PSP 2.0

WALLAN EAST (PART 1)

PLACE-BASED PLAN CO-DESIGN WORKSHOP SUMMARY

DECEMBER 2020

SUMMARY OF THE CO-DESIGN WORKSHOP HELD ON 8 OCTOBER 2020

Victorian Planning Authority

mesh

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INTRODUCTION

PSP 2.0 PROCESS

The Victorian Planning Authority (VPA) is taking an innovative approach to shaping the future of Melbourne's communities, through collaborative strategic planning.

The Precinct Structure Plan (PSP) process was reviewed by the VPA in 2019 as part of a program of continuous improvement. This reform agenda created the next generation of strategic planning - 'PSP 2.0 'to deliver outcomes focused on vision, purpose and place in partnership with local communities.

PSP 2.0 sets aspirational targets for PSP development including co-design, streamlining preparation, optimising the PSP product to embrace innovation and delivering government policy.

The co-design approach is key to achieving integrated planning outcomes through the streamlined PSP preparation process. This collaborative and iterative approach provides opportunities for a range of diverse stakeholders to participate in workshops that generate and refine new ideas, and craft, test and deliver meaningful and distinct visions for our new greenfield neighbourhoods and communities.

In particular, the PSP 2.0 process aims to:

- Facilitate co-design of a Place-Based Structure Plan (PSP);
- Achieve up-front, early resolution of issues;
- Gain better and earlier information on infrastructure demands to inform agency planning and budget bids;
- Update guidance on PSP content reflecting new government policy and promoting innovation; and
- Provide stronger guidance in PSPs for staging of development.

The VPA is rolling out the new PSP 2.0 process as part of our Greenfields work program, which includes the Wallan East (Part 1) PSP.

Figure 1 on the following page illustrates where we are now in the PSP 2.0 process.

PURPOSE OF THE PLACE BASED PLAN CO-DESIGN WORKSHOP SUMMARY REPORT

This summary report captures the key outcomes from the Place-Based Plan Co-Design Workshop, held online on 8 October 2020 via Zoom and MURAL.

This report identifies comments raised and ideas contributed for the Vision and Purpose Statements and key topics used in MURAL (being: Movement and Land Uses) across the Wallan East (Part 1) PSP to guide the development of a Conceptual Place-Based Plan.

The overall intention of the report is to highlight key points of interest, preferences and views from the stakeholders to assist in developing a Conceptual Place-Based Plan for the Wallan East (Part 1) PSP.

The Conceptual Place-Based Plan presented in this report will guide engagement with critical stakeholders, and will form the basis of formal public consultation.

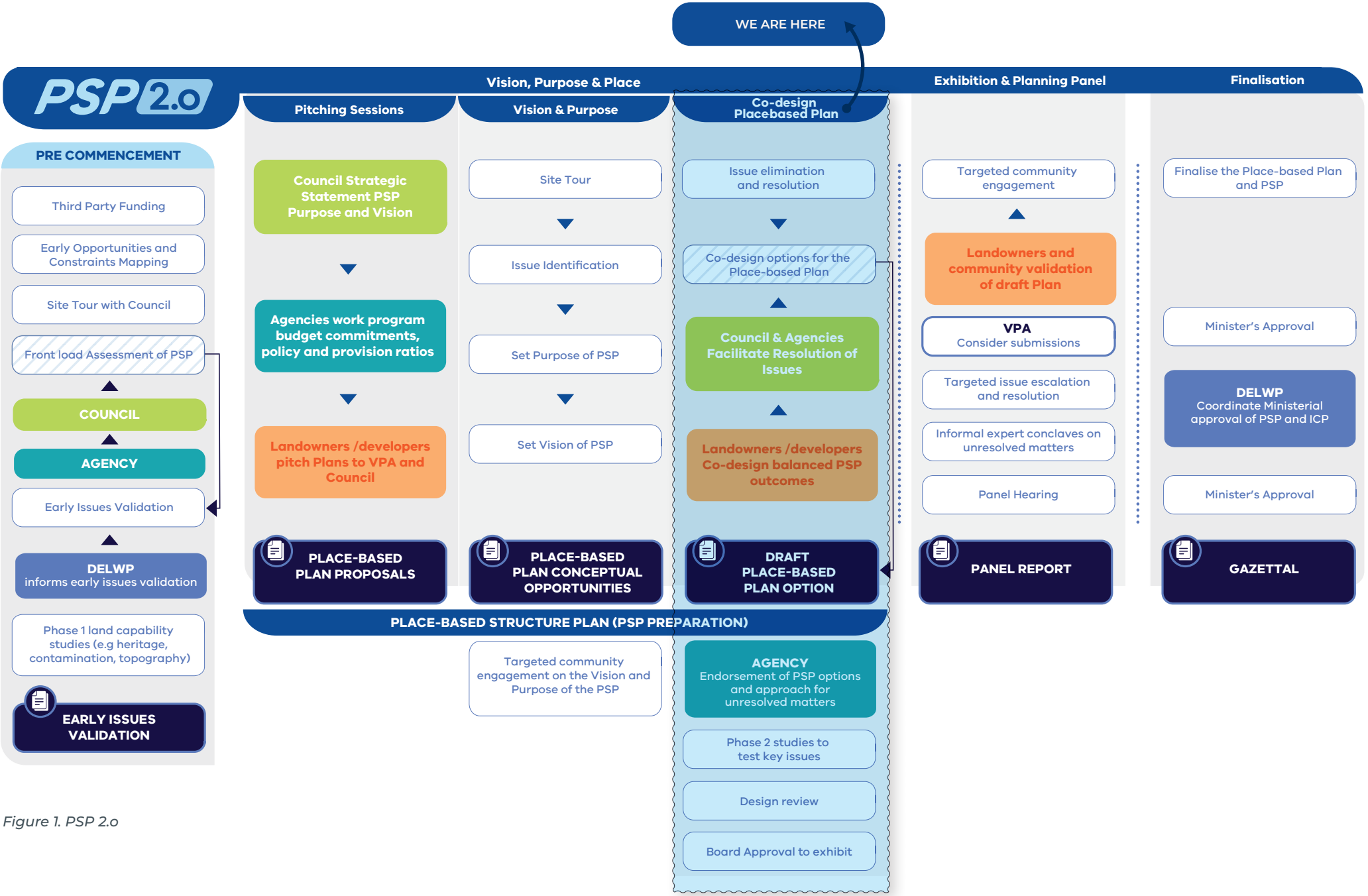


Figure 1. PSP 2.0

PLACE BASED PLAN CO-DESIGN WORKSHOP

INTRODUCTION

The Place-Based Plan Co-Design Workshop was held as a key part of the Wallan East (Part 1) PSP 2.0 process and built upon the outcomes of the pitching sessions (held in November 2019) and the Vision and Purpose Co-design Workshop (held in July/August 2020).

The purpose of the Place-Based Plan Co-Design Workshop was:

- To collaboratively develop and prepare a conceptual place-based plan for the Wallan East (Part 1) PSP.
- To provide an update on the current status of the project and summarise the background technical studies and resolution pathways and the Vision and Purpose Co-design Workshop.
- To provide an opportunity for key stakeholders and landowners to visually map out key connections (transport and open space amenity) and land uses.
- To encourage innovative ideas in shaping the urban structure for Wallan East (Part 1) PSP.
- To provide a clear, transparent and inclusive consultation program.
- To outline next steps for the Wallan East (Part 1) PSP 2.0 process.

WHO WAS INVOLVED?

A diverse range of stakeholders attended the Place-Based Plan Co-Design Workshop session with approximately 50 participants attended from the following organisations:

- Victorian Planning Authority;
- Mitchell Shire Council;
- Landowners
- Victorian School Building Authority/Department of Education and Training Victoria;
- Department of Transport & Regional Roads Victoria;
- DELWP – Planning Services;
- DELWP – Integrated Water Management;
- Wurundjeri Woi Wurrung Corporation;
- Melbourne Water;
- APA Group; and
- Yarra Valley Water.

PLACE BASED PLAN CO-DESIGN WORKSHOP STRUCTURE

In preparation for the Place-Based Plan Co-Design Workshop, VPA sent out a package of information to participants prior to the Place-Based Plan Co-Design Workshop as the workshop activities was developed on the below information.

The information package included:

- An *Emerging Issues and Concepts Video* (and associated slides) to outline the technical input, emerging issues and concepts influencing the Wallan East (Part 1) Precinct Structure Plan development;
- The *Vision and Purpose Co-Design Workshop Summary Document* capturing the key outcomes from the Vision and Purpose Co-Design Workshop and presenting the emerging vision and six purpose statements for the precinct;
- A summary of the Emerging Vision and Purpose statements; and
- The Place-Based Plan Co-Design Workshop Agenda.

The Place-Based Plan Co-Design Workshop was run online via Zoom. While different online techniques were used at the workshops, the format was essentially the same as a face-to-face workshop, commencing with a brief presentation from the VPA and Mitchell Shire Council to provide a summary of the current status of the project and an update on issue resolution pathways, followed by online interactive activities in small break out groups (the breakdown and structure of the day are illustrated in Figure 2).

Workshop activities were undertaken via a digital workspace tool called 'MURAL' which is an online platform similar to a format that would be used for face-to-face workshops. The workshops were facilitated by the VPA and Mesh.

The output data recorded on MURAL during the workshop session is included as Appendix 1 and 2.

