

WALLAN STRUCTURE PLAN

PART D: MAKING IT HAPPEN



MARCH 2015

Modified (Amendment C108 – December 2015)



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1. Overview

1.1 Implementation Process

1.1.1 Council Endorsement

The WSP will be issued to Council for formal endorsement. Once endorsed the implementation process for the project can commence.

1.1.2 Priority Projects

The WSP has identified six priority projects that will lead the implementation of the Structure Plan. Detail around these projects is provided in Section 2.

1.1.3 Planning Scheme amendment

A planning scheme amendment will be prepared to implement relevant parts of the WSP into the Mitchell Planning Scheme. Additional consultation will occur as part of the planning scheme amendment process.

1.1.4 Precinct Structure Plans (PSP)

The PSPs will provide a blueprint for development and investment that will occur in 'greenfield' parts of the Structure Plan over many years. Led by the state government, the PSP process is likely to run for 18 to 24 months with the active involvement of land owners, developers, service and infrastructure providers and Council.

The PSP process will provide the opportunity for infrastructure and community facilities to be tailored to the needs of Wallan as the community grows over time. The Wallan Structure Plan identifies four potential PSP areas (showing indicative boundaries) and considers these in terms of priority based on appropriate sequencing and need.

1.1.5 Advocacy

Mitchell Shire currently plays an active role in advocating to state and federal governments and other stakeholders, to help guide and contribute funding to projects across the shire. The WSP contains a number of actions which will require ongoing advocacy to ensure the best outcomes are achieved in Wallan. A summary of the advocacy opportunities for the six priority projects is included in Section 3.

1.1.6 Monitoring and review

As part of the implementation process, Mitchell Shire Council will monitor and review the implementation of the Wallan Structure Plan on a regular basis. These reviews will identify and analyse:

- The actions and projects that have been undertaken or are underway.
- The success of key actions or projects.
- The consistency of all projects with the vision for Wallan within the Wallan Structure Plan.
- Any blockages which may prevent successful implementation.

This process will allow Council to measure the success of the program and to allocate future resources. The implementation program can be adjusted as necessary to ensure the vision is being achieved.

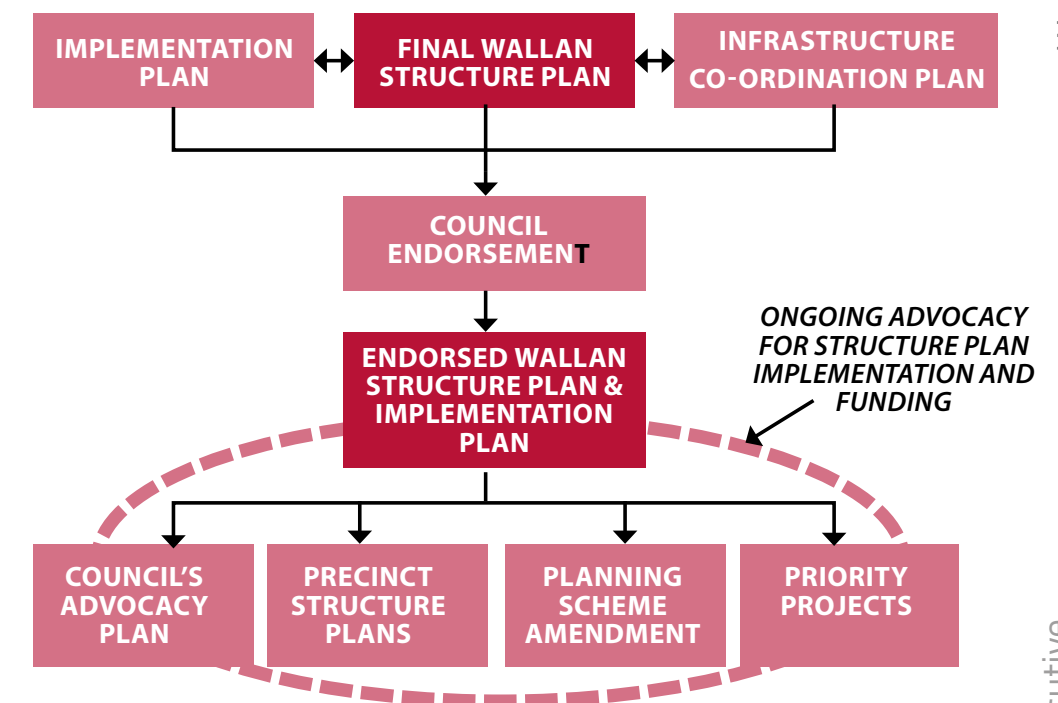


Figure 01. Implementation Process

2. Priority Projects

2.1 Overview

The Wallan Structure Plan identifies a significant number of projects and actions that will guide the transformation of the town. The table opposite identifies six priority projects that are critical to the success of the Wallan Structure Plan.

