas of 1 in 100 year flood prone land with a substantial area east of the rail line and a large area to the south west of the study area. These areas will require further investigation through the precinct structure planning process to determine developable areas and appropriate land uses.

Minor drainage infrastructure in Wallan is owned and managed by the Mitchell Shire Council (MSC). The minor, or local, drainage network generally includes an upstream catchment area less than 60 hectares.

The majority of developed areas within Wallan are serviced by an underground minor drainage pipe network. There are isolated pockets of older developed areas, typically of lower density development (Low Density Residential Zone) which are not serviced by an underground stormwater network.

As the upstream catchments north and west of the town centre have been developed, increased stormwater flows are being generated.

The increased flows pass through the existing drainage network and through the older developed areas of the town which have not necessarily been designed to cater for the extent or density of development occurring in the upstream catchments. This can lead to flash flooding in waterways, streets and private property resulting in asset and property damage.

### 3.5.2 Sewerage

Yarra Valley Water Corporation (YVW) is the responsible authority for provision of sewerage.

YVW advises that the current sewerage infrastructure plan is under review, however the servicing strategy indicated on the current plan is still generally relevant (refer to Figure 10). The plan does not show a branch service to the east of the railway line, however this area can be serviced with a gravity sewer or pump station and rising main into the Sewerage Treatment Plant (STP) when required, and has been included in the review of the plan.

The land east of the railway line and immediately south of Wallan-Whittlesea Road has been considered as developable residential land by YVW when determining future servicing requirements. Similarly, the land further south, referred to as the Brick Quarry area, will also be considered for servicing requirements as part of the sewerage infrastructure plan review.

YVW has identified topography as a constraint for sewerage for the residential area west of Rowes Lane. YVW has indicated that a sewer pump station and deep sewers may be required to service development in this location, with capacity to be informed by projected residential densities. This area will need to be considered for servicing requirements as part of the sewerage infrastructure plan review, with densities to be determined through the PSP process.

The Wallan STP is located south east of the town centre. The southern boundary of the STP abuts the southern boundary of the study area for the Wallan Structure Plan.

YVW is currently planning an upgrade to the STP which will reduce its overall operating footprint and associated buffers to adjoining uses, and also enable the provision of recycled water to surrounding residential areas.

In the longer term, Wallan will be connected to the Melbourne Metropolitan Sewerage Network when the Lockerbie Main Sewer is constructed (expected approximately June 2023).

### 3.5.3 Potable Water

Yarra Valley Water Corporation (YVW) is the responsible authority for provision of potable water reticulation.

The authority's potable water infrastructure plan is currently under review, however it already provides for extensive expansion of the network consisting generally of 225 and 300mm diameter loop mains into the future growth areas of the township (refer to Figure 10).

YVW has been working to achieve a second point of supply to the Wallara Waters Estate development on the eastern side of the Hume Freeway. At the time of writing YVW had not been unable to secure an alignment within the future southern stages of the project.

### 3.5.4 Recycled Water

Yarra Valley Water Corporation (YVW) is the responsible authority for provision of recycled water reticulation.

The recycled water infrastructure plan is currently under review, however it already provides for a network of 225mm diameter mains into Wallara Waters Estate, Newbridge Estate and the area south west of the town centre (refer to Figure 10). YVW may also consider extending the boundary of its recycled water network, to include the residential area south-west of Rowes Lane, subject to further investigation. It is not proposed to service development to the north of the town centre or existing properties in Wallan with recycled water.

Recycled water supply will be available from the Wallan sewerage treatment plant upon completion of the plant upgrade works in 2015/16.