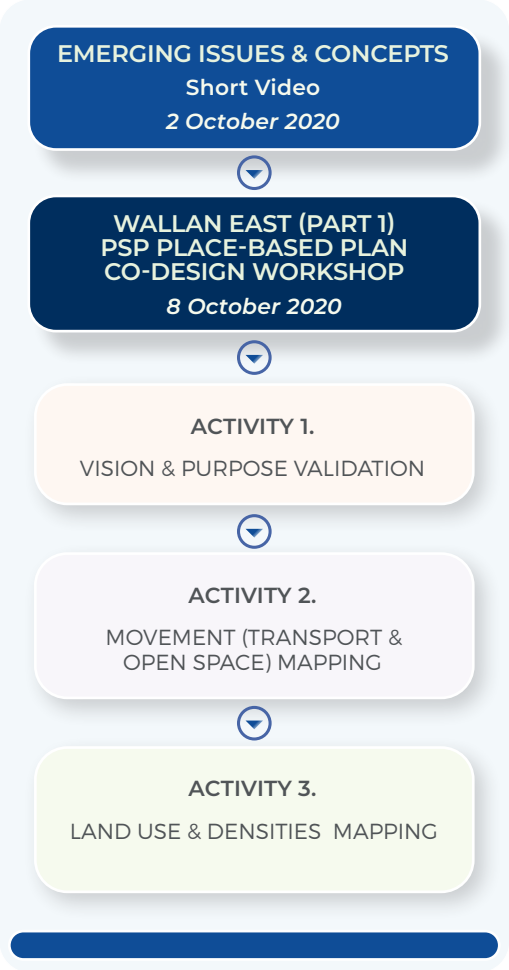


Figure 2 Workshop Schedule

EMERGING VISION & PURPOSE STATEMENTS

At the *Vision and Purpose Co-Design Workshops* (held in July/August 2020), key stakeholders and landowners mind mapped a vision statement and purpose statements for the Wallan East (Part 1) PSP based on the opportunities, constraints and aspirations for the precinct.

These were further refined and captured in the *Vision and Purpose Co-Design Workshop Summary Document* (September 2020).

For Activity #1

Vision and Purpose Validation Exercise, key stakeholders and landowners had another opportunity to refine and provide feedback on the emerging vision statement and purpose statements.

The additional views gathered through the Place-Based Plan Co-Design Workshop have guided the preparation of a revised draft vision for the Wallan East (Part 1) PSP, which will be continually refined throughout the PSP 2.0 process.

Below identifies the general changes (highlighted in orange as per the example below) of the emerging vision statement and purpose statements.

For information regarding all comment received during the activity refer to the raw MURAL exports in Appendix. 1.

EMERGING VISION STATEMENTS

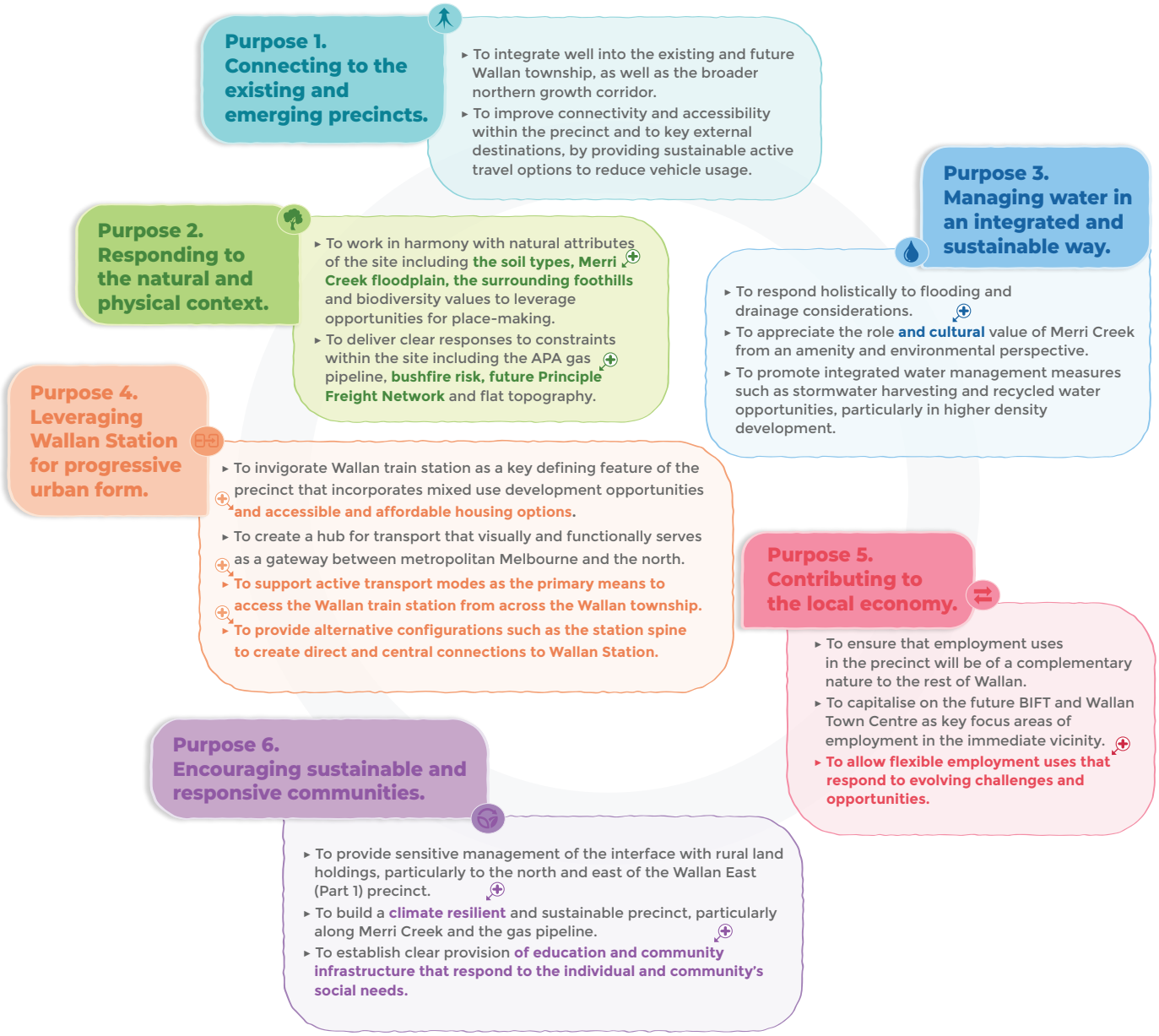
Wallan East (Part 1) precinct will be a compact 20-minute neighbourhood, with a focus on a reimagined station precinct.

The precinct will offer the community a variety of innovative, sustainable and affordable living choices close to all daily needs and within easy access to Wallan Station and Merri Creek.

The precinct will be the northern gateway of Melbourne that will celebrate and protect the unique Wurundjeri cultural values, biodiversity and recreational values of Merri Creek and the rural surrounds.

EMERGING PURPOSE STATEMENTS

Below identifies the general changes (text is highlighted in relative colour below) of the emerging additions to the purpose statements.



CO-DESIGN PLACE BASED PLANS

INTRODUCTION

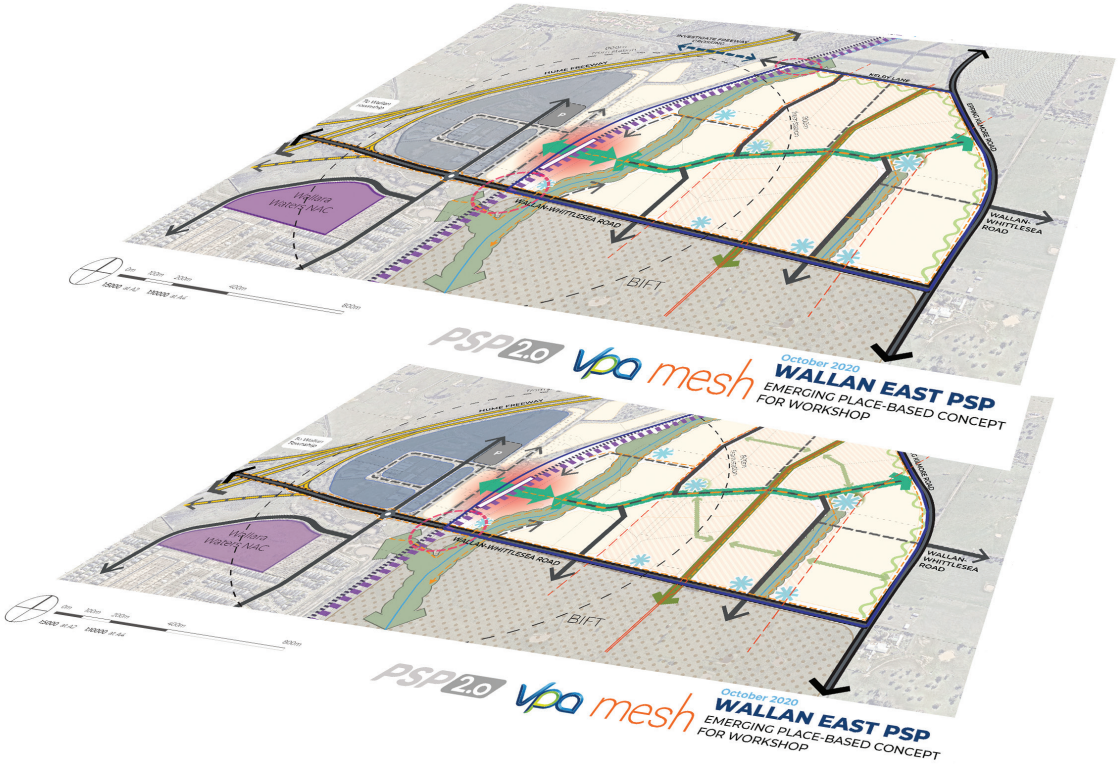
This section of the report summarises key findings from feedback collated from the MURALs for the two (2) workshop activities (see below).

In small Zoom breakout groups (6 groups were formed consisting of approximately 5-7 people), participants undertook a series of interactive activities via MURAL aimed to review and validate key constraints, amenity and landscaping connections/links, transport connections and land use mapping layers for the Wallan East (Part 1) PSP.

Ultimately, a combination of these plans will form the basis of the Conceptual Place-Based Plan for Wallan East (Part 1) PSP.

Each sub-section below describes the purpose of each activity and summarises comments received for particular elements of the plan.