Project	Overview
Priority Project 1 Endorsement and Immediate Priorities	Priority Project 1 will involve the endorsement of the final Wallan Structure Plan by Council and its introduction into the Mitchell Planning Scheme as a reference document. It will also address short term issues including the development of the Eden Place/ McCarthy Court area through the introduction of a Development Plan Overlay (DPO).
Priority Project 2 Town Centre Master Plan and Urban Design Framework	The development of the town centre emerged as a critical success factor during the preparation of the structure plan. The Master Plan and Urban Design Framework will examine the town centre in closer detail and establish requirements for the design of buildings as well as for public areas. The purpose is to provide clear expectations to the market in terms of the expected quality of design before any rezonings take place. A key output will be a Design and Development Overlay (DDO) for the entire town centre area, as well as rezonings, that will subsequently be adopted into the Mitchell Planning Scheme. Funding is being sought to assist in this project.
Priority Project 3 Wallan South Precinct Structure Plan	Wallan south consists of the land bounded by the Northern Highway to the west, the Hume Freeway to the east, Hadfield Road (unconstructed) to the south, and Greenhill Reserve to the north. Given the need to plan for a range of retail offerings beyond the core retail area along with other possible community uses, there is a need for this PSP to be completed as a priority to complement the Town Centre Master Plan.
Priority Project 4 Greenhill Reserve Master Plan	A master plan for Greenhill Reserve. This piece of work would take in any expansion of the reserve and the possible inclusion of the balance of the cone within the recreational space.
Priority Project 5 Master Plan for Hadfield Park	A master plan for Hadfield Park to facilitate its enhancement and protection into the future. Access and parking arrangements in and around the park will be considered through this process.
Priority Project 6 Train Station Precinct Master Plan	The purpose of the train station master plan is to help ensure that this important asset is fully utilised and appropriate development takes place.

Table 1 – Priority Projects

3. Stakeholder Input and Advocacy

3.1 Who will be involved in making it happen

Implementation of the WSP will require collaboration and support from a number of stakeholders. While Council will generally lead and manage the implementation process, some input and management may be required from others including State Government agencies, the private sector and the community. These stakeholders may be referral agencies, own relevant sites or manage related infrastructure, or could potentially fund aspects of the projects.

Table 2 identifies the potential stakeholders that will be involved in the implementation of the six priority projects.

3.2 Advocacy

Council is active in advocating to State and Federal government and other stakeholders for improvements across the shire, and ensuring adequate infrastructure is provided to cater for future population growth. Council has identified five priorities for advocacy through its framework: - 'Our Top Advocacy Priorities for the Mitchell Community 2014'. These priorities include:

- Planning for Growth
- Economic Development
- Transport Connectivity
- Community Infrastructure
- Emergency Management.

The WSP includes a large number of recommendations that would fall under these categories. The six priority projects identified in Section 2 should be a focus for future advocacy in Wallan. There are opportunities for Council to seek funding for these projects, seek government expertise and advice, and influence government agency positions and policies.

Table 2 provides a summary of the six priority projects and Council's opportunities for advocacy to government and other organisations.



The Wallan Structure Plan provides a number of recommendations.

Project	Key outcomes to be achieved	Stakeholder	Stakeholder Role	Council's Opportunity for Advocacy
Priority Project 1 - Endorsement and Immediate Priorities	<ul style="list-style-type: none"> ■ Council endorsement of the Structure Plan. ■ Provide planning scheme changes that align with the Vision, Objectives and Strategies of the WSP. 	Council	<ul style="list-style-type: none"> ■ Endorsement of WSP. ■ Prepare planning scheme amendment policies and documentation. 	
		Minister for Planning and State Government	<ul style="list-style-type: none"> ■ Exhibits planning scheme amendment for public comment and decides whether to refer to Panels Victoria. Adopts (in whole or in part) or abandons proposed amendment. 	
		Community – including residents, landowners, businesses and community groups	<ul style="list-style-type: none"> ■ Opportunity to comment when amendment is exhibited and if referred to Panels Victoria. 	
		Infrastructure authorities and service providers		
Priority Project 2 - Town Centre Master Plan and Urban Design Framework	<ul style="list-style-type: none"> ■ Develop a shared vision for the revitalisation of the town centre supported by businesses and the local community. ■ Provide certainty around future land use zoning and design guidance to support planning overlays. ■ If the VicRoads proposal to duplicate the Northern Highway, is required, ensure it is designed to respond to its town centre context and provide a high level of pedestrian amenity (Refer to Part C of the WSP for detail). ■ Community and business partnerships for implementing the plans. ■ Establish a suitable location for a bus interchange. ■ Develop a secondary vehicle circulation network around the town centre (which also considers streets outside the core town centre area). 	Council	<ul style="list-style-type: none"> ■ Lead the Master Plan and UDF process. ■ Liaise with community and land owners to achieve change. ■ Seek funding for capital works to the town centre. 	
		Landowners within shopping areas	<ul style="list-style-type: none"> ■ Participate in the development of a shared vision. ■ Provide feedback throughout the project. ■ Implement outcomes of the project that affect private land 	<ul style="list-style-type: none"> ■ Seek landowner support for plans as they may require improvements to private land.
		Community	<ul style="list-style-type: none"> ■ Participate in the development of a shared vision. ■ Provide feedback throughout the project. 	
		VicRoads	<ul style="list-style-type: none"> ■ If the VicRoads proposal to duplicate the Northern Highway, is required, guide the process. ■ Provide feedback on access arrangements onto the Northern Highway, and Watson Street. ■ Referral authority for future proposals that affect access to the Northern Highway and Watson Street. 	<ul style="list-style-type: none"> ■ Advocate to VicRoads for improvements to the Northern Highway that are consistent with the WSP.
		Local State and Federal Members of Parliament	<ul style="list-style-type: none"> ■ Ensure the community and government views are represented across the project. 	<ul style="list-style-type: none"> ■ Lobby State and Federal Government to ensure VicRoads delivers vision of the WSP for Northern Highway. ■ Seek funding for improvements to the town centre.
		Regional Development Victoria	<ul style="list-style-type: none"> ■ Potential to provide project funding. ■ Provide input through the project process. 	<ul style="list-style-type: none"> ■ Seek funding for town centre studies and future capital works.
		Office of the Victorian Government Architect	<ul style="list-style-type: none"> ■ Provide design expertise and review role across the project. 	