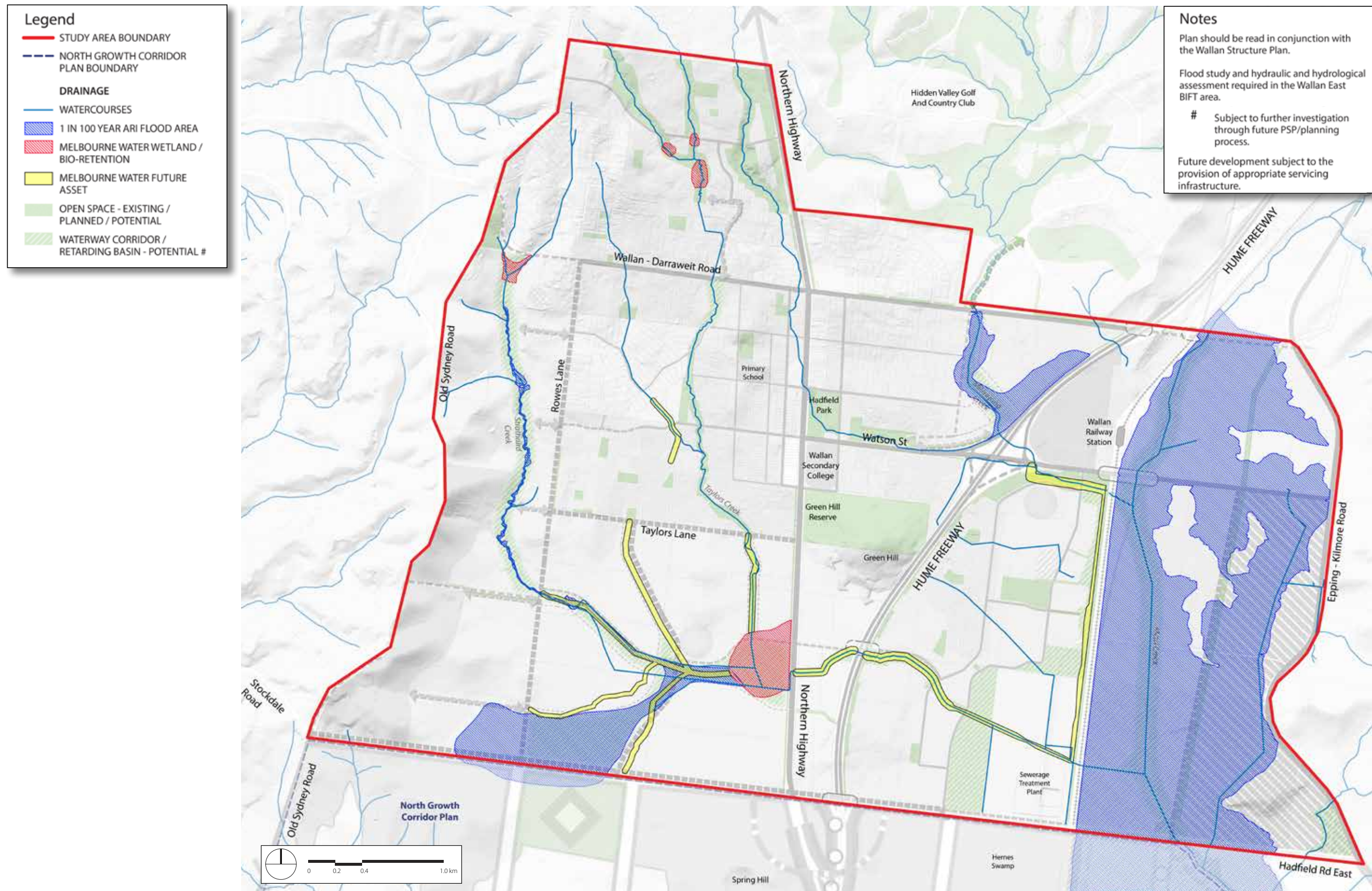


Figure 09. Drainage



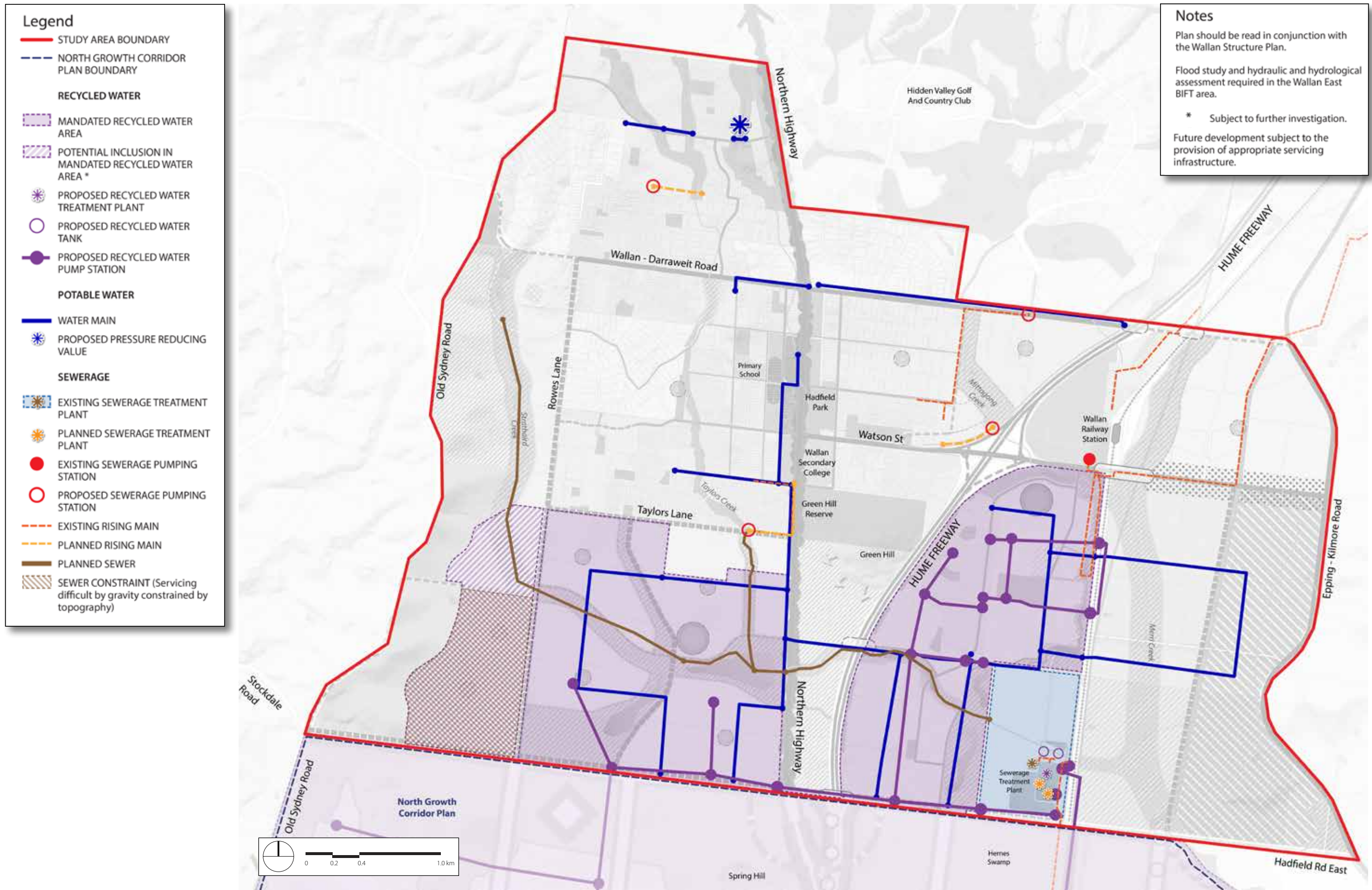


Figure 10. Water and Sewerage



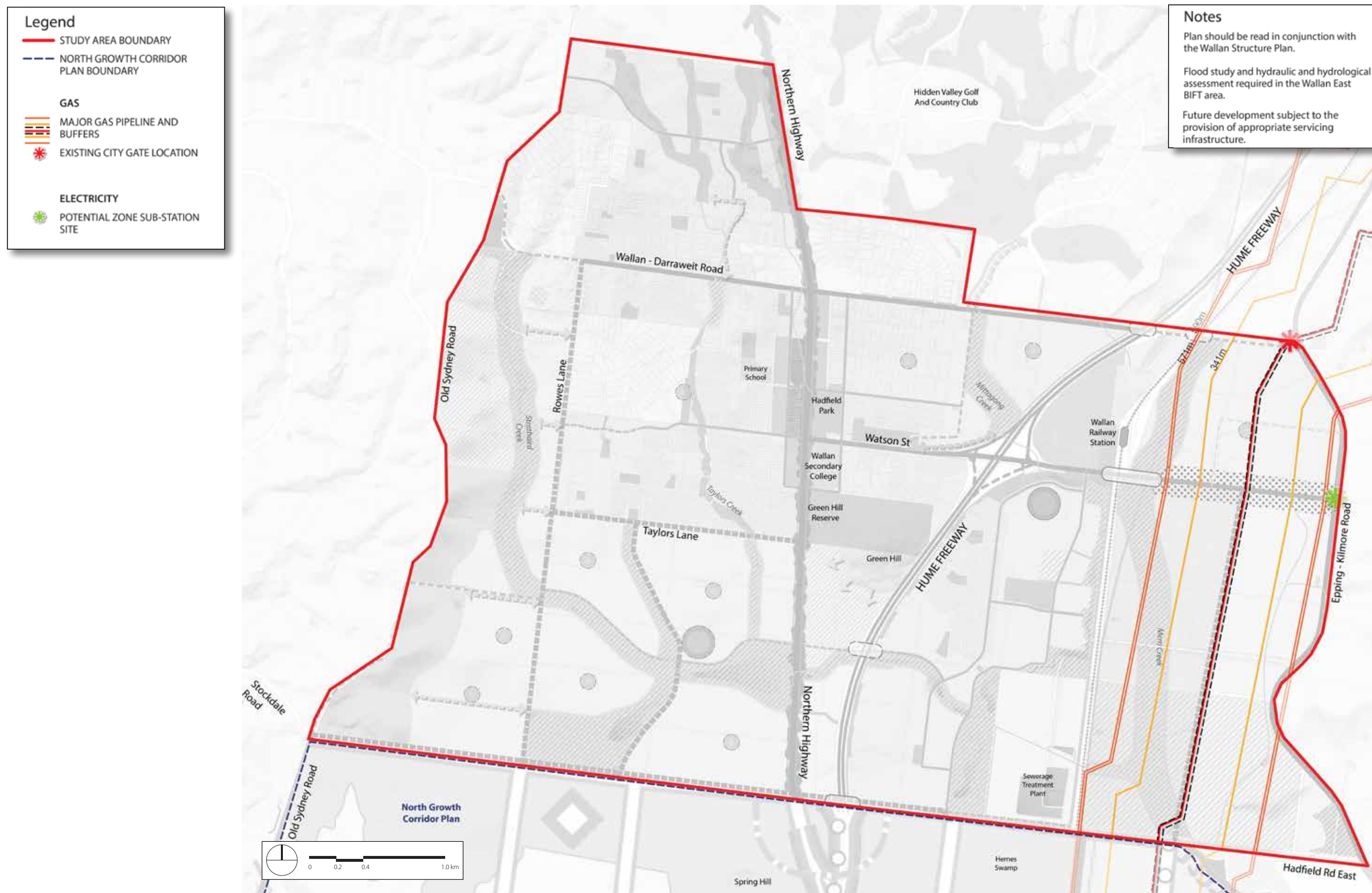


Figure 11. Gas and Electricity



### 3.5.5 Electricity

SP Ausnet Electricity Networks is the responsible authority for provision of electricity.

Existing 22kV overhead power lines supply Wallan along the Hume Fwy alignment from Kalkallo as well as along the Epping - Kilmore Road from Wollert. The Epping-Kilmore alignment is collocated with 66kV lines that run from Wollert to Kilmore South.

The areas of Wallan, Beveridge and Wandong currently have a supply demand of 6MVA and it is forecast that by 2041 the supply demand for these areas will be 60MVA.

To cater for the additional demand, SP Ausnet forecast a zone substation site will be required. It is expected a 4000m<sup>2</sup> site (approximately 1 acre) will be required along the 66kV Wollert-Kilmore line near the corner of Wallan-Whittlesea Road and Woodstock Rd (refer to Figure 11). Land for this facility has not yet been secured.

### 3.5.6 Telecommunications

Telecommunications infrastructure owned by Telstra exists in Wallan.

Broad scale development of Wallan will require installation of optic fibre pit and pipe network to the National Broadband Network (NBN) Co standards to facilitate the NBN cabling. This is already being constructed in the new residential areas of Springridge and Wallara Waters Estates.

Services to cater for new development in Wallan will be available as required.

### 3.5.7 Natural Gas

APA Group is the responsible authority for gas distribution and transmission networks in this region. The company is split into two distinct businesses responsible for the transmission network and the distribution network.

#### Transmission Network

Gasnet is the organisation responsible for the 300mm diameter transmission pipeline that passes through the study area in a north south alignment to the east of the Melbourne- Sydney Railway line.

The pipeline travels north to supply gas to northern and north east Victoria. The pipeline is located within a 35m wide easement at an offset of 7.5m from the western easement boundary.

Gasnet advises that the 35m wide easement is reserved for additional services in the future and that the easement could accommodate up to 5 pipelines if required. A new 400mm diameter pipeline is currently being constructed at an offset of 7m to the east from the existing 300mm pipeline.

APA has advised that development will be prohibited within the transmission easement as it needs to be fully protected for upgrades. APA will not allow road construction parallel to the pipeline within the transmission easement but will allow crossing (90 degrees) if no alternative exists.

There are currently no restrictions on development outside of the easement, however APA have recommended that potential risks be considered in land use planning. Land uses such as schools, hospitals, shopping centres and high density development should be sited outside of the buffer distances identified in Figure 11.

#### Distribution Network

Envestra is the organisation responsible for the distribution of gas services to individual customers and new development areas. Their network starts from the supply off-take known as a city gate facility, which are significant pieces of infrastructure required to reduce the transmission pipeline pressure down to less than 550kPa for the distribution network.

The existing city gate servicing Wallan is located on the south side of Wallan-Whittlesea Road, east of the railway line adjacent to the transmission pipeline (refer to Figure 11). Envestra advises that with an upgrade to this facility it is expected it will have sufficient capacity to cater for the future growth of Wallan and a second city gate will not be required.

It is anticipated that servicing of the full extent of the Wallan Structure Plan study area will be possible, however timing and sequencing of development will determine how the distribution network is developed and extended. Ideally the trunk distribution network will follow major roads. However, Envestra's prefers to avoid road alignments where temporary and ultimate road cross section construction is staged.



Precedent Image - Drainage infrastructure corridors and assets are allowed for within the future greenfield growth areas providing a drainage, ecological and recreational function.



OBJECTIVES

- Provide for the co-ordinated provision of services and drainage infrastructure across Wallan.
- Provide an integrated water management system that provides for the treatment and conservation of water and enhances the environmental and recreational qualities of Wallan.
- Minimise the visual and amenity impacts of service infrastructure.



Precedent Image - Opportunity to provide recycled water to future development areas.

STRATEGIES AND ACTIONS

- Where not considered through a PSP process, review boundaries of existing Land Subject to Inundation Overlay (LSIO) with up to date flood mapping obtained from Melbourne Water.
- Ensure stormwater infrastructure is designed in accordance with relevant Development Services Schemes developed by Melbourne Water.
- Ensure future drainage corridors are designed to support drainage, environmental and multiple recreational functions.
- Undertake Merri Stormwater Management Plan (funding has been allocated to support this project).
- Require integrated Water Management Plans for developments of 60 lots or greater in accordance with Mitchell Shire Planning Scheme Requirements.
- Require future development to demonstrate best practice stormwater quality treatment in accordance with guidelines published by Melbourne Water prior to discharging into receiving waterways.
- The design of roads and open space should incorporate water sensitive urban design measures to treat, harvest and / or infiltrate stormwater, where possible and at appropriate locations, and reduce the reliance on potable water to irrigate street trees and open space, to reduce volumes of stormwater discharging to waterways.
- Support the proposed upgrades to the Wallan Sewerage Treatment Plant to reduce development buffers and provide recycled water to future developments.
- Ensure development around King Street on the east side of the Northern Highway is connected to the reticulated sewerage to support residential development in this area.
- Support the provision of recycled water to future development in the south and east of Wallan and utilise water to irrigate street trees and open space where practicable.
- Investigate the feasibility to service development to the north of the town centre and existing properties in Wallan with recycled water.
- Consider recommendations from the potable water infrastructure plan, including the expansion of the potable water network into future growth areas, to facilitate future potable water supply demand.
- Allow for additional electricity supply demands through the provision of:
  - A zone sub-station site (approximately 4000m2 in size) along the 66kV Wollert-Kilmore line and near the corner of Wallan-Whittlesea Road and Woodstock Rd.
  - Three 22kv distribution feeder lines from the zone substation site ideally located in road reserve through future development land, in an east-west direction.
  - Kiosk sub stations located approximately one per every 125 lots.
- Investigate the potential to underground existing above ground electricity cables (with a voltage less than 66kV) in the upgrade of existing roads.
- Ensure all new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) are located underground
- Encourage the continued installation of optic fibre pit and pipe network to facilitate NBN cabling in new and future residential areas of Wallan.
- Investigate the feasibility to retrofit optic pot and pipe network within existing areas of Wallan to facilitate NBN cabling.
- Support the development of a new 500mm pipeline (within the existing 35m reservation) to facilitate increased gas supply within Wallan.
- Further investigate allowable uses within the high pressure gas pipeline transmission easement.
- Incorporate transmission easement into open space network to allow for its protection.
- Ensure the provision of services, particularly overhead power lines or services where trenching is required, are carefully considered to avoid impacts to existing native vegetation.
- Consider the provision of reticulated and / or static water supply and hard stand access for fire fighting in strategically located areas of open space.