Workshop activities were based on following key topics:



- **Activity #3**
  Land Uses + Densities Mapping

- **Activity #2**
  Movement (Transport + Open Space) Mapping

ACTIVITY #2 - MOVEMENT (TRANSPORT AND OPEN SPACE AMENITY) MAPPING

The aim of *Activity #2 - Movement (Transport and Open Space Amenity) Mapping* was to review and workshop (via sticky notes and the pen tool) key connections within the Wallan East (Part 1) PSP as shown in the drawing key (refer to Table 1 below).

The activity was organised into three steps as follows:

STEP 1
Review the movement map layers and drawing key.

STEP 2
Add comments to what participants thought the layer should be (there was an option for participants to add images to the MURAL to illustrate their thoughts).

STEP 3
Draw (using the pen tool on MURAL) what you think key connections should look like or how it should align with development.

KEY QUESTIONS participants were asked to consider (but not limited to):

- What does this layer mean/look like?
- How can this feature be captured in the PSP document?
- How can its alignment/ location be improved?

The comments and ideas received has informed the preparation of the concept place-based plan movement network. Significant spatial outcomes from the workshop have been noted on the updated movement plan on the following page. Detailed comments relating to the delivery of the movement elements have been captured in the drawing table.

Wallan – Whittlesea Road Rail Crossing

Following the workshop focused meetings were held between DoT, VPA and Mitchell Shire Council to resolve the future grade separation high-level design. Investigation by DoT has found that the only viable option is for a road over rail configuration in this instance due to existing site levels, geological considerations and potential future expansions of the railway.

The detailed design and how it interfaces with Wallan Station and the surrounding development continues to be under investigation. To allow the PSP process to continue VPA proposes a future major rail/ road infrastructure reservation area be identified on plans until appropriate designs are available.

KEY QUESTIONS participants were asked to consider (but not limited to):

- What does this layer mean/look like?
- How can this feature be captured in the PSP document?
- How can its alignment/ location be improved?

Existing workshop plan

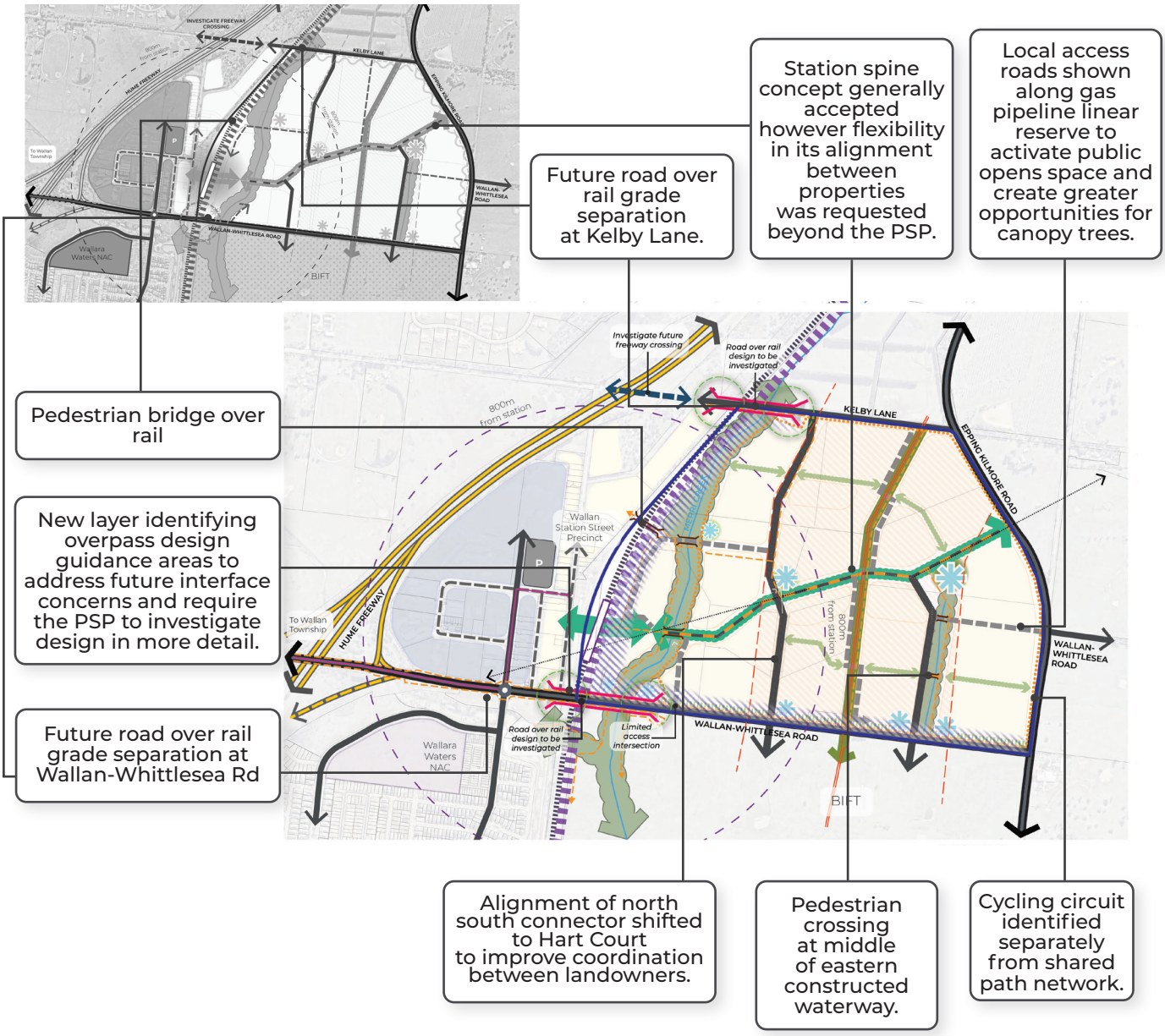


Figure 3 Revised workshop plan Movement (Transport and Open Space) Mapping

Table 2 Active and Attractive Connections Mapping Drawing Key + Summary of Comments Received

CONNECTING TO THE EXISTING AND EMERGING PRECINCTS

Drawing Key	Comments / Description
Rail Crossing Investigation	▸ Overpass needs to be activated to ensure safety. ▸ Active travel access to Wallan Secondary College is essential. ▸ Desire for raised train station to enable activated open space, maximise the uptake of active travel options (where a range of cycling and walking networks can converge) and to encourage community use.
Arterial Road	▸ Provide important district and regional vehicular connections around neighbourhoods and between PSPs. ▸ Consider implications Principle Freight Network in establishing north-south road links. ▸ Ensure strong connections across Wallan Whittlesea Road into Wallan East (Part 2). ▸ Opportunity to improve the design of Wallan-Whittlesea Road i.e. introduce landscaping and amenity along arterial road.
Connector Roads	▸ Align north-south connector road with existing Hart Court. ▸ Provide important vehicular and active transport connections between neighbourhoods. ▸ Provide a clear hierarchy for collector roads to limit conflict with buses and incorporate tree canopies. ▸ Questions were raised in relation to monetary contributions of the Kelby Lane crossing. ▸ Connection to Wallara Waters is important. ▸ Ensure road network maximises solar orientation of dwellings.
Key Local Road Connections	▸ Provide neighbourhood access to connector roads. ▸ Provide additional north-south connections.
Principle Public Transport Network (PPTN)	▸ This connection should provide space for a dedicated public transport such as trackless trams or high frequency buses.
Future Fast Rail Connection	▸ Alignment and potential buffer still under investigation. ▸ Considered as a significant opportunity for the area and Victoria.
Active Walking and Cycling Network	▸ Sealed transit-based walking and cycling network. Separation of cycle and walking to be detailed later. ▸ Incorporate a 'meandering' path for pedestrian amenity. ▸ East-west pedestrian connection is vital. ▸ Provide a 20-minute loop for walking and cycling. ▸ Potential to connect cycling network along the rail corridor. This would also provide activation to development. ▸ Allow for all active transport trails to be shaded by canopy trees.
Cycling Circuit	▸ Sealed high speed recreational scenic cycling loop around the PSP. ▸ Potential to link the Merri Creek trail to the potential Wallan to Heathcote Rail Trail. ▸ Opportunity to collaborate with Bicycle Victoria for a bicycle superhighway.

+ RESPONDING TO THE NATURAL AND PHYSICAL CONTEXT

Drawing Key	Comments / Description
Amenity Links	▸ Streets or open space connections providing increased tree canopy and walkability. ▸ Opportunity to incorporate Water Sensitive Urban Design (WSUD) and planting trenches to maximise canopy/shading outcomes. ▸ Utilise all irrigation opportunities to ensure vegetation along amenity links function well in all seasons (i.e. cooling in summer and stormwater treatment/drainage in winter). ▸ Opportunity for kerb outstands for additional tree planting to create streets as greener, more pedestrian friendly spaces. ▸ Consider indigenous plant species to support local wildlife.
Linear Open Space	▸ Streets or open space connections providing increased tree canopy and walkability. ▸ Opportunity to utilise the APA pipeline easement as linear open space including bike and pedestrian paths and to co-locate with local parks. ▸ Ensure linear open space maximises urban blue-green spaces (i.e. urban cooling, resilience, liveability).

Table 2 Active and Attractive Connections Mapping Drawing Key + Summary of Comments Received continued

LEVERAGING WALLAN STATION FOR PROGRESSIVE URBAN FORM

Drawing Key	Comments Received
Station Connection	▸ Connected civic spaces across the Wallan Station Precinct. ▸ Ensure strong connections for train station across the PSPs and into existing development. ▸ Provide access to bus/ PPTN interchange on west side of railway line. ▸ Ensure areas around the train line are well-connected, safe and well-lit while activating the open space. ▸ Incorporate regular seating and small gathering spaces throughout the area, especially along active travel spines. ▸ Incorporate cultural heritage into design. ▸ Ensure the Train Station is not just an attractor but a throughfare. ▸ Consider parking overflow and rail corridor noise that could potentially impact amenity. ▸ Opportunity for an architecturally designed station. ▸ Incorporate a piazza east of the Station to provide an active walking and cycling network.
Station Spine	▸ A direct and central connection that draws the community into the station Precinct. ▸ Provide for dedicated active transport, public transport and increased canopy tree cover. ▸ The alignment of the Station Spine desired to be flexible to respond to property boundaries improving delivery opportunities. ▸ Consider infrastructure such as linear waterways and stormwater harvesting to provide drainage, increased amenity and environmental values (i.e. reduce urban heat island effect). ▸ Opportunity to include tree canopies (supported by passive irrigation where possible) to ensure walking and cycling links to station are cool and covered. ▸ Opportunity to accommodate Yarra Valley Water assets within the road network. ▸ Opportunity to provide active transport links and street trees along spine within road reserve and footpath. ▸ Consider building setbacks for long-term feasibility of large street tree plantings. ▸ Community infrastructure to be co-located along the spine. ▸ Ensure connections to and from the Station Spine are safe and accessible to the wider network.
Potential Station Car Parking	▸ The extent of future car parking required for Wallan Station is still under investigation. ▸ Incorporate WSUD (i.e. rain garden, permeable pavement) to manage excessive stormwater.