Table 2 – Key Stakeholders and Advocacy Opportunities

Project	Key outcomes to be achieved	Stakeholder	Stakeholder Role	Council's Opportunity for Advocacy
Priority Project 3 - Wallan South Precinct Structure Plan	<ul style="list-style-type: none"> PSPs align with the Vision, Objectives and Strategies of the WSP. PSPs and DCPs ensure infrastructure is delivered in a timely and co-ordinated way. Council are actively involved across the project process. 	State Government	Lead the PSP process.	Timely commencement of PSPs
		Land owners	Partially fund the PSP process, review and provide feedback	Early delivery of infrastructure within developments Co-ordination between developments
		VicRoads	<ul style="list-style-type: none"> Provide feedback on access arrangements onto the Northern Highway. Referral authority for future proposals that affect access to the Northern Highway. 	<ul style="list-style-type: none"> Advocate to VicRoads for improvements to the Northern Highway that are consistent with the WSP.
		Public Transport Victoria	<ul style="list-style-type: none"> Provide design expertise and review role across the project. 	
		Council	Active involvement in the PSP process, guided by the WSP (including the Implementation Plan).	
		Infrastructure authorities and service providers	Active involvement in the PSP process.	
Priority Project 4 Greenhill Reserve Master Plan	<ul style="list-style-type: none"> Develop a shared vision for the reserve that is consistent with the WSP and PSP. Investigate if the entire hilltop can be included as public open space. 	Council	<ul style="list-style-type: none"> Lead the Master Plan process. Liaise with community and land owners to achieve change. Seek funding to implement the project. 	
		Sporting clubs currently using the reserve	<ul style="list-style-type: none"> Participate in the development of a shared vision. Provide feedback throughout the project. Represent members of their clubs in the master planning process. 	
		Community	<ul style="list-style-type: none"> Participate in the development of a shared vision. Provide feedback throughout the project. 	
		State Government	<ul style="list-style-type: none"> Active involvement in the project to ensure integration with Wallan South PSP. 	
		Regional Development Victoria	<ul style="list-style-type: none"> Potential to provide project funding. Provide input through the project process. 	<ul style="list-style-type: none"> Seek funding for project and future works.
		Sport and Recreation Victoria	<ul style="list-style-type: none"> Potential to provide funding for sports facilities 	<ul style="list-style-type: none"> Seek funding for new / improved sports facilities.

Table 2 – Key Stakeholders and Advocacy Opportunities continued.

Project	Key outcomes to be achieved	Stakeholder	Stakeholder Role	Council's Opportunity for Advocacy
Priority Project 5 - Hadfield Park Master Plan	<ul style="list-style-type: none"> Develop a shared vision for Hadfield Park that is consistent with the WSP. 	Council	<ul style="list-style-type: none"> Lead the Master Plan process. Liaise with community and land owners to achieve change. Seek funding to implement the project. 	
		Neighbourhood House	<ul style="list-style-type: none"> Participate in development of a shared vision. 	
		Sporting clubs currently using the reserve	<ul style="list-style-type: none"> Participate in the development of a shared vision. Provide feedback throughout the project. Represent members of their clubs in the master planning process. 	
		Community	<ul style="list-style-type: none"> Participate in the development of a shared vision. Provide feedback throughout the project. 	
		Regional Development Victoria	<ul style="list-style-type: none"> Potential to provide project funding. Provide input through the project process. 	<ul style="list-style-type: none"> Seek funding for project and future works.
		Sport and Recreation Victoria	<ul style="list-style-type: none"> Potential to provide funding for sports facilities 	<ul style="list-style-type: none"> Seek funding new / improved sports facilities.
Priority Project 6 - Railway Station Master Plan	<ul style="list-style-type: none"> Develop a shared vision for the station that is consistent with the WSP. Ensure Master Plan considers long term planning in the surrounding areas 	Council	<ul style="list-style-type: none"> Lead the Master Plan process. Liaise with community and land owners to achieve change. Seek funding for capital works to the town centre. 	
		Landowners within the precinct	<ul style="list-style-type: none"> Participate in the development of a shared vision. Provide feedback throughout the project. Implement outcomes of the project that affect private land 	<ul style="list-style-type: none"> Seek landowner support for plans as they may require improvements to private land.
		Community	<ul style="list-style-type: none"> Participate in the development of a shared vision. Provide feedback throughout the project. 	
		VicRoads	<ul style="list-style-type: none"> Lead the process for the potential grade separation of Watson Street / Wallan-Whittlesea Road and the rail line. Provide feedback on access arrangements onto Watson Street. 	<ul style="list-style-type: none"> Advocate to VicRoads for improvements to the Watson Street that are consistent with the WSP.
		Public Transport Victoria	<ul style="list-style-type: none"> Active involvement in the project to provide feedback on access arrangements and improvements to the railway station. Provide design expertise and review role across the project. 	
		Regional Development Victoria	<ul style="list-style-type: none"> Provide input through the project process if they are a funding partner. 	<ul style="list-style-type: none"> Seek funding for town centre studies and future capital works.
		Office of the Victorian Government Architect	<ul style="list-style-type: none"> Provide design expertise and review across the project. 	