## 4. Direction B3 - Create thriving, active and complementary local centres

### 4.1 Enhance the role of Wallan's existing town centre

Wallan's town centre will become more important as the population grows. Its role will need to diversify and intensify providing more retail, entertainment, business and services for local residents and visitors. This will need to be supported by significant improvements to the streets, parks and buildings to encourage people to stay in the centre and catalyst private investment. Part C outlines a number of initiatives aimed at improving the town centre as a place for people.

The Wallan Structure Plan identifies a significant opportunity for the existing town centre to increase its retail role, through expansion of the primary retail area along Queen Street, west of the Northern Highway. This would support an additional bulky good retail use in the centre and create an east-west retail spine along Queen Street providing an alternative shopping experience to the Northern Highway.

Initiatives to attract higher order public services and government offices should be actively pursued to strengthen the town centre's civic role and develop a stronger customer base for local businesses. This would attract residents from nearby towns where these services aren't available.

Office and residential uses should also be encouraged across the centre within mixed-use developments. This will provide more life in the centre both during the day and at night time.

#### OBJECTIVES

- Increase the mix and intensity of land uses in the Wallan Town Centre to support future populations and service surrounding regional towns.

#### STRATEGIES AND ACTIONS

- Support the western expansion of the town centre outlined in Part C to ensure the existing town centre has sufficient capacity to fulfill its role as the major retail, commercial and service centre in Wallan.
- Actively seek higher order government services and offices uses to locate in the Wallan Town Centre to strengthen its role in the region.
- Encourage offices and housing above ground level uses across the town centre to provide for a greater presence of people and activity in the centre.



Precedent Image - Wide footpaths allow for outdoor dining opportunities.



Precedent Image - Opportunity for uses that activate the streets through the day and night.





Figure 12. Retail and Commercial Centres



## 4.2 Identify opportunities for future retail and commercial uses

In addition to the Wallan Town Centre, smaller local centres will be required to provide convenience and daily shopping needs for future communities. One centre will be located within the south west section of the Wallan Structure Plan area and the other is permitted at the Wallara Waters development east of the Hume Freeway.

Planning approval has been granted for the first stages of the Wallara Waters local centre which provides a total floor area of 9,183 sqm, including a supermarket.

Economic analysis undertaken for the Wallan Structure Plan indicates future expansion within Wallara Waters may not be feasible because of the competition from the Wallan Town Centre and the limited residential catchment east of the Hume Freeway.

The Wallan Structure Plan also identifies an area of restricted retail (bulky goods) on the east side of the Northern Highway at the southern entrance to town. This location provides good access and exposure along the highway and provides adequate separation from nearby residential areas.

This area will require careful guidance to create a functional and well presented precinct that enhances the southern entry into Wallan.



Precedent Image - Provide a street based retail experience with active ground level uses.

### OBJECTIVES

- Develop strategically located local centres that are highly accessible and provide a mix of uses to support the daily needs of residents.
- Create new local centres which respond to the natural features of the site.
- Ensure local centres provide a high level of street based retail activity.
- Allow restricted retail uses to be developed to enhance the southern entry into Wallan.

### STRATEGIES AND ACTIONS

- Provide a new local centre in the south west area of Wallan which includes a supermarket, specialty retail and local services, offices and housing.
- Support the development of a local centre at Wallara Waters whilst ensuring future expansion does not undermine the role and function of the Wallan Town Centre.
- The design and layout of new local centres should seek to:
  - Provide a street based retail experience with active ground level uses, buildings built to the street edge and fine-grain frontages.
  - Provide offices, commercial uses and local services in future town centres located above retail uses.
  - Integrate natural features and capture views to surrounding landscapes from key public viewing locations.
  - Ensure car parks are landscaped and located to the side or rear of developments.
  - Provide civic spaces such as public plazas, a town square within local centres and activate with surrounding land uses.

- Provide a bulky good retail / commercial area within Investigation Area 1 on the east side of the Northern Highway. The design of this area will form part of Priority Project 3 (refer to Part D, Section 2) and should seek to:
  - Provide a strong presence of buildings and active frontages to the service road frontage along Northern Highway.
  - Ensure car parks are landscaped and located to the side or rear of developments.
  - Provide for high quality built form that reflects the country town character and emphasises prominent corners.
  - Locate commercial uses with less pedestrian based activity away from the Northern Highway frontage.
  - Provide an attractive interface to Strathaird Creek.
  - Provide for a high quality pedestrian and cycle link along Macsfield Road across the Hume Freeway.
  - Limit vehicle access points from the Northern Highway to reduce vehicle and pedestrian conflicts along the future shared path.
  - Provide clearly delineated pedestrian thoroughfares from the Northern Highway into bulky good retail premises.
  - Provide for a connected internal street network, which is landscaped and creates an attractive location for new businesses and a high level of amenity for employees and visitors.
  - Ensure the interface with the Hume Freeway is appropriately treated with articulated facades and screening of loading / yards / service areas.
  - Ensure individual commercial/retail operator signage does not visually dominate the streetscape.



Precedent Image - Provide civic space within local centres with surrounding land uses.





Precedent Image - Street based retail experience with active ground level uses



# 5. Direction B4 - Ensure people can move easily and safely throughout Wallan

## 5.1 Create connected, safe and enjoyable walking and cycling networks

Wallan is currently a car dominated centre with limited pedestrian and cycling infrastructure. Many streets have no footpaths, discontinuous footpaths, or footpaths that are too narrow. Cycling infrastructure is limited to an on-road cycle lane along the Northern Highway. The community has expressed a strong desire for improvements to walking and cycling through the previous stages of consultation on the Wallan Structure Plan.

There is an opportunity to imagine a different future for Wallan where walking and cycling is easy and enjoyable, and the preferred mode of transport for all. Walking and cycling also provides significant health and environmental benefits.

The proposed open space network along creek corridors and major roads provides the basis for a high quality, continuous walking and cycling network across Wallan, as well as providing links to Hidden Valley and the Metropolitan Trail Network. This will be provided through shared walking and cycling paths that are located within open space corridors and separated from vehicles on key roads.

It is also recognised that walking and cycling infrastructure within the existing township requires significant improvement for residents. The Principal Pedestrian Network analysis undertaken for Wallan identified a number of key streets that are likely to carry a large number of pedestrian trips, including Queen Street, Watson Street and the Northern Highway. The Wallan Structure Plan has identified such streets as being a priority for future improvements.

The Northern Highway presents a major opportunity for a north-south pedestrian and open space spine that connects people to the town centre. The large road reserve will enable shared paths on both sides of the road and a linear green corridor on the western side of the road that integrates with existing and future residential areas.

### OBJECTIVES

- Promote pedestrian and cyclist priority across Wallan.
- Create a network of footpaths and off road trails that connects homes to existing and future neighbourhood centres, community hubs and public open spaces.
- Improve the existing footpath network across Wallan with a focus on key streets that provide access into the town centre.
- Encourage shading along shared trails, pedestrian links and streetscapes through tree planting or other means.
- Provide for improved age and disability access.

### STRATEGIES AND ACTIONS

- Provide for an integrated network of pedestrian and cycle links across Wallan that connects existing and future residents to the town centre, local centres, community hubs and public open spaces. Refer to Figure 13.
- Improve pedestrian amenity and priority along key existing streets that connect the town centre into surrounding residential areas as identified in Figure 13.
- Provide additional pedestrian and cycle links across the Hume Freeway to connect residents in Wallan East to the town centre and other destinations.
- Reduce vehicle speeds and provide traffic calming along the key town centre streets.
- Provide access for all levels of mobility through DDA compliance in all public realm works
- Provide off-road bicycle paths, where possible, particularly on roads with speed limits of 60km/h or above.
- Encourage the provision of trip end bicycle facilities within all new developments including, lockers, showers, change rooms and clothes drying rooms
- Implement improvements to the town centre as outlined in Part C which focus on promoting pedestrian and cyclist priority.

- Improve pedestrian and cyclist amenity and priority along Northern Highway.
- Ensure new subdivisions are created with a compact street and block pattern providing for a choice of direct walking and cycling routes.
- Develop and implement a wayfinding and signage strategy to direct walkers and cyclists to key features, shops, transport, services and open space.
- Ensure the provision of pedestrian and cycle paths are carefully considered to avoid impacts to significant native vegetation, particularly along roadsides and creek lines.



Precedent Image - Bicycle infrastructure at key destinations





Figure 13. Walking and Cycling Paths



## 5.2 Deliver an accessible, efficient and integrated public transport system

Public transport around Wallan is limited to the railway services that operate along the Melbourne-Sydney railway, and the local Wallan Town Service bus route.

The Public Transport Victoria Network Development Plan identifies the electrification of the Wallan Rail line as a project to be completed before 2027. This will increase the frequency of services in Wallan and cater to the demand of the expanding population.

The local bus operates from Monday to Friday between residential areas and the railway station, with services timetabled to correspond with morning and evening peak periods. Bus stops are focused primarily on the west side of the Northern Highway servicing a limited number of residential streets.

The Wallan Structure Plan identifies a future indicative bus network based on the proposed future urban structure. This network is focused along arterial roads and connector streets and provides access to major destinations such as schools and centres. It will also be important that high frequency bus connections into adjoining towns are provided to enable access to larger centres such as the future Lockerbie Town Centre.

Although Council is not responsible for the provision of public transport in Wallan, it can advocate for improvements to services and infrastructure through documents such as the Wallan Structure Plan. Council can also implement improvements to linkages from established areas to bus stops and the train Station.

### OBJECTIVES

- Improve public transport frequency, integration comfort and amenity in order to promote public transport as a desirable transport alternative
- Ensure that 95% of all households within Wallan are located within 400m of a future bus stop
- Improve linkages between residential areas and the station

### STRATEGIES AND ACTIONS

- Advocate for new bus connections to future residential areas and local centres in Wallan and improve connections in existing residential areas and to the town centre.
- Promote public transport as a viable alternative by improving frequencies, integration, comfort and amenity.
- Advocate for the long term redevelopment of the train station and bus stop into a higher quality transport interchange to support future residential population.
- Advocate for the future integration of Wallan Station to the metropolitan train network for improved frequency of services.
- Ensure the future grade separation of Wallan-Whittlesea Road and the railway line is designed to provide for direct pedestrian access to the station with a high level of amenity and passive surveillance.



Precedent Image - Opportunity for an integrated transport hub



Precedent Image - Provide public transport amenities to enhance this as an alternative transport option.