MAXIMISING WATER IN AN INTEGRATED AND SUSTAINABLE WAY

Drawing Key	Comments Received
Waterway/ Drainage Corridor	▸ Width and alignment to be confirmed but will contain biodiversity, landscape values and flood areas. ▸ Provide for north-south active transport connections along Merri Creek for alternative to road connection. ▸ Consider drainage of Merri Creek i.e. upstream and downstream, including the potential for outflow rearrangements. ▸ Ensure the waterway corridor protects key waterway values and offer amenity to residents. ▸ Further assessments of Merri Creek are required to understand the cultural significance of the area. ▸ Opportunity to embrace significant historic cultural aspects of Merri Creek providing a sense of community and connection to country. ▸ Consider ecological values south of Merri Creek. ▸ Consider interfaces between the Merri Creek waterway corridor and high density or commercial development.
Indicative Retarding Basin	▸ The location and size of these retarding basins are indicative only for discussion purposes and are the subject of current drainage investigations. ▸ Ensure retarding basins are well designed, co-located with active open spaces, incorporate native vegetation and retain local vegetation. ▸ Concerns regarding drainage issues downstream and the Merri Creek flood plain (Melbourne Water and Spiire to further investigate). ▸ Consider retarding basin adjacent Merri Creek to include natural values of more typical floodplains in the area. ▸ Ensure retarding basins provide sufficient flood storage, improve water quality and harvest stormwater opportunities. ▸ Opportunity exists to develop retarding basins as visiting wetlands.
Other	▸ Investigate opportunities for electrical vehicle (EV) charging infrastructure.

ACTIVITY #3 - LAND USES + DENSITIES MAPPING

The aim of *Activity #3 - Land Uses + Densities Mapping* was to spatially locate and review key land uses including a Local Active Recreation Reserve, Government school, Community Centre (Level 2), Indoor Recreation Facility (2 courts), Local Convenience Centres, passive open space, residential land uses and key interfaces on the Wallan East (Part 1) PSP plan.

STEP 1

Locate **the key land uses on the Wallan East (Part 1) emerging PSP movement plan. Participants also had the option to locate 'other land uses' if a particular use was not available and was considered be required.**

General design principles were noted on the MURAL to provide guidance to participants on where key land uses must not be located due to a constraint (e.g. gas pipeline buffer) and interfaces preferred interfaces already understood.

Participants where also invited to provide additional design principles for each of the land uses.

Participants where also able to provide comments and images regarding desired residential character outcomes based on these categories.

STEP 2

Draw **(using the pen tool on MURAL) where residential land uses (i.e. their densities) and key interfaces (Wallan Whittlesea Road and sensitive uses such as Merri Creek or Farming Zone) should be located on the Wallan East (Part 1) PSP plan.**

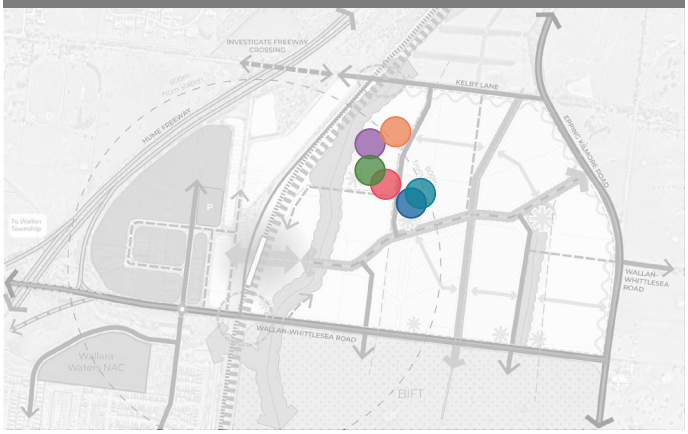
Residential densities and interfaces considered as a base case for the workshop included:

- **High Density** Indicative average lot size of 200m² (approx. 35 dwellings per hectare)
- **Medium Density** Indicative average lot size of 280m² (approx. 25 dwellings per hectare)
- **Standard Residential** Indicative average lot size of 411m² (approx. 17 dwellings per hectare)
- **Low Density** Average lot size of 583m² (approx. 12 dwellings per hectare)
- Interface to Wallan-Whittlesea Road
- Interface to sensitive uses e.g. Merri Creek or Farming Zone

Local Active Recreation Reserve

The land use plans below illustrate the placement of the key land uses for each of the six (6) workshop groups with a corresponding summary of comments, commonalities discussion and refined design principles. These commonalties along with the refined design principles will be used as a starting point for the locating of facilities for the future **Conceptual Place-Based Plan**.

Local Active Recreation Reserve



WORKSHOP GROUPS:

1 2 3 4 5 6

Drawing Key Symbol	Type	Potential Amount	
		Number	Size
○	Local Active Recreation Reserve	6	6ha (Potential to increase)

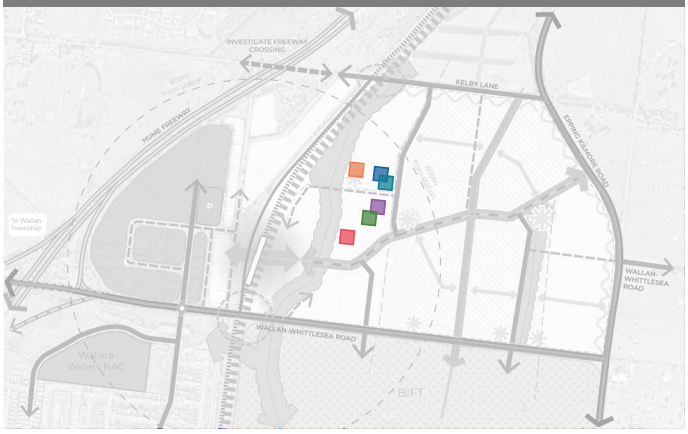
Design Element	Key Design Principles - Comments Received
Road Access	▸ Preferred location along Connector Roads or Arterial Roads ▸ Within proximity to Public Transport
Co-located with other uses	▸ Co-located with Government school ▸ Linkages with open space network and paths ▸ Locate along active transport routes
Landscape Conditions	▸ Incorporate the natural features of the existing landscape ▸ Must be located on flat land
Other	▸ Within an 800m safe walkable distance of each dwelling ▸ Potential to locate within gas pipeline buffer subject to safety management strategy ▸ Where possible, interface with linear open space, drainage reserves and natural waterways

Government Primary School (P-6)

In relation to the placement of the Government Primary School (P-6), it is apparent that groups preferred to locate the school north of the Station Spine between Merri Creek and the future north-south connector road. Main difference between groups was the decision to either located the school along or near the station spine or further north to the edge of the stations walkable catchment to allow for greater population close to the station.

A key consideration that was noted throughout the groups was to ensure timely provision of relevant development infrastructure (i.e. roads, shared paths, utility etc.) servicing schools and kindergartens.

Government Primary School (P-6)



WORKSHOP GROUPS:

1 2 3 4 5 6

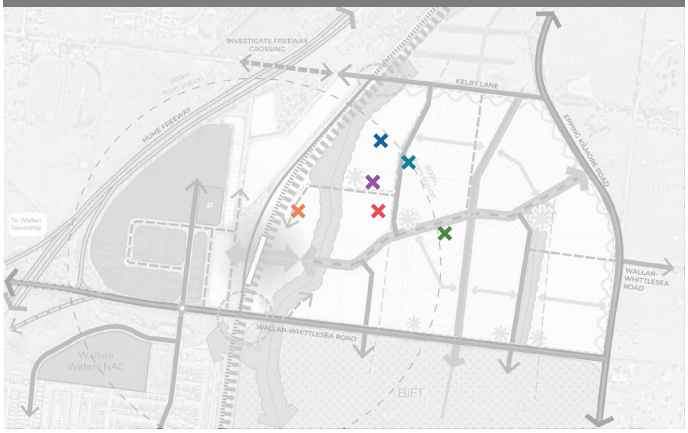
Drawing Key Symbol	Type	Potential Amount	
		Number	Size
□	Government Primary School (P-6)	1	3.5ha

Design Element	Key Design Principles - Comments Received
Road Access	▸ Not located on Arterial Roads ▸ Must be located on Connector Roads ▸ Public transport access ▸ At least 3 road frontages
Co-located with other uses	▸ Preferred located with sports reserves ▸ Co-located with a Community Centre ▸ Co-located with open space ▸ Locate along active transport routes
Landscape Conditions	▸ Must be located on relatively flat land ▸ Preferred located along Merri Creek (however the trade off is that there may be less passive surveillance of Merri Creek outside of school hours) ▸ Must be located away from bushfire reserves
Other	▸ Must be located outside the gas buffer

Indoor Recreation Facility

In relation to the preferred site of the Indoor Recreation Facility, there was consensus among groups that a future indoor recreation facility should be co-located with the Government Primary School (P-6) and within proximity to Local Active Recreation Reserve and Community Centre.