Table 2 – Key Stakeholders and Advocacy Opportunities continued.

4. Statutory Implementation

4.1 Overview

Key components of the WSP must be implemented into the Mitchell Planning Scheme. This is to ensure that decisions by both Council and VCAT are guided by the key principles and elements of the plan, and that these elements are well known and understood by the community, landowners and service authorities.

This chapter discusses the options available to Council and the recommended approach.

4.2 Priority Project One

The first important step in the planning implementation of the WSP is the adoption of the final report by Council and implementation into the Planning Scheme.

Implementation into the Mitchell Planning Scheme is best achieved through the insertion of new sub clause at clause 21.03 – Settlement. This should be spatially specific to Wallan, and restate the key objectives and principles of the WSP. It should also include the full WSP as a reference document. In this way, the WSP can be given the appropriate level of weight in decisions.

Minor revisions to the remainder of clause 21.02 may be necessary at the same time to ensure consistency with the new clause. A new clause in this manner will also allow for additional spatially specific clauses when structure plans are prepared for other towns, such as Kilmore and Wandong/Heathcote Junction.

4.3 Precinct Structure Plans

As the study area is within the UGB, Precinct Structure Plans (PSPs) as prepared by the state government will be required for greenfield (currently zoned for agricultural uses) parts of the subject area. A PSP is a necessary prerequisite to the development of this land. In addition the land will be required to be rezoned from farming to the Urban Growth Zone as is normal practice in growth areas as part of the PSP process.

It is recommended that the development of PSP's be based on the key directions and framework of the WSP. It has set a vision for Wallan based on extensive community engagement and one that is cognisant of State Government goals for the area.

Figure 02 illustrates the recommended approach to PSP's for Wallan. It suggests that four PSP's be pursued. Section 3.1 in Part B of the WSP provides a summary of the key issues which must be addressed as part of the PSPs. The recommended PSPs include:

- PSP 1 - Wallan South (77 Ha)
- PSP 2 - Wallan West (158 Ha)
- PSP 3 - Wallan South West (531 Ha)
- PSP 4 - Wallan East (536 Ha)

In regards to the infrastructure chapter of Part D: Making it Happen, this body of work should inform the preparation of the Developer Contributions Plan (DCP) prepared as part of the Wallan PSP's.

4.4 Zoning

The WSP suggests a number of land use changes that should be implemented in the Mitchell Planning Scheme through rezonings. Figure 02 shows generally a number of proposed rezonings as recommended through the WSP.

It is noted that this is not an exhaustive list, and the boundaries of the rezonings should be refined with further investigation. In particular, the Wallan Town Centre will be subject a future Master Plan and Urban Design Framework which will provide greater clarity around the boundary of zonings, the preferred zone and any schedules required.

A key location identified for rezoning is the eastern section of the King and Queen Street Structure Plan area. While the western section was rezoned to residential as part of Amendment C096, the eastern section was not included. The King and Queen Street Structure Plan provides the strategic support for the eastern area to be rezoned to residential.

Future rezonings should proceed through a normal planning scheme amendment process, allowing for community and authority input. Each process should address any site specific issues as flagged by this WSP.

4.5 Overlays

A number of overlays are recommended to give effect to the WSP.

A Design and Development Overlay (DDO) is recommended to apply to the Wallan Town Centre. This overlay will be implemented following the completion of the Town Centre Master Plan and Urban Design Framework, which will provide the detailed design guidance to support the DDO. It is important that this DDO be high level, flexible, and fundamentally supportive of appropriate development, so as to not act as a disincentive for the much needed change in this area.