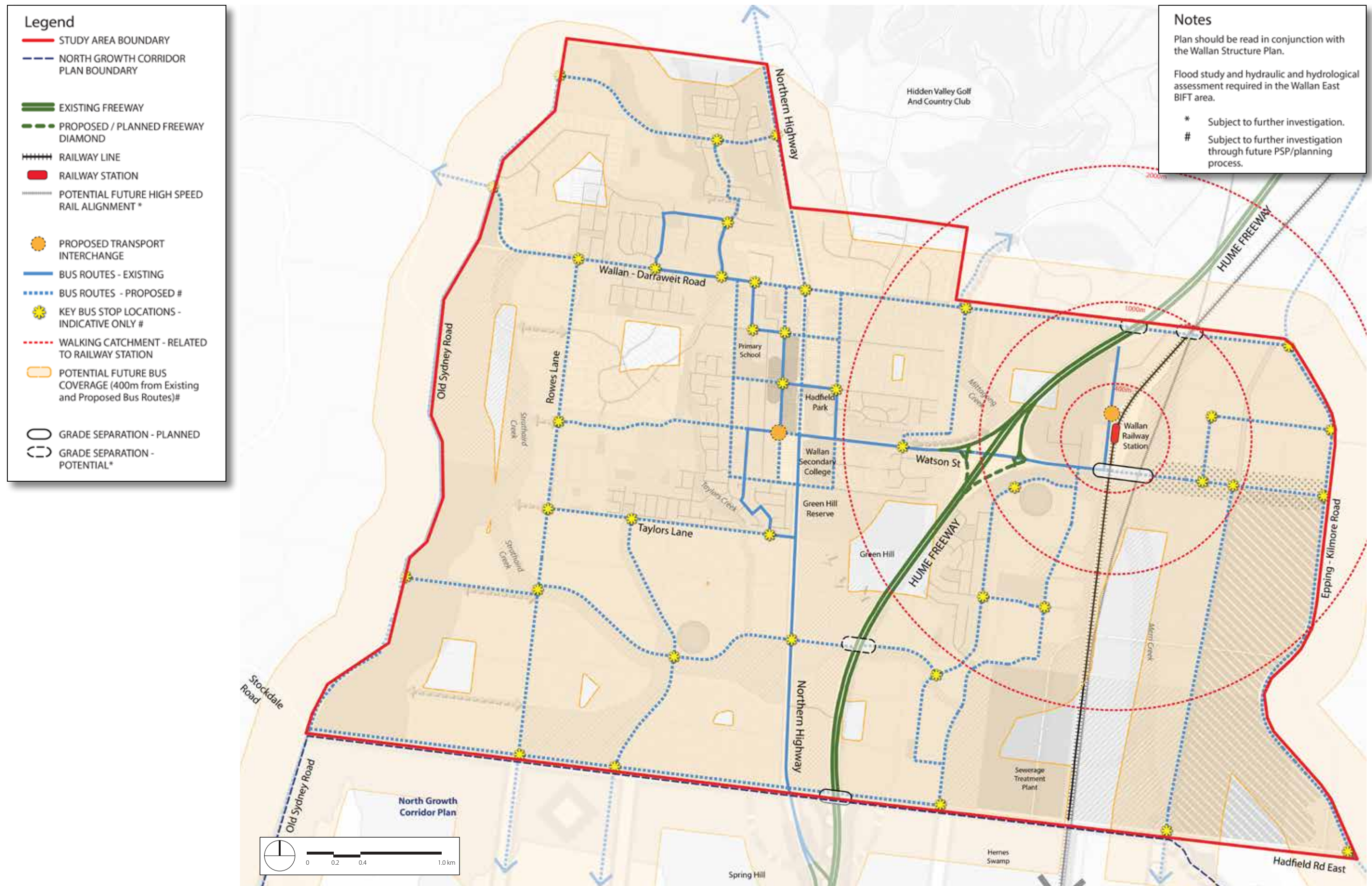


Figure 14. Public Transport



### 5.3 Provide a safe and cohesive street and road network

The road network of Wallan will change and expand significantly to provide capacity for future populations and minimise traffic impacts on existing local streets.

The traffic role of the Northern Highway is one such road that will change. The proposed Kilmore - Wallan Bypass will reduce through traffic along the Northern Highway (depending on the alignment), however the population growth within Wallan will likely result in an increase in traffic along the Highway.

As result of this, VicRoads is currently planning for its widening from two vehicle lanes to four vehicle lanes. A key challenge is to ensure that a high level of pedestrian and cycle amenity is provided along all parts of the Highway, particularly through the town centre. Part C provides more detail on the preferred outcomes for Northern Highway through the town centre.

The Wallan Structure Plan identifies a network of proposed arterial and connector streets that will effectively manage traffic across the township. There are a number of existing roads that will change in their role from local streets to higher order streets, such as William Street, Queen Street and Rowes Lane.

A number of additional crossings of the Hume Freeway are also proposed in the Wallan Structure Plan. These will ensure future communities east of the Freeway are not isolated from the facilities and services of Wallan. It is also critical that the Northern Highway, where it moves through the Wallan Town Centre, responds to its context so as to not divide the core of the town.

#### OBJECTIVES

- Create a street network that provides for safe and efficient access between residential neighbourhoods, the town centre and other key destinations in Wallan.
- Focus major traffic movements onto arterial roads and reduce through traffic on local streets.
- Ensure the Northern Highway responds to its town centre context and provides for a high level of pedestrian and cyclists priority.
- Encourage active and sustainable transport modes i.e. walking, cycling across Wallan to reduce the use of private vehicles on existing and future streets.

#### STRATEGIES AND ACTIONS

- Develop a network of streets and roads that creates a clear hierarchy of vehicle movements across Wallan. Refer to Figure 15.
- If the VicRoads proposal to duplicate the Northern Highway, is required, work with VicRoads on the design, to ensure a high level of pedestrian and cyclists priority and amenity is provided and simplify vehicle access into future service roads.
- Implement a peripheral movement network around the town centre that provides vehicle access into car parking areas at the rear of shops and reduces local vehicle movements along the Northern Highway.
- Provide additional connections across the Hume Freeway to improve linkages between Wallan, and existing and future communities in Wallan East.
- Investigate the final alignment of Hadfield Road in conjunction with relevant stakeholders including VicRoads. The alignment should have regard to local topography and sight lines, particularly at the junction of Hadfield Road and the Northern Highway to ensure the safe operation of the highway.
- Avoid vehicle slip lanes in areas of high pedestrian activity and provide clear pedestrian priority where they are required.
- Design arterial, collector and key streets to respond to creek corridors and topography, and maximise the experience of Wallan's landscape setting.
- Maximise solar access to allotments through the design and layout of the local street network (i.e. orientate north-south).

- Encourage diversity in street design to support different land uses, create interest and variation to neighbourhoods, protect significant vegetation where possible.
- Ensure arterial roads are landscaped as boulevards incorporating large street trees.
- Investigate traffic management improvements at the intersection of Wallan - Darraweit Road and Sydney Road to enhance safety.
- Investigate opportunity to provide a future road connection that links Rowes Lane and Old Sydney Road and traverses the south west corner of the study area.
- Investigate the inclusion of Duke Street to Kirribilli Crescent (north of Green Hill Reserve, as part of any future developer contributions within the established areas of Wallan).
- Design roads to allow access for large emergency vehicles. Road widths that facilitate parking on both sides of the road, provision of off-street parking bays and strategic use of traffic calming measures need to be considered. The use of no through roads should be avoided, where possible.
- Investigate the opportunity to provide vehicular access between Stanley Street and Duke Street.
- Investigate the opportunity to provide a future road connection that links Wellington Road and Duke Street.
- Support the development of north-south collector roads that will provide a viable alternative for local movements in lieu of the Northern Highway.



Precedent Image - Encourage active transport modes to reduce the use of private vehicles on streets.