Indoor Recreation Facility



WORKSHOP GROUPS:

1 2 3 4 5 6

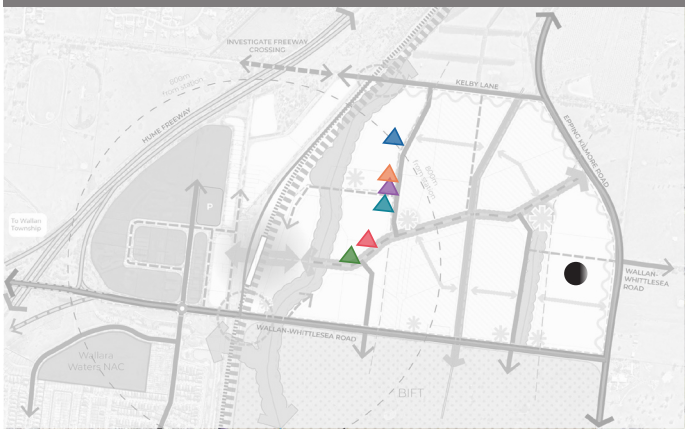
Drawing Key Symbol	Type	Potential Amount	
		Number	Size
⊠	Indoor Recreation Facility (2 courts)	1	0.6ha

Community Centre (Level 2)

There was general agreement among groups that the future Community Centre (Level 2) should be co-located with the Government Primary School (P-6) and the Indoor Recreation Facility and within proximity to Local Active Recreation Reserve.

One group noted that there is potential for an additional Community Centre (Level 1) east of the PSP area (refer to the black circle on the plan) to include small co-working spaces to support small businesses, community services and network of facilities.

Community Centre (Level 2)



WORKSHOP GROUPS:

1 2 3 4 5 6

Drawing Key Symbol	Type	Potential Amount	
		Number	Size
△	Level 2 Multipurpose Community Centre	1	1.2ha

Design Element	Key Design Principles - Comments Received
Road Access	▸ Not located on arterial roads ▸ Must be located along connector roads ▸ Within proximity to Public Transport
Co-located with other uses	▸ Within a walkable catchment from Local Convenience Centre preferred ▸ Co-located with government school
Landscape Conditions	▸ Preferred on flat land
Other	▸ Must be located outside the gas buffer

Local Convenience Centres

In relation to the allocation of the Local Convenience Centres, three clusters were identified as follows:

- **Cluster 1** - Around the Train the Station
- **Cluster 2** – Intersection of the Station Spine and western connector
- **Cluster 3** - Along the waterway corridor east of the PSP

It is evident that groups located the Local Convenience Centres in areas with high accessibility and a general preference to be along the station spine. Most groups identified the need for at least one of the centres to be located in the eastern half of the PSP which will otherwise not be serviced by planned activity centres west of Wallan Station and within Wallara Waters.

Local Convenience Centres

WORKSHOP GROUPS:

1 2 3 4 5 6

Drawing Key Symbol	Type	Potential Amount	
		Number	Size
✱	Local Convenience Centres	2	1,500m² (each)

Design Element	Key Design Principles - Comments Received
Road Access	▸ Preference to be located outside the gas pipeline buffer. Locations inside the gas pipeline buffer with be subject to safety management strategy review. ▸ Direct access to Public Transport
Co-located with other uses	▸ Have good visual and physical links to Government schools and/or Community Centres ▸ Locate along active transport routes ▸ Links to open spaces
Landscape Conditions	▸ Designed to be sustainable, adaptable and responsive to local conditions and forecast climate change conditions
Other	▸ Located within 300-400m of all residents

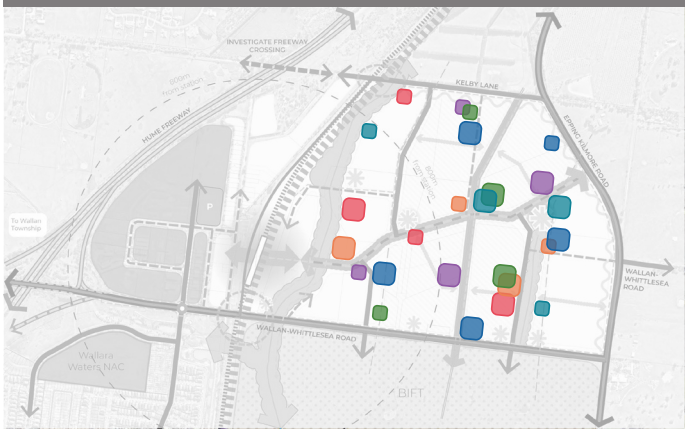
Passive Open Space

In relation to the placement of the passive open space, it is apparent that groups equally dispersed passive open space across the PSP area in particular along the station spine, gas pipeline and Merri Creek.

Other key considerations that were noted include:

- Ensure the community has easy access to local passive open space to create a sense of ownership over the local parks.
- Allow adequate space for off-leash dog parks.
- Opportunity exists to align passive open space with linear reserves to make parks appear larger.
- Incorporate good amenity such as trees for shade and shelter.

Passive Open Space



WORKSHOP GROUPS:

1 2 3 4 5 6

Drawing Key Symbol	Type	Potential Amount	
		Number	Size
▢	**Passive Open Space**	**2-4**	**0.5-1ha (Total of at least 3ha)**

Design Element	Key Design Principles - Comments Received
Co-located with other uses	▸ Links with open space network and paths ▸ Located near waterway corridors
Landscape Conditions	▸ Incorporate the natural features of the existing landscape
Other	▸ Incorporate into prominent views and vistas ▸ Located within 300-400m of all residents

Residential Land Uses and Interfaces

There was consensus between all groups to locate high density between the Wallan Train Station and Merri Creek. Further opportunity for high density within the 800m catchment of the Wallan Train Station around other key land uses.

Participants extended medium density housing out from the station with an emphasis around open spaces, along the station spine, along connector roads/public transport routes and close to amenity offerings such as local convenience centres. There was also a preference to transition to lower density housing along rural interfaces particularly to the north and east of the PSP area.

Participants noted the following considerations for residential land uses and interfaces:

- Incorporate multi-level developments (i.e. ground floor retail and residential above) that can be integrated into the train station.
- Encourage good quality housing to the public realm and connect with the station, Merri Creek and streetscape to facilitate passive surveillance.
- Maintain view lines to Merri Creek.
- Ensure medium density development achieve appropriate heights and don't compromise on streetscape/character.
- Incorporate a diverse range of housing types and tenures to support all household types.