Development Plan Overlays (DPO's) are recommended for larger undeveloped infill sites within the existing township to ensure the coordinated development of individual lots. The WSP recommends the application of a number of DPO's across Wallan. In particular, the rezoning of the eastern section of the King and Queen Street Structure Plan area to residential through the extension of DPO14 over this area.

It is also recommended that Council investigate the merits of applying a Significant Landscape Overlay to the land within the UGB and immediately east of Sydney Road, as shown in the WSP as having 'landscape values'. This should be undertaken as part of the PSP process. This will provide Council with the tools to address applications within this area that threaten its recognised values, and also provide the necessary flexibility under the underlying zone to facilitate a design response that provides for a diversity of land uses for this area.



View looking east, along King Street (within the King and Queen Structure Plan area).

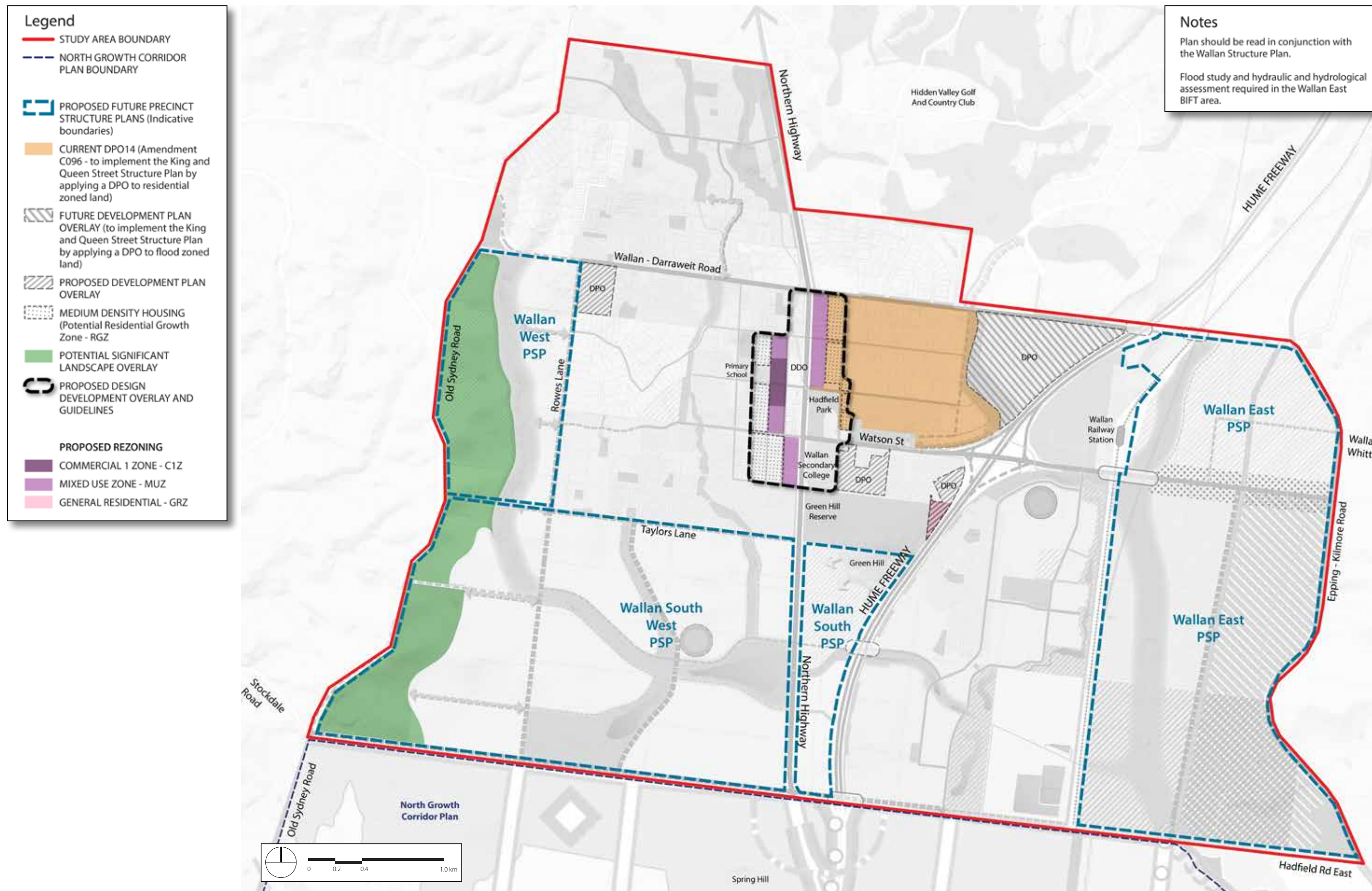


Figure 02. Proposed Planning Scheme Changes

5. Infrastructure

5.1 Overview

This section is intended to provide a high level identification of the range of infrastructure required to be provided in response to the Wallan Structure Plan. It provides comment on funding opportunities and potential limitations. The initial assessment provides a basis for more detailed infrastructure plans as part of the PSP process.