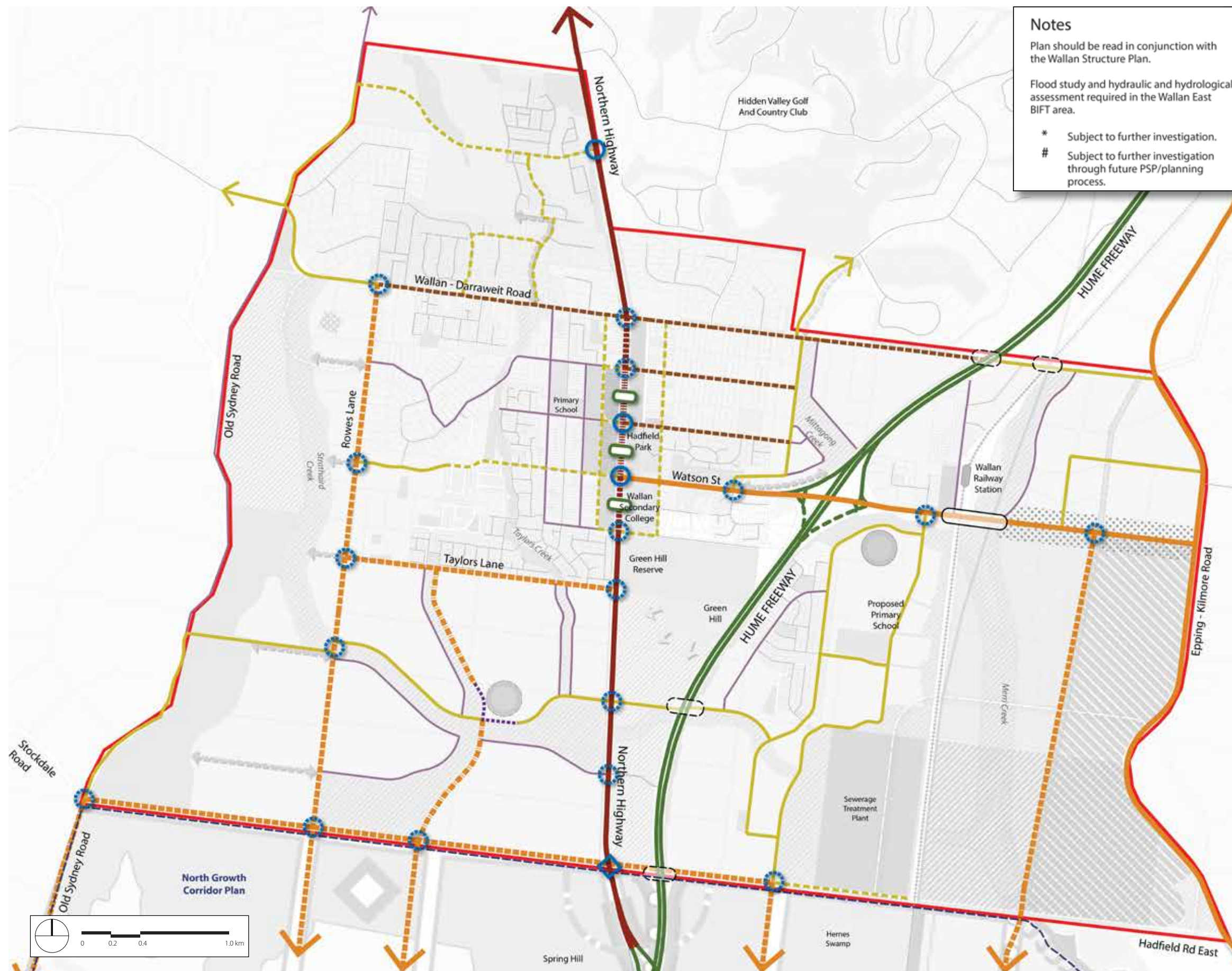
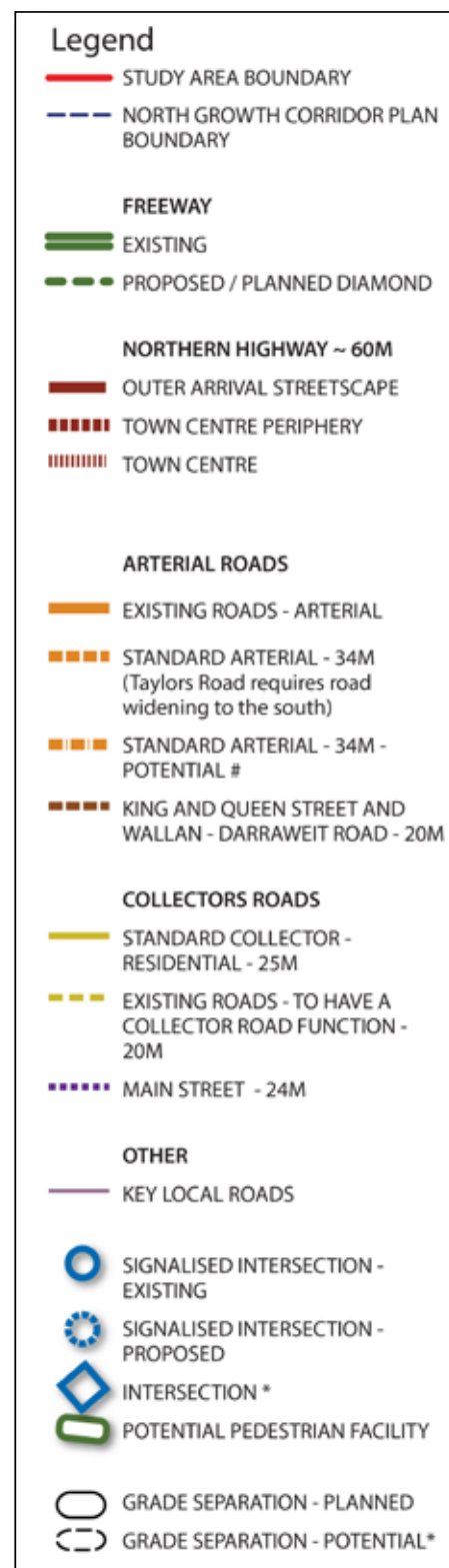


Figure 15. Road Network



### 5.3.1 Indicative Custom Road Cross Sections



Figure 16. Northern Highway – Outer Arrival Streetscape (if the VicRoads proposal to duplicate Northern Highway, is required)

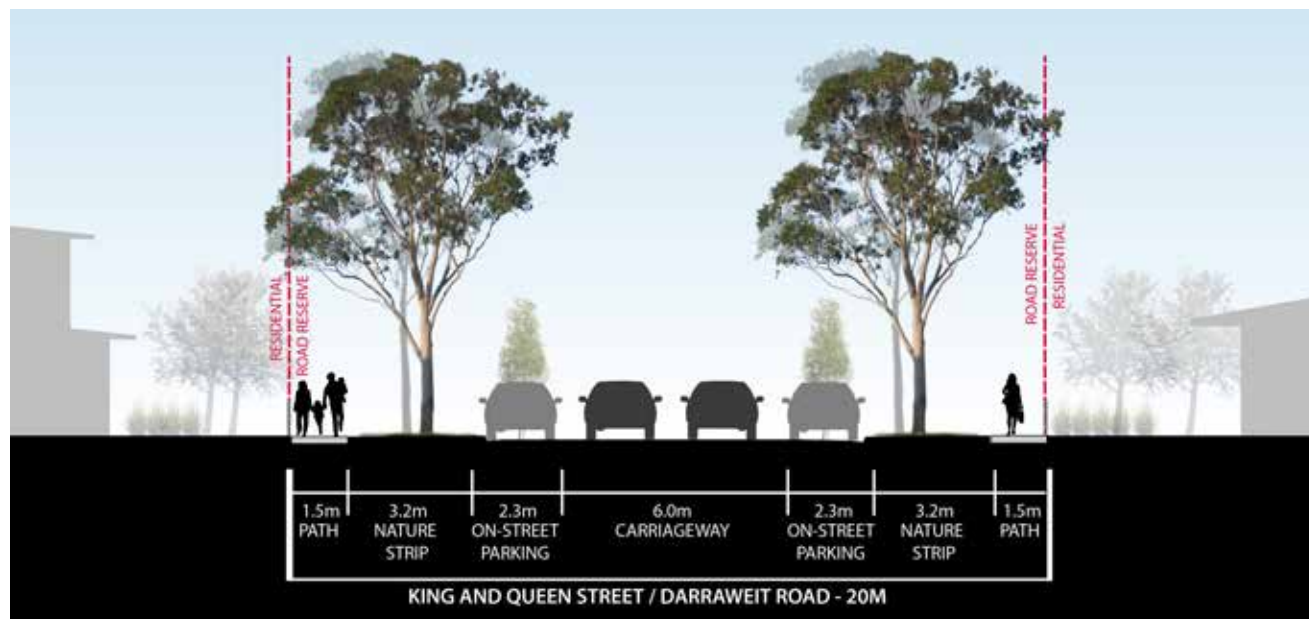


Figure 17. King and Queen Street and Wallan – Darraweit Road

For all other cross sections, please refer to standard road cross sections located in the appendices of this report.



# 6. Direction B5 –Enhance Wallan’s open space and environmental networks

## 6.1 Enhance and regenerate Wallan’s landscape and environment

For the Wallan community, landscape character and environmental quality are defining features. They provide a link to the surrounding geography and the rural history of Wallan. These relationships are changing with residential growth and other land use changes.

The Wallan Structure Plan proposes to integrate Wallan’s landscape features and environmental systems as the basis for the future town structure. This will reinforce the country lifestyle, which is highly valued by the community and create distinctive identities for new neighbourhoods.

The existing creek corridors within Wallan provide great opportunities for both recreational and ecological functions. These corridors traverse the study area north south and east west creating habitat corridors and recreational links connecting people to destinations. Some of these corridors, such as Merri Creek, will have regional roles that enable continuous habitats and recreational links into Melbourne.

Melbourne Water has nominated preferred widths for a number of the creek corridors which allows for effective water management and treatment, environmental and recreational functions. These widths will be determined as part of the future PSP’s.

The Biodiversity Background Report prepared as part of the Wallan Structure Plan identified a number of areas of significant vegetation and biodiversity. Detailed assessments are required to further define the ecological values and identify the presence / likelihood of significant species and ecological communities occurring within the study area. Future use and management of these areas will require further investigation as part of the Precinct Structure Plan process.

### OBJECTIVES

- Develop an integrated open space system that enhances Wallan’s landscape and environmental qualities and defines its urban structure.
- Protect and enhance areas of significant biodiversity and landscape values.
- Enhance creeks, wetlands and waterways as recreational and environmental corridors across Wallan.

### STRATEGIES AND ACTIONS

- Provide a connected open space network (as indicated in Figure 18) that integrates key features including creek corridors, wetlands, retarding basins, hilltops, and areas of significant vegetation.
- Investigate long term options for the management, use and ownership of land included within landscape values area.
- Ensure creek, wetland and waterway open space corridors are designed and of sufficient width to provide multiple functions including drainage, ecology and recreation, building on Melbourne Water’s minimum width requirements as appropriate.
- Investigate opportunities to provide open space connections along creeks currently located on private land, as and when redevelopment proposals are brought forward.
- Undertake additional investigation through the precinct structure planning process to identify areas of significant ecological values and ensure future protection and management.
- Prepare Native Vegetation Precinct Plans or similar to identify and protect significant trees and vegetation within Wallan. A Vegetation Protection Overlay may potentially allow for the protection of significant vegetation.
- Implement the recommendations outlined in Section 2.1 which focus on strengthening the landscape setting of Wallan by developing a Landscape Values area between Wallan and Beveridge North West and protecting the treed hillsides to the west of Wallan.
- Locate passive open space nodes adjacent to creek corridors where possible and integrate the natural landscape and habitats in the design of the open space.
- Enhance opportunities for biodiversity through landscape treatments in streetscape and open space areas.

- Retain existing trees, indigenous vegetation and significant landscape areas, where possible.
- Protect and enhance significant roadside vegetation and biodiversity in accordance with Council’s rural roadside code of practice.
- Investigate and protect heritage and culturally significant sites, where appropriate.
- Design areas of public open space, reserves, creek corridors and railway and freeway easements to provide access for emergency vehicles.
- Ensure planting, landscaping and vegetation along creek lines and within open space areas, considers CFA emergency vehicle access recommendations and does not increase bush fire risks.
- Work with and support local environmental groups to enhance the environmental qualities of creek corridors and areas of significant biodiversity.
- Investigate the possibility of incorporating Hernes Swamp as part of a regional park.
- Ensure the open space network within Wallan integrates with open space networks to the south.