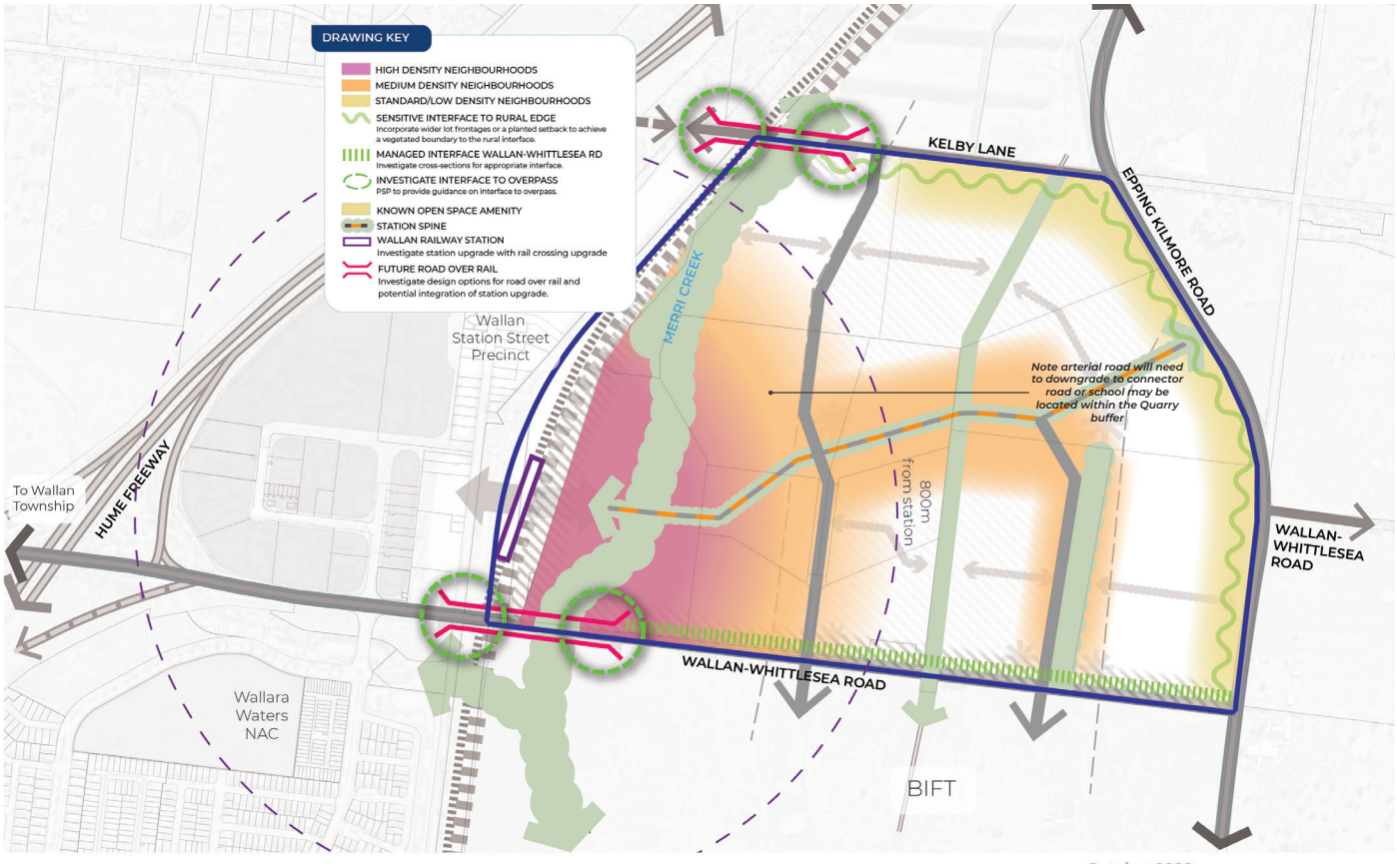


Figure 4 Land Use Mapping Plan – Residential Land Uses and Interfaces

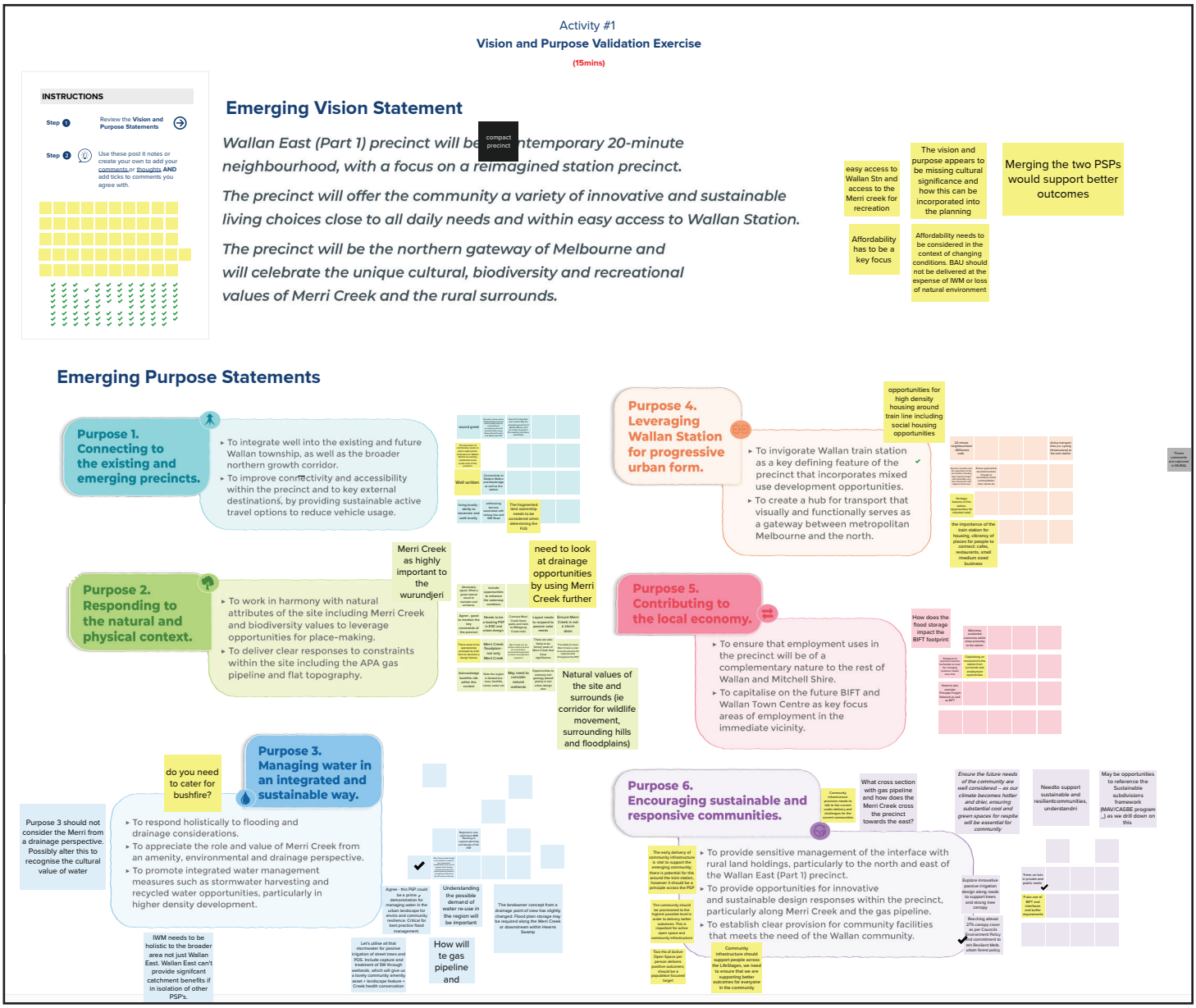
NEXT STEPS

The **Conceptual Place-Based Plan** is currently undergoing agency consultation and endorsement, before proceeding to the exhibition process, where stakeholders will be given a further opportunity to respond in detail to the plan.

Further information in relation to the preparation and process for the Planning Scheme Amendment and public consultation of the documentation will be provided in due course.

APPENDIX 1.