5.2 Approach

This section does not constitute a development contributions plan (DCP), it presents an assessment of the likely infrastructure items for the Structure Plan area that generally fall within the expectation of DCP items and seeks to quantify the extent of additional infrastructure items likely to be required.

At the scale of the Structure Plan it can only present a high level indication of likely needs as ultimately more detailed planning and design is required to provide a more robust and reliable assessment of all items and cost. This section does, however, present a scope of infrastructure items that will need to be provided, a summary of funding opportunities and potential risks.

The standards for community and recreational infrastructure have been informed by 'Wallan Structure Plan, Community Infrastructure Assessment' by ASR Consultants.

All items within this plan, will need to be revised and defined specifically as part of future PSP process and any changing demographic modeling and needs analysis which may result.

This section provides a direction and listing of likely infrastructure items in response to the new development contribution system.

5.3 Transport Infrastructure Overview

Road standards in this section are based on the Future Urban Structure Plan including components of the road network such as culverts/bridges; intersection treatments, etc. At the level of detail presented in the Structure Plan it is not possible to specifically apportion a standard of upgrade or construction of new arterial roads, as standards will vary in response to the capacity of the existing road or infrastructure item, level of upgrade required and standard of new construction.

The PSP process will fully model transport needs and standards and provide specific detail of construction.

Table 3, Road Infrastructure presents an indication of the range of items and potential funding sources for those items identified in Figure 03.

Item	State/Local	Funding Source
Hume Hwy / Northern Hwy	State	State Government (all state declared roads are state funded)
Arterial Road Construction (including upgrades to the existing roads)	Local	DCP / State Government
Connector and lower order roads	Local	Developer (note: some sections of connector road crossing undevelopable land and benefiting multiple developers may be able to be included as DCP Supplementary Items)
Major controlled intersections	Local / State	DCP / State (State contribution on VicRoads arterial)
Local intersections	Local	Developer
Bridges and culverts on arterial roads	Local	DCP
Bridges and culverts on connector or lower order roads	Local	Developer/ DCP (Possible Supplementary Items where multiple developers benefit)

Table 3 – Road Infrastructure



Figure 03. Transport Infrastructure Items

5.4 Community Infrastructure Overview

Table 4 presents the range of community infrastructure items required by the plan area and the ratio of provision of facility to population.

Facility	Ratio of Provision (POP)	Number	Existing	DCP Funded
Local multi-purpose community centre to include: <ul style="list-style-type: none">▪ Land acquisition▪ Pre school▪ Adult education▪ Youth facility▪ Community/arts space▪ Community multi-function hall▪ Commercial kitchen	1:8,000	6	2	3
Alternating <ul style="list-style-type: none">▪ M+CH▪ Neighbourhood House	(1:16,000)	3 of each	1 M+CH 1 Neighbourhood	2 x M+CH 2 neighbourhood
Special Community facility <ul style="list-style-type: none">▪ Performing Arts▪ Library▪ Youth Centre▪ Adult Day Care	1:50,000 (40,000-60,000)	1	Partial	To be determined

Table 4 – Community Infrastructure

Further Investigation – Special Community Facilities

While the local community centre and facilities are generally standard across most urban growth areas, the district and higher order centres will need to be tailored to the needs of a growing community over time. Further investigation of needs at this level should be provided through this PSP process.