Precedent Image - Provide a connected network of trails that integrates with open space systems



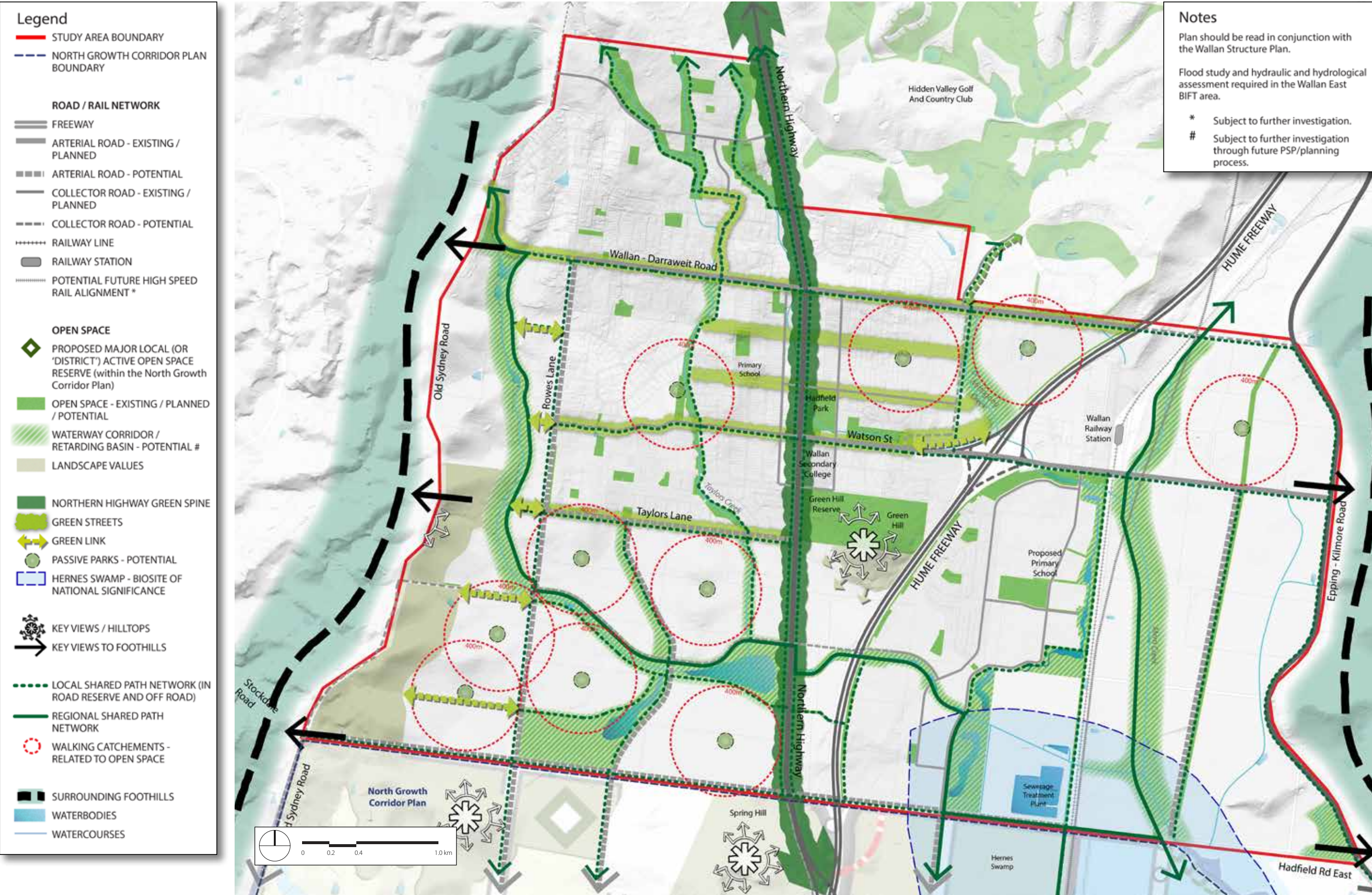


Figure 18. Open Space



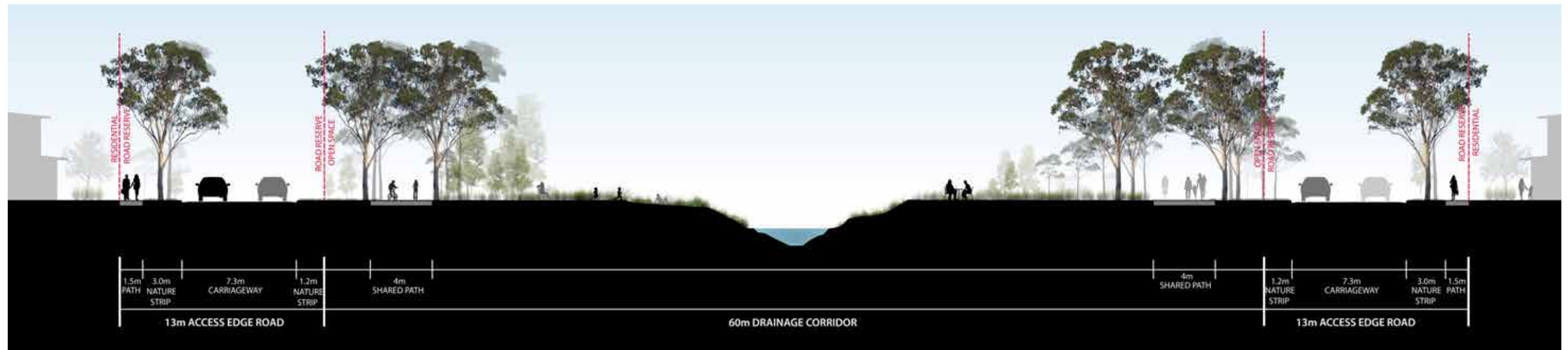


Figure 19. Typical Drainage Reserve Cross Section / Interface Treatment



Wetlands provide water storage and treatment and create positive landscape elements



Precedent Image - Provide frontages to creek corridors



## 6.2 Provide a high quality and integrated park system

High quality parks are a key ingredient of a successful town providing opportunities for passive and active recreation, social interaction and community events.

The major parks in Wallan are Hadfield Park and Green Hill Reserve. There are also a small number local parks and linear creek parklands which are often discontinuous.

Hadfield Park covers a total area of 7 hectares with a mix of passive recreation, civic and leisure uses across the park. The location of the park immediately north of the secondary school and Green Hill Reserve, and west of the Wallan Community Park and wetland is a positive feature and allows these areas to work as an integrated open space system. Its proximity to the retail core of the town centre means that it could play a stronger civic role in Wallan.

Green Hill (volcanic cone) and Green Hill Reserve provide another significant open space opportunity in Wallan. The peak of the Green Hill volcanic cone provides expansive views across Wallan and to the surrounding landscapes, and has the potential to become a key attractor for Wallan. A major constraint is the steep topography that leads to the hilltop, making access by foot difficult.

The Northern Growth Corridor Plan identified the opportunity for a major local active open space reserve within the Landscape Values area south of Hadfield Road. This major local open space is included in the North Growth Corridor Plan area however its proximity to Wallan provides recreational benefits for the existing an future residential community.

The overall strategy in the Wallan Structure Plan is to create an integrated network of parks with diverse settings and functions, which are connected along creek corridors and boulevard style streets. Major parks such as Hadfield and Green Hill Reserve will be a focus for this system and become iconic civic parks that the community take great pride in.

### OBJECTIVES

- Create a network of reserves and linear parks to enable people to enjoy and experience the natural, environmental qualities of Wallan whilst being within easy reach of all residents.
- Enhance Hadfield Park, Green Hill (volcanic cone) and Green Hill Reserve as iconic open space destinations in Wallan
- Ensure future parks are connected with trails and integrated with community hubs and retail centres.

### STRATEGIES AND ACTIONS

- Prepare a new master plan for Hadfield Park that strengthens its role as Wallan's premier civic park with improved ease of access, better connections within the park, and enhanced landscaping and facilities. Refer to Part C for additional detail.
- Investigate opportunities to improve Green Hill (volcanic cone) and Green Hill Reserve as a major open space destination for Wallan. This investigation should consider:
  - The future boundary of the park particularly to the south to capture the hill
  - Pedestrian access to the hilltop.
  - Future ownership and management arrangements.
  - Facilities at the hilltop that enable panoramic public views.
  - Connections and integration with Green Hill Reserve.
  - Future recreational facilities within Green Hill Reserve.
- Integrate linear open space network that uses waterways, streetscapes and other linear reserves to connect residential communities and open space areas.
- Create a linear open space corridor on the west side of the Northern Highway south of Taylors Lane. This corridor will provide shared trails, significant tree planting and landscaping and seating and activity nodes that create an attractive journey for people into the town centre.
- For new residential areas, ensure passive open space is provided within 400m of 95% of all homes.

- Provide opportunities for people of all ages to use public open space by providing playgrounds and meeting areas for youth and the aged.
- Ensure public open spaces employ sustainable practices such as innovative water conservation, harvest and reuse strategies in their design.
- Encourage the early provision of public open space in new residential areas.
- Encourage the use of low maintenance indigenous and native plant species along creeks, wetlands and waterways.
- Implement strategies outlined in the Taylors Creek Strategic Plan, 2010.



Precedent Image - Enhance Hadfield Park as Wallan's premier civic park.



### 6.3 Deliver accessible and well planned leisure facilities and sports reserves

The community infrastructure analysis for the Wallan Structure Plan has identified a number of leisure facilities that will need to be delivered to serve Wallan at 50,000 people. These facilities will be distributed around the township in new greenfield areas to serve future communities.

Additional facilities are also likely to be required within close proximity of the town centre. These include an indoor aquatic centre, a 6 court stadium and a 12 tennis court venue. A location for such a venue will need to be investigated and determined however it is recommended to be in close proximity of Northern Highway for ease of access.

Sports fields will be required across the study area and will form a key part of the open space network. These sports fields should be located adjacent to the creek corridors enabling easy access from shared paths, and ideally collocated with schools so that shared use can occur. The precise location and scale of these facilities will be determined as part of the precinct structure plan process.

#### OBJECTIVES

- Provide leisure facilities and sports reserves to meet the future needs of the Wallan community, and encourage active and healthy lifestyles.
- Ensure that leisure facilities and sports reserves are integrated with the open space network and easily accessed by residents and visitors.

#### STRATEGIES AND ACTIONS

- Investigate suitable locations for large format leisure facilities within Wallan. The site(s) should be located close to the Wallan Town Centre to maximise its catchment. Potential facilities include:
  - An indoor aquatic centre
  - A 12 court tennis venue
  - A 6 court stadium
- Provide sports reserves within future growth areas. The location, size and function will be determined through the precinct structure plan process but should be in the general vicinity of precincts identified in Figure 08.
- Where land is constrained because of site sizes and slope, consider smaller format sports reserves that provide a less formal recreational need.
- Collocate sports reserves with schools, community hubs and parks to optimise their use.
- Encourage sports reserves to be located along the linear open space network to maximise access.
- Irrigate future sports reserves with recycled water or rain water collected on site.
- Ensure all sports reserves are constructed to the standards and principles required under the *Mitchell Sports Field Feasibility Study*.



Precedent Image - Sports reserves collocated with schools



# APPENDIX A. Indicative Road Cross Sections

The following road cross section are based on state government’s PSP Notes - Our Roads: Connecting People. Further refinement of these cross sections is required through the PSP process.