MURAL PDF EXPORTS – ACTIVITY #1 - VISION AND PURPOSE VALIDATION EXERCISE

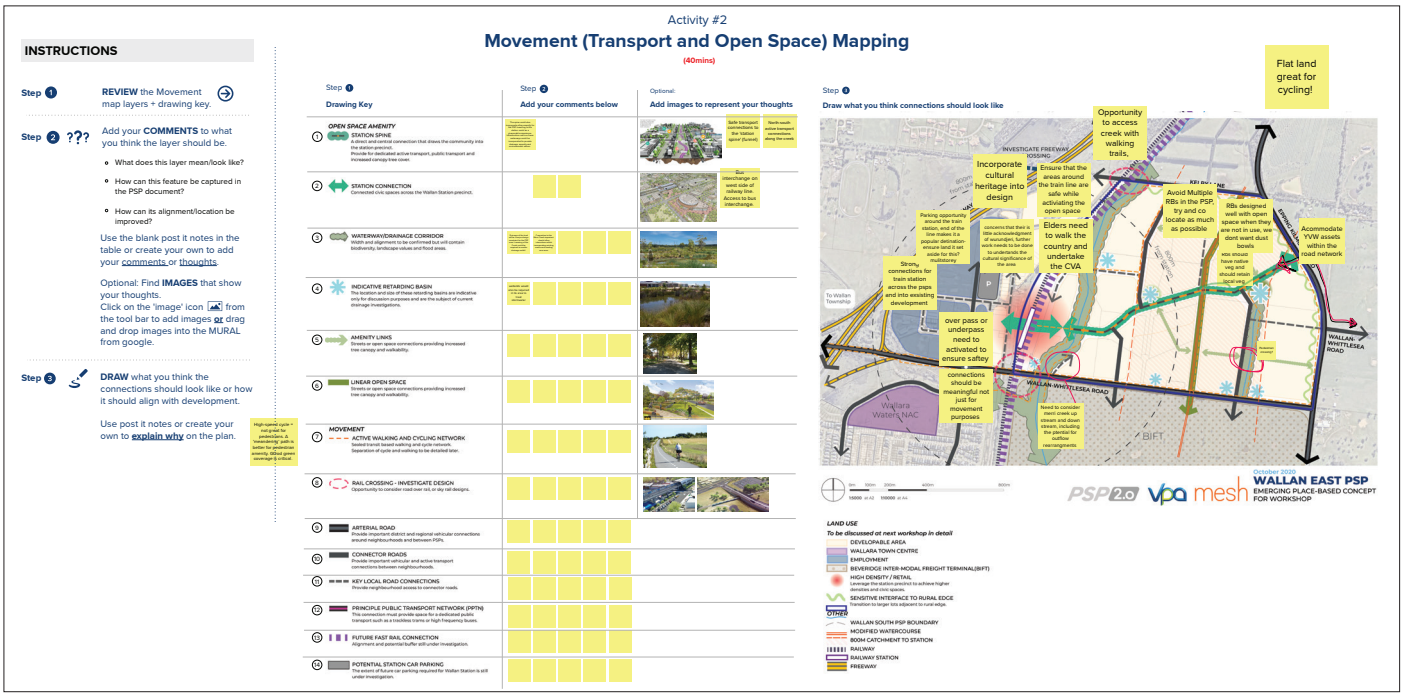


APPENDIX 2

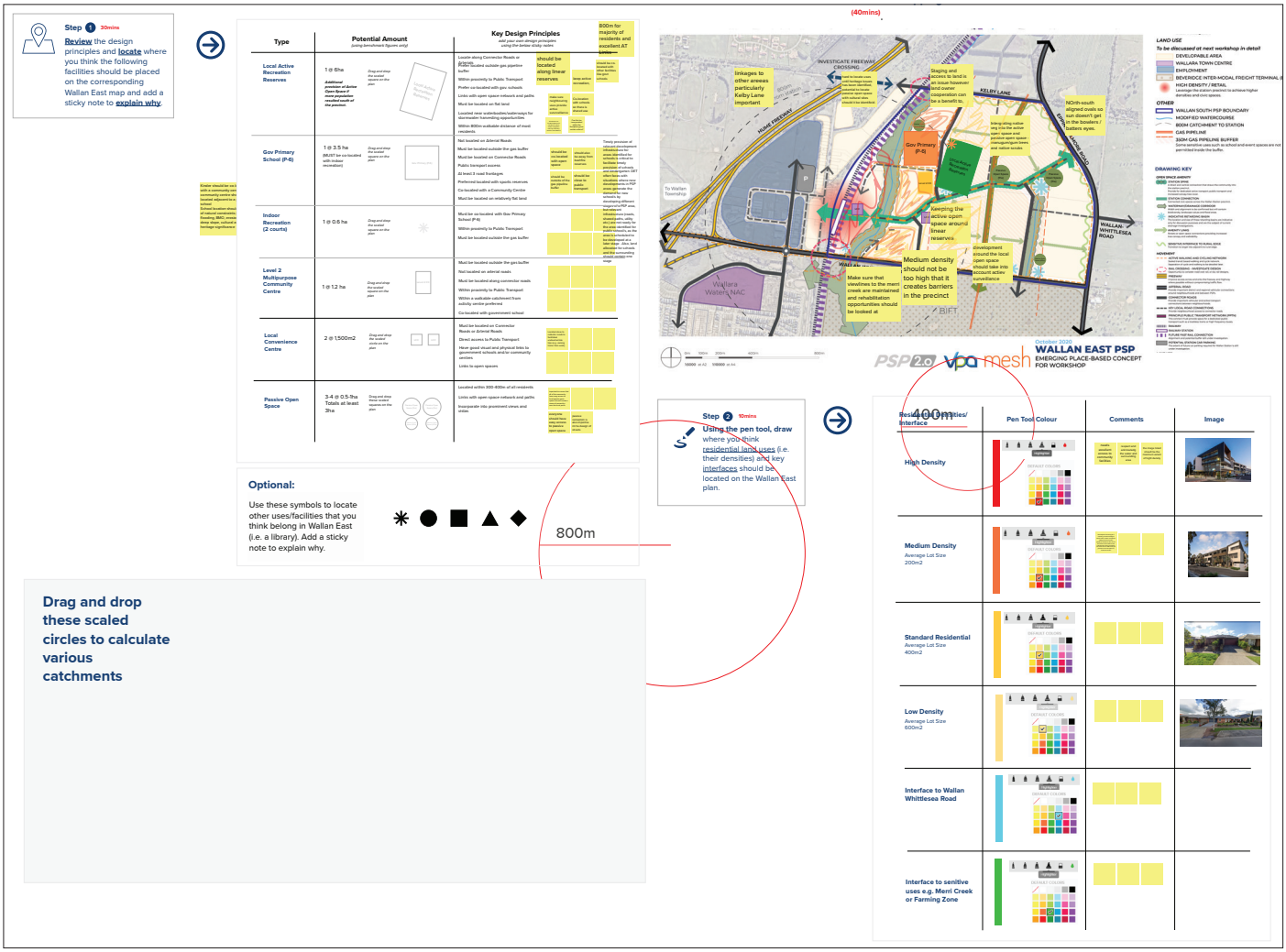
MURAL PDF EXPORTS – ACTIVITY #2 AND #3

1 GROUP 1 MURAL PDF EXPORTS – ACTIVITY #2 AND #3

Activity #2

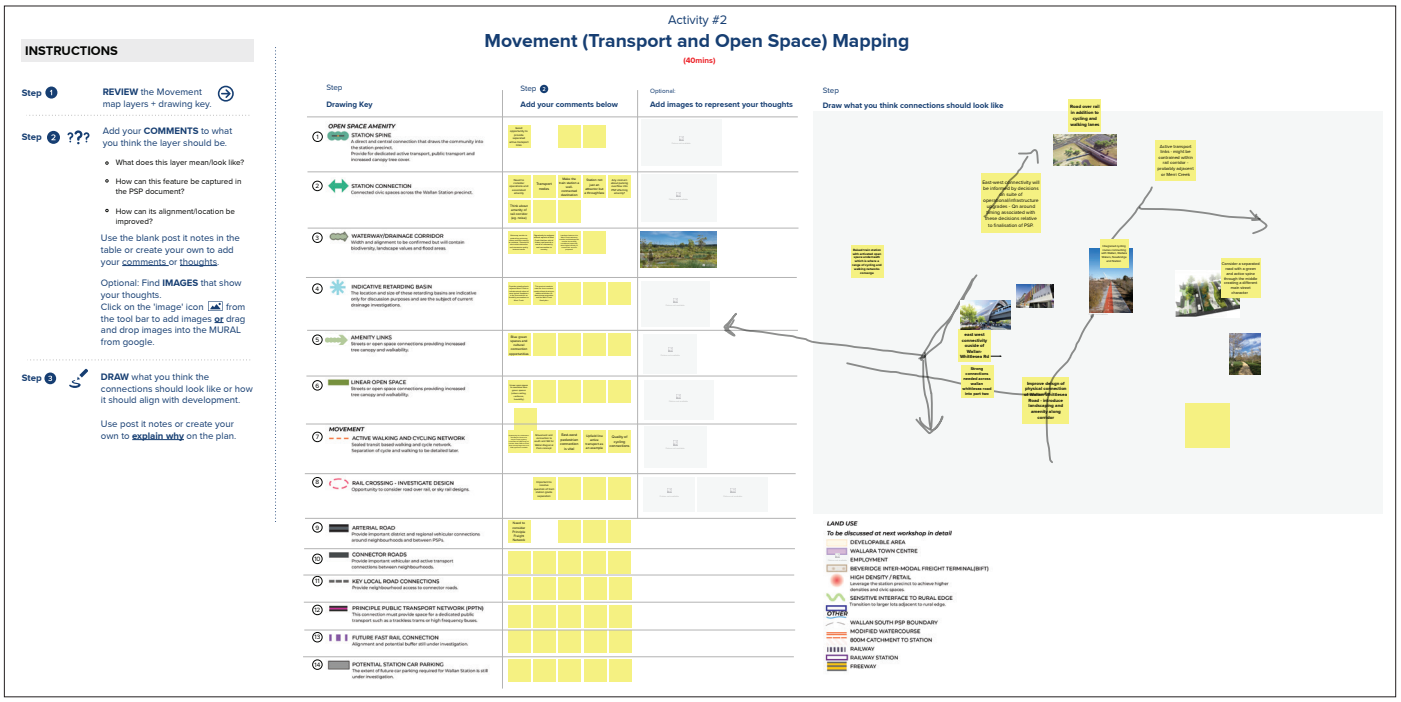


Activity #3

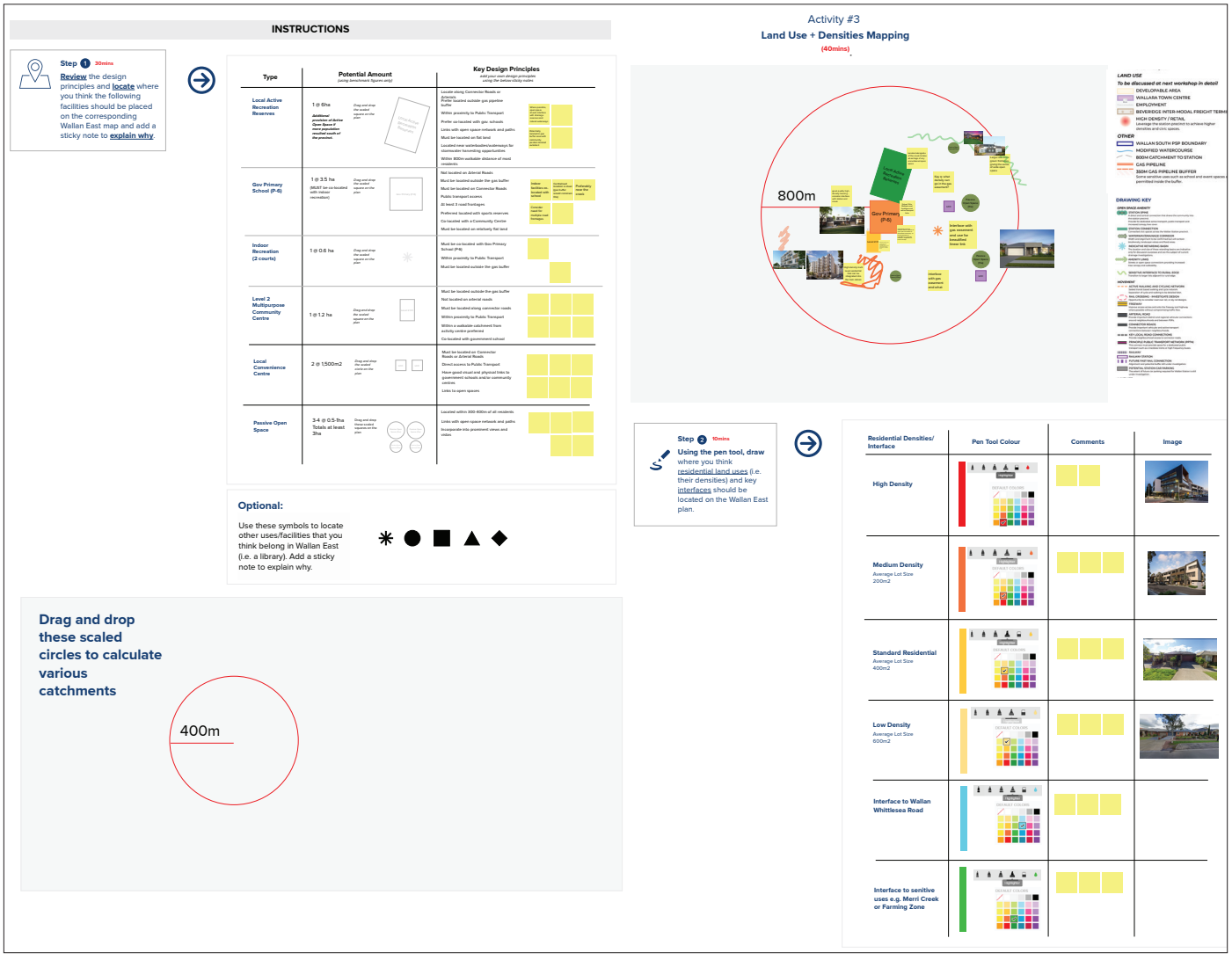


2 GROUP 2 MURAL PDF EXPORTS – ACTIVITY #2 AND #3

Activity #2

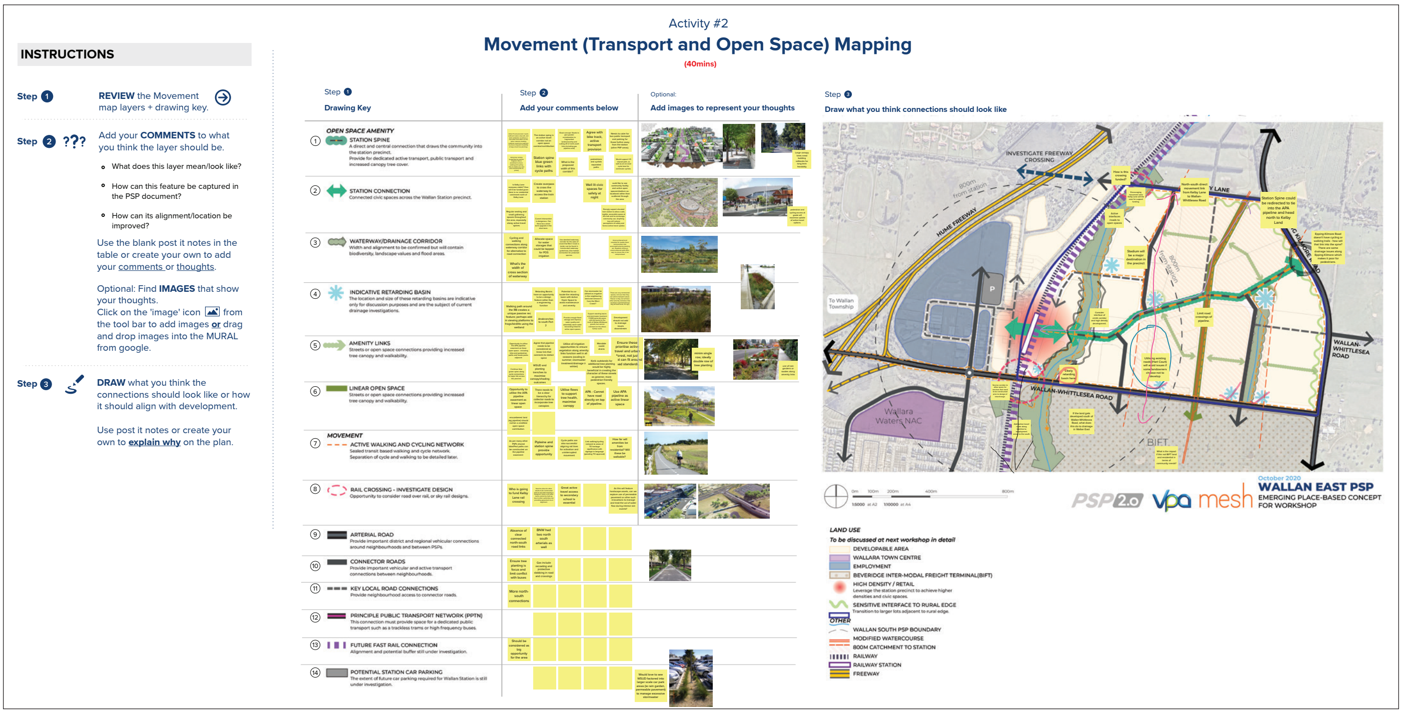


Activity #3

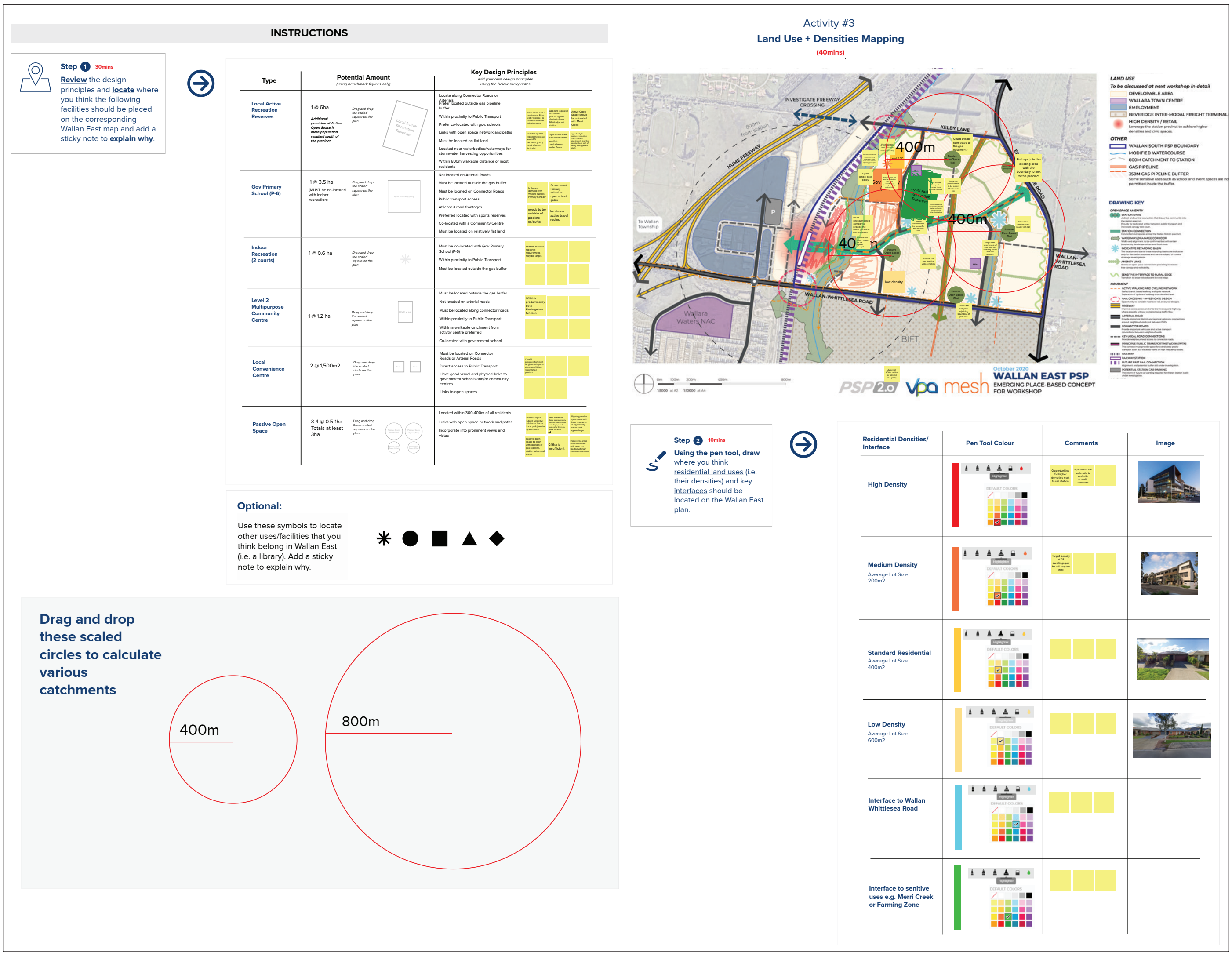


3 GROUP 3 MURAL PDF EXPORTS – ACTIVITY #2 AND #3

Activity #2



Activity #3



4 GROUP 4 MURAL PDF EXPORTS – ACTIVITY #2 AND #3

Activity #2

INSTRUCTIONS

Step 1 — **REVIEW** the Movement map layers + drawing key.

Step ??? — Add your **COMMENTS** to what you think the layer should be.

- What does this layer mean/look like?
- How can this feature be captured in the PSP document?
- How can its alignment/location be improved?

Use the blank post it notes in the table or create your own to add your comments or thoughts.

Optional: Find **IMAGES** that show your thoughts.
Click on the 'image' icon from the tool bar to add images **or** drag and drop images into the MURAL from google.

Step 3 — **DRAW** what you think the connections should look like or how it should align with development.

Use post it notes or create your own to **explain why** on the plan.

Activity #2

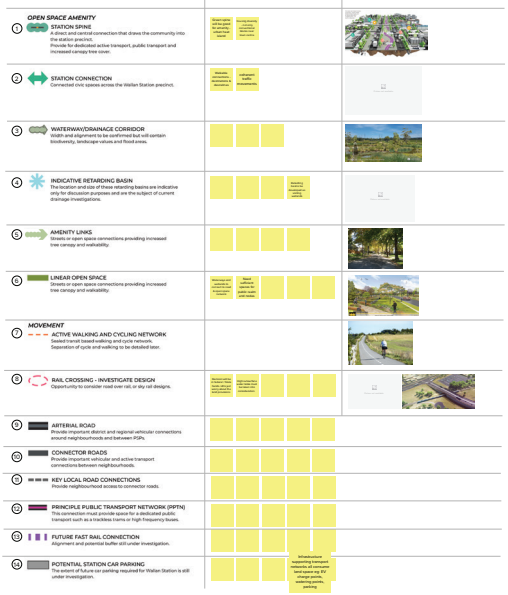
Movement (Transport and Open Space) Mapping

(40mins)

Step — Drawing Key

Step 2 — Add your comments below

Optional: Add images to represent your thoughts



Step 3 — Draw what you think connections should look like

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EMERGING PLACE-BASED CONCEPT FOR WORKSHOP

Activity #3

INSTRUCTIONS

Step 1 30mins

Review the design principles and **locate** where you think the following facilities should be placed on the corresponding Wallan East map and add a sticky note to **explain why**.