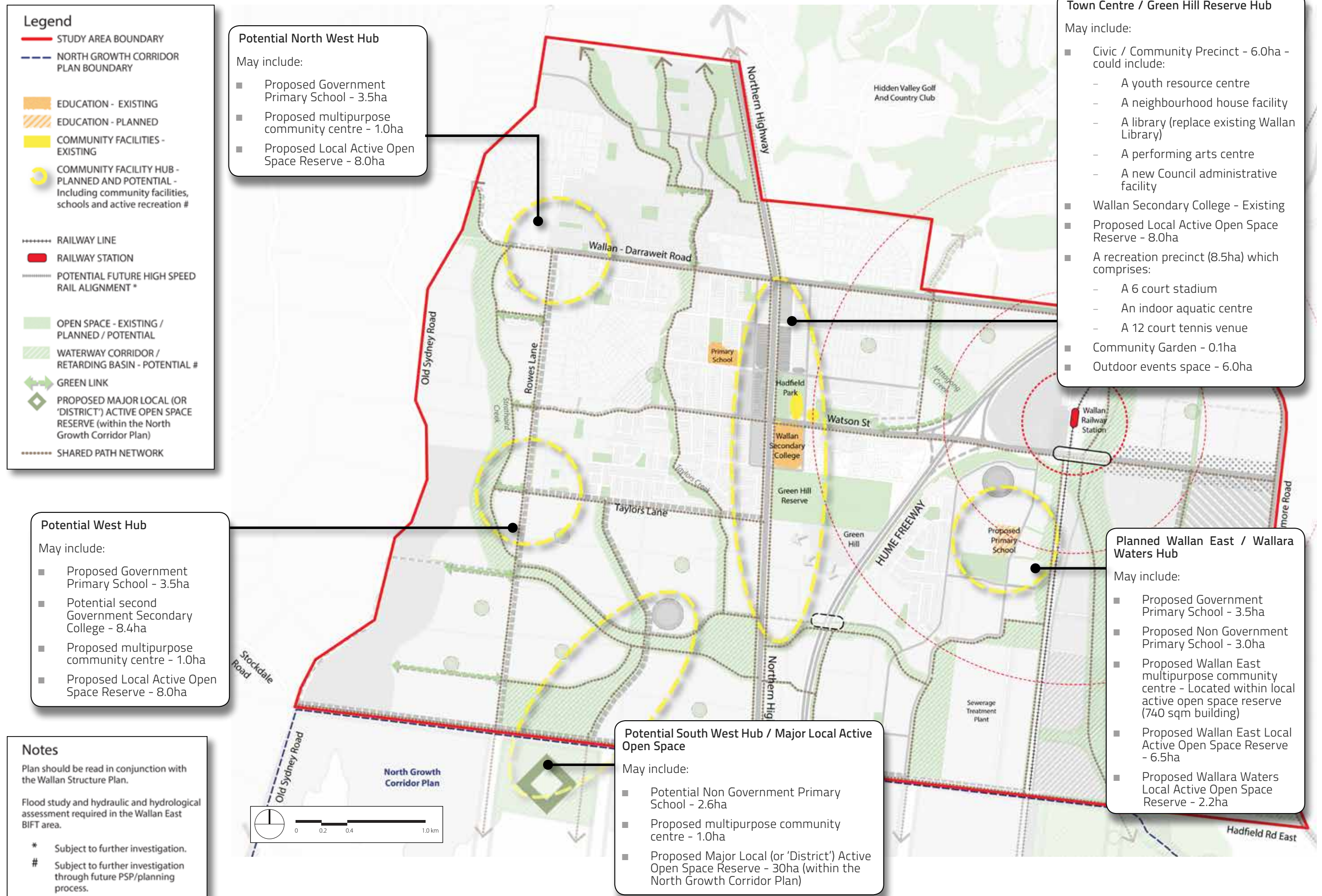


Figure 04. Community and recreational Items

5.5 Community Infrastructure Timing

The staged provision of community centre buildings will require careful monitoring of population growth rates by location. It is unlikely that each neighbourhood centre will be able to be developed simultaneously. Instead, Council will most likely need to prioritise the delivery of centres within the neighbourhoods modelled to grow most rapidly, on the basis that all centres, existing and new, will be able to serve the wider catchment of the whole growth front.

The reality will be that some of the slower developing catchments will not have a centre early in their development and will need to travel to the nearest established centre until the catchment reaches a critical mass to support a local centre.

The provision of centres will need to contend with the funding gap problem where demand for a centre will exist well before the catchment is fully developed and well before DCP contributions have been provided in full. Staged development of centres may be an option in ameliorating the early cost implications for Council.

- Key considerations in planning for community centres include:
- Prioritise the location of the first new centre in the growth front most likely to grow most rapidly.
 - Ensure that existing centres have the capacity to accommodate demand from the slower growth fronts once a new centre is established
 - Model birth rates and population growth regularly. Many growth Councils undertake monthly data updates. For example, lots released, new dwelling building approvals and births.
 - Consider staged construction of community centre buildings in 2 or even 3 stages.
 - Pre-school services are likely to be the earliest demand service and should form part of any early delivery of a centre.

5.6 Recreation Infrastructure

Table 6 identifies the principle active open space and higher order district level facilities and funding opportunities, including sporting reserves and indicatively hard court playing facilities. District level passive open space, such as hill top parks and major recreational links will need to be funded through alternative sources outside of the DCP system.



Example of an Indoor Recreation Centre

Facility	Ratio of Provision (POP)	Number required	Existing	DCP Funded
Local Sports Facilities – Land (10 ha – Playing fields and hard courts)	1:8,000 – 1:10,000	5 (41.7 Ha)	2 (15 Ha) Includes Green Hill Reserve and planned active open space as part of Newbridge Estate.	3 (26.7 Ha)
Local Sports Facility Development	1:8,000-1:10,000	5	1	4
Pavilions (Football/Soccer/ Cricket)	1:8,000-1:10,000	5	1	4
Hard courts (Grouping of 4)	1:25,000	2	1	1
Indoor Recreation Centre <ul style="list-style-type: none">▪ Aquatic Leisure Centre▪ Indoor Multi Purpose Courts	1:20,000	2	1 (multi-purpose courts)	1 (will not be able to be funded under Standard Development Contributions, if introduced.

Table 5 – Recreational Infrastructure

5.7 Excluded Items

5.7.1 State Infrastructure

All state infrastructure is excluded from consideration in a DCP. This includes road works on VicRoads roads, freeways and railway lines.