Key Plan

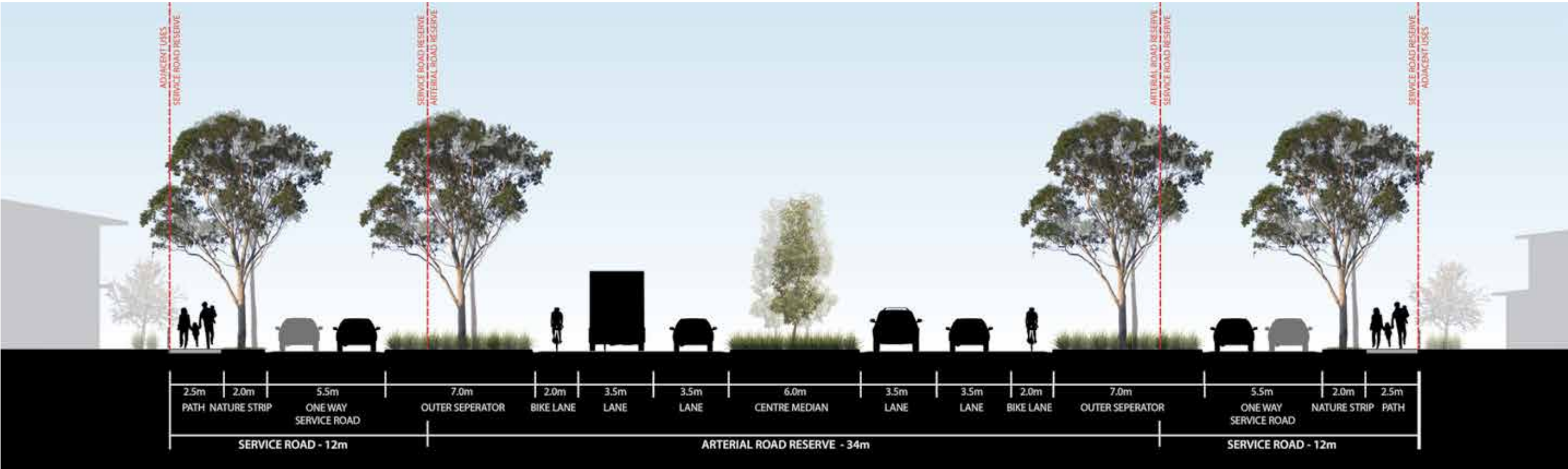


Figure 20. Standard Arterial Road



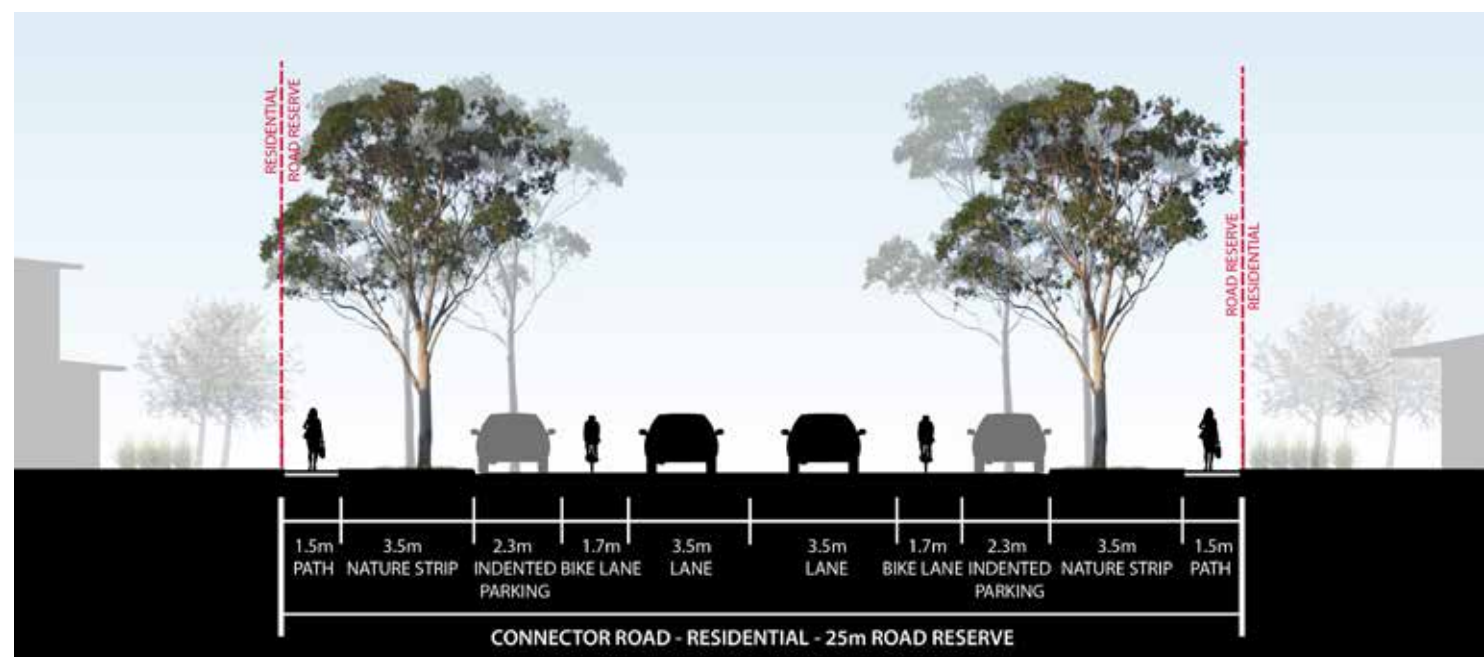


Figure 21. Standard Connector Road - Residential



Key Plan

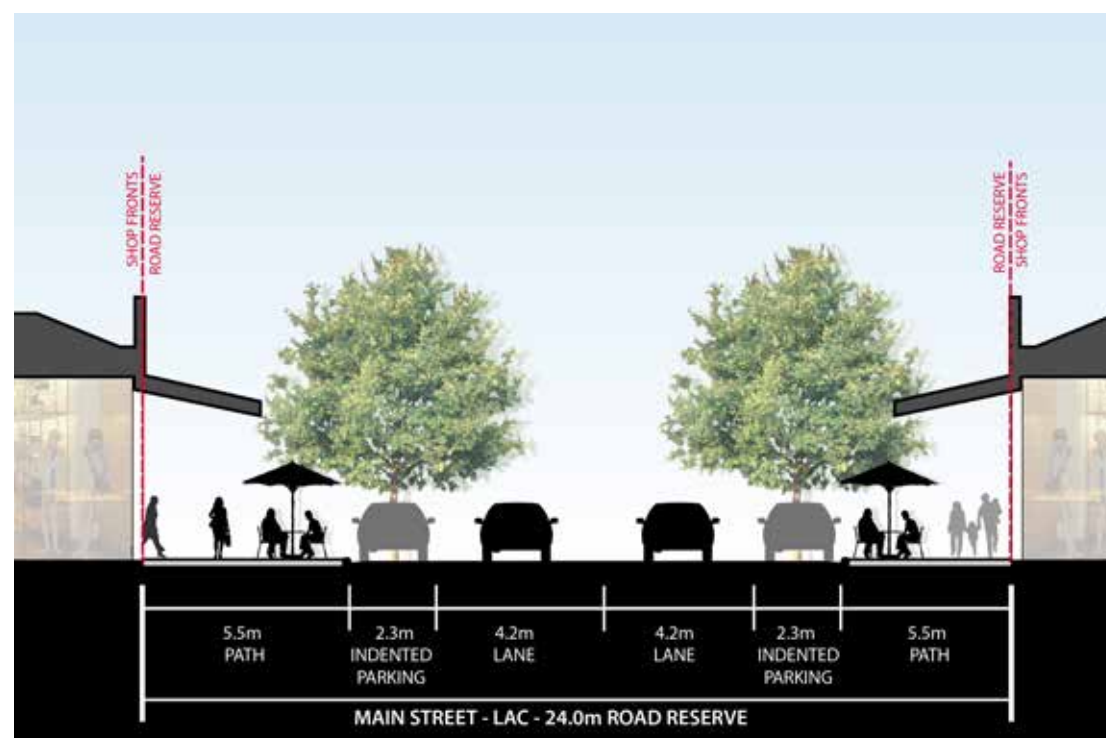


Figure 22. Main Street

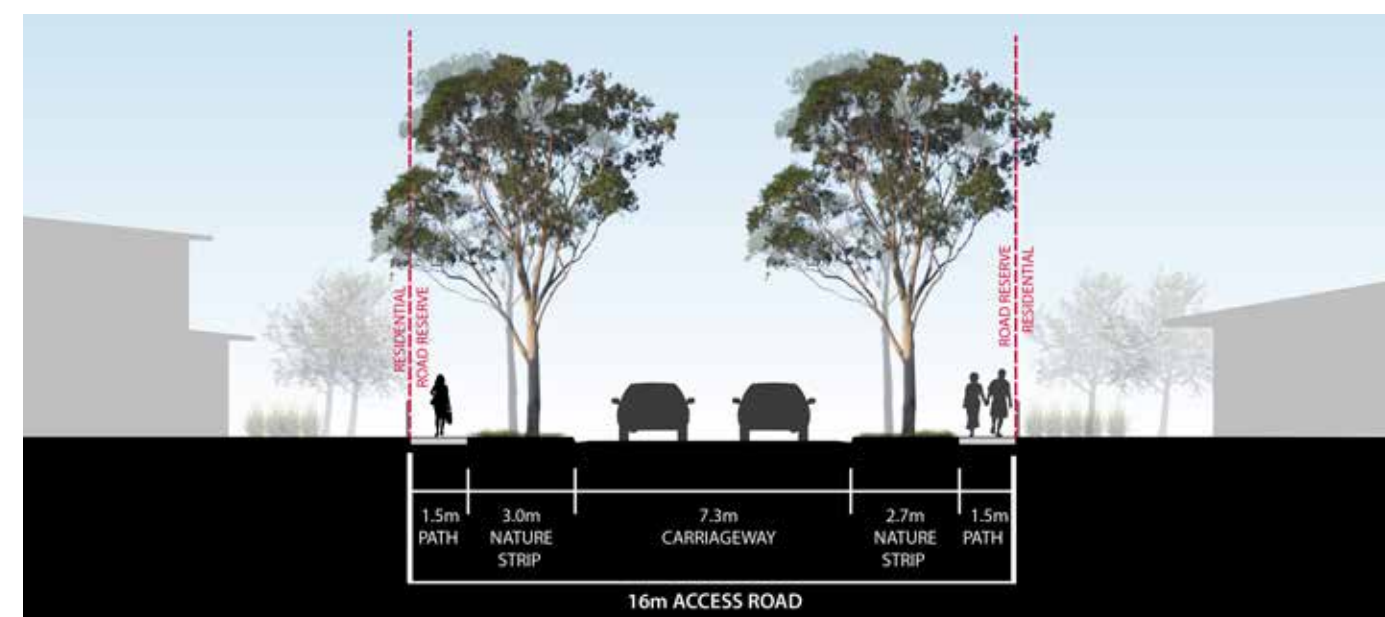


Figure 23. Access Road - Level 1 - Residential