Type	Potential Amount	Key Design Principles
Local Active Recreation Reserves	1 @ 6ha	Located along Connector Roads or Arterials Must be located outside gas pipeline buffer Within proximity to Public Transport Prefer co-located with gov schools Links with open space network and paths Must be located on flat land Located near water bodies/waterways for stormwater harvesting opportunities Within 800m walkable distance of most residents
Gov Primary School (P-6)	1 @ 3.5 ha (MUST be co-located with Indoor recreation)	Not located on Arterial Roads Must be located outside the gas buffer Must be located on Connector Roads Public transport access At least 2 road frontages Preferred located with sports reserves Co-located with a Community Centre Must be located on relatively flat land
Indoor Recreation (2 courts)	1 @ 0.6 ha	Must be co-located with Gov Primary School (P-6) Within proximity to Public Transport Must be located outside the gas buffer
Level 2 Multipurpose Community Centre	1 @ 1.2 ha	Must be located outside the gas buffer Not located on arterial roads Must be located along connector roads Within proximity to Public Transport Within a walkable catchment from activity centre preferred Co-located with government school
Local Convenience Centre	2 @ 1,500m2	Must be located on Connector Roads or Arterial Roads Direct access to Public Transport Have good visual and physical links to government schools and/or community centres. Links to open spaces
Passive Open Space	3-4 @ 0.5-1ha Totals at least 3ha	Located within 300-400m of all residents Links with open space network and paths Incorporate into prominent views and vistas

Optional:

Use these symbols to locate other uses/facilities that you think belong in Wallan East (i.e. a library). Add a sticky note to explain why.

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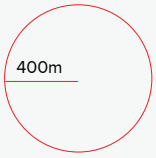