Items of infrastructure excluded from consideration in the Wallan DCP include:

- Hume Freeway
- Northern Hwy
- Freeway intersections and overpasses
- Rail infrastructure and support
- State parks and reserves

5.7.2 Local Development Infrastructure

Any infrastructure required to be provided as part of a development or to facilitate access to or basic servicing of a development cannot be included as a DCP item. This includes:

- Local and connector streets
- Traffic management treatments (other than on arterial roads)
- Local park development
- Landscaping

5.8 Potential Supplementary Items

Supplementary items to the standard DCP can be included within a DCP subject to meeting specific criteria within the new framework. Any item must:

- Not fit within a defined infrastructure category for a standard item.
- Be an essential item to enable the planned urban area to function.
- External use must be proportionality factored into costing and the external proportion excluded from the DCP.
- Be independently approved by the 'Infrastructure Standards Advisory Committee'.

The types of infrastructure typically meeting these criteria may include major connecting bridges, rail overpasses, major floodway works, connecting sections of connector roads outside of development sites. etc.

5.9 Funding Implications

While development contributions are a source of funding for many roads and facilities managed by local government, DCP's will be likely to be capped.

Infrastructure items that are not DCP items, are not state funded or where costs for DCP items exceed the DCP cap will need to be funded by alternative mechanisms.

Careful consideration of design standards and cost of infrastructure prior to approval of a PSP will be integral to ensuring that adequate funds will be ultimately be available to deliver the required infrastructure.



Northern Highway is state infrastructure and is excluded from consideration in a DCP.

6. Development Staging

6.1 Land Supply

The WSP identifies a significant amount of land for future residential development. This includes some areas already being developed, some with planning approval and others which will require additional planning or Precinct Structure Planning to be undertaken before development can commence. The WSP also identifies existing urban areas for future residential intensification around the town centre.

Table 6 provides a summary of the dwelling and population yield for all of the planned and future developments in Wallan. It should be noted that these figures are estimates only and based on the residential areas identified in the WSP. The future PSPs and detailed planning in these areas will further refine the extent of residential development.

Although Hidden Valley is located to the north of the study area, it has been included within the land supply estimate to provide an understanding of development yield across the entire township.

6.2 Indicative Staging Scenarios

It is difficult to predict the precise staging of development in Wallan as it is influenced by a number of factors that will change over time. Such factors include the land owner’s ability and willingness to develop, changes in state government policy, changes in planned infrastructure and service provision, and the changing needs / lifestyle preferences of future residents.

Figure 05 provides an indication of the potential development staging in Wallan based on what is currently known. Several factors have been considered in identifying the staging including planning status, provision of nearby services and infrastructure and the extent of fragmentation in land ownership.

Residential Precinct	Area (Ha)	Dwellings - Lower (15 Lots/Ha and 300m² Medium density sites)	Population - Lower	Dwellings - Upper (17 Lots/ Ha and 250m² Medium density sites)	Population - Upper
Planned / Approved developments in progress					
Rowes Lane Developments (Dwelling yield taken from Development Plans)	29.9	618	1854	618	1854
Spring Ridge (Dwelling yield taken from Development Plans)	43.9	536	1608	536	1608
Greenfield developments requiring additional planning approval (in part)					
Wallara Waters (Dwelling yield taken from Development Plans)	89.1	1306 (Note - 600 approved dwellings have been excluded)	3918	1306	3918
Newbridge (Dwelling yield taken from Development Plans)	53.6	890	2670	890	2670
Infill sites requiring additional planning approval					
Infill Areas (Currently zoned Residential and Farming)	35.3	366	1098	419	1257
Town Centre on-going medium density infill					
Town Centre Residential Intensification area	26.9	622	1866	785	2355
King and Queen Street Structure Plan Areas					
King and Queen Street Structure Plan 1	63.7	490	1469	585	1756
King and Queen Street Structure Plan 2	39.5	440	1321	500	1499
Greenfield Areas subject of Future PSPs					
Wallan South	20	225	675	255	765
Wallan West	49.6	558	1674	632	1897
Wallan South West	305	3431	10294	3889	11666
Wallan North East	96.5	1013	3040	1148	3445
TOTAL WITHIN WSP BOUNDARY	853	10496	31487	11563	34690

Hidden Valley					
Balance of Hidden Valley development	N/A	390	1170	390	1170
TOTAL FOR WALLAN INCLUDING HIDDEN VALLEY		10886	32657	11953	35860

Table 6 – Land Supply and Dwelling / Population yield (new development only)

Notes:

A developable area of 75% has been used to estimate dwelling yields for ‘Infill sites requiring additional planning approval’, ‘King and Queen Street Structure Plan Area’ and the ‘Proposed PSP Areas’. A developable area of 70% has been used to estimate dwelling yields for ‘PSP 4 – Wallan North East’ because of the additional flooding constraints.

PSP 1 – Wallan South is identified as an investigation area to provide greater clarity on the preferred mix of uses across the precinct. It is expected that some of this area will be for residential uses so a nominal area of 20ha has been nominated for the future residential land supply.

Existing dwellings have been subtracted from the dwelling yields for ‘Infill sites requiring additional planning approval’, King and Queen Street Structure Plan Areas’ and ‘Town Centre Residential Intensification’.

The population estimates are based on household sizes of 3 people.