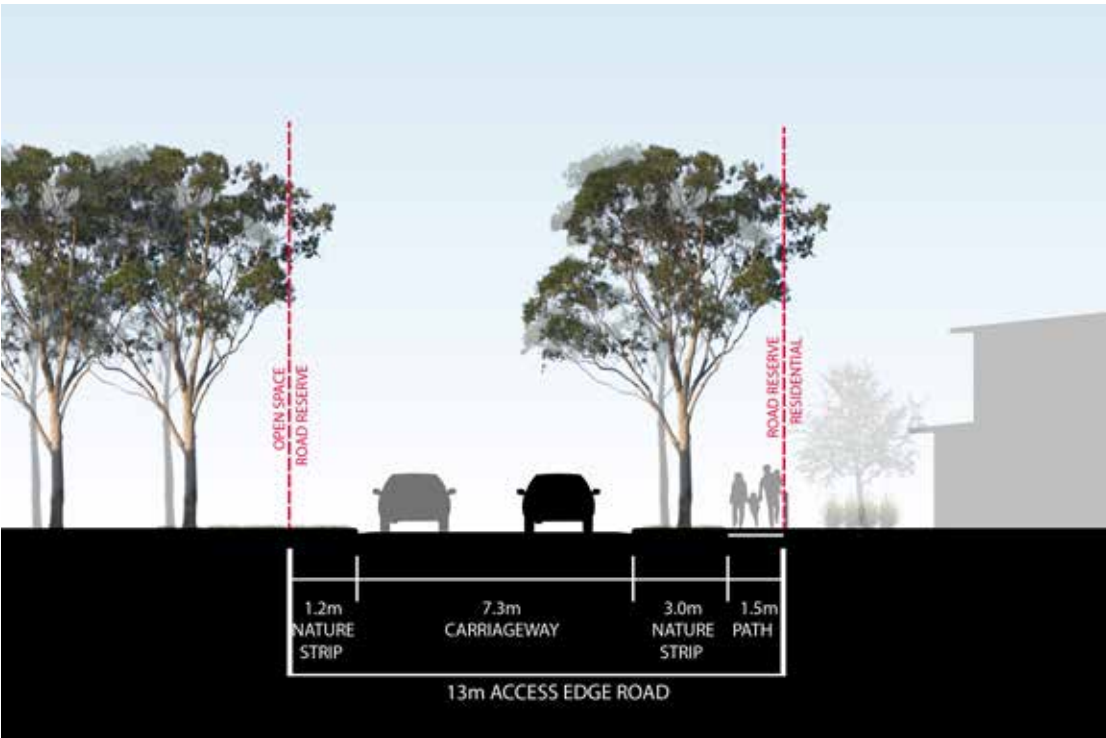


Figure 24. Access Road Edge - Level 1 - Residential

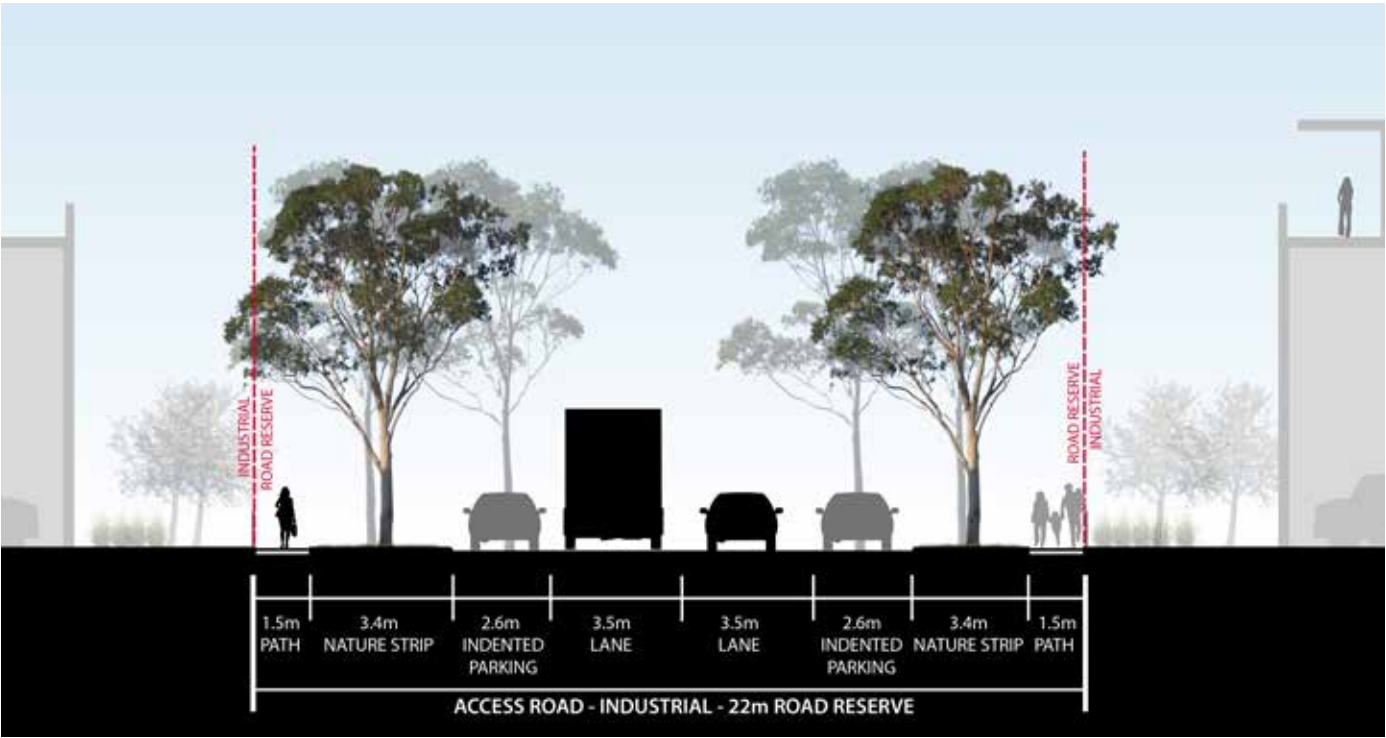


Figure 25. Access Road - Level 1 - Industrial



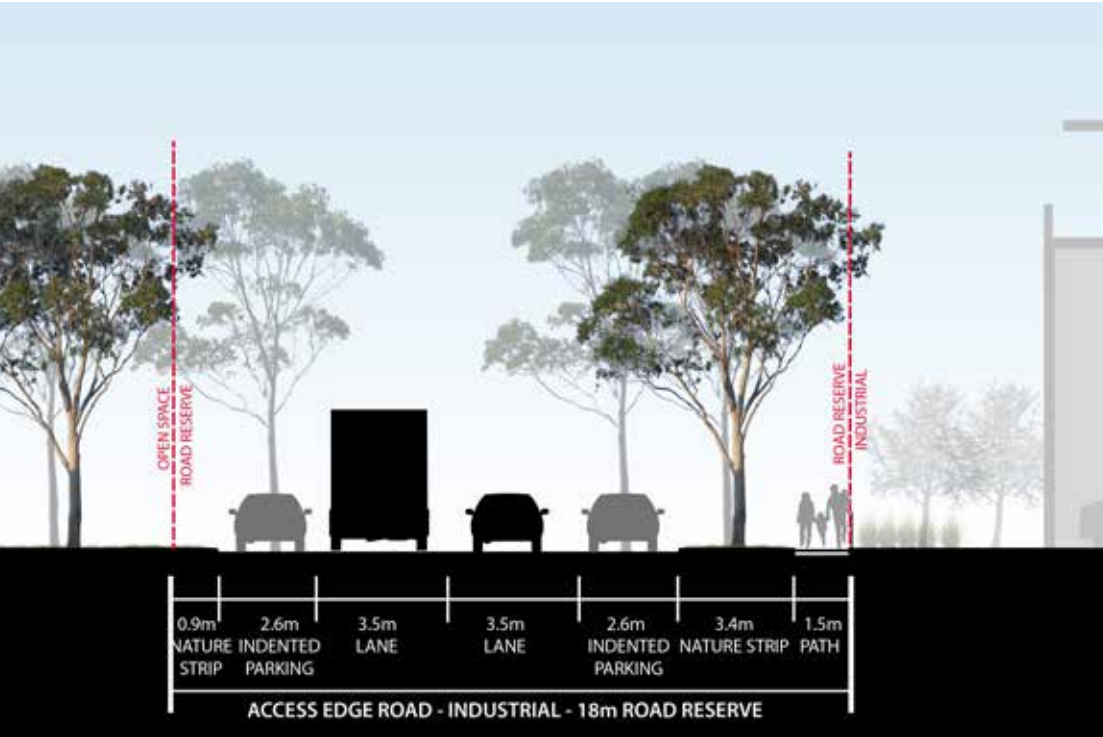


Figure 26. Access Road Edge - Level 1 - Industrial

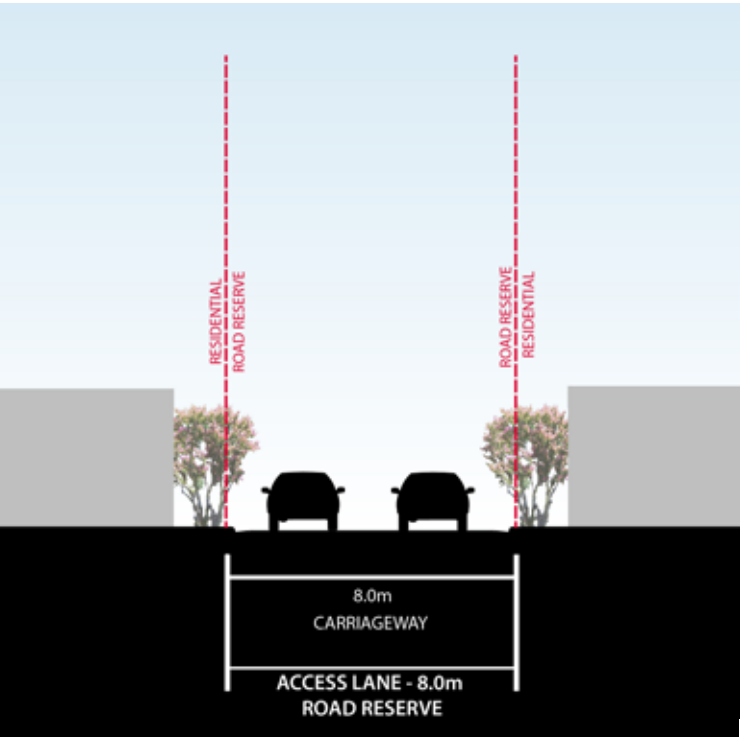


Figure 27. Access Lane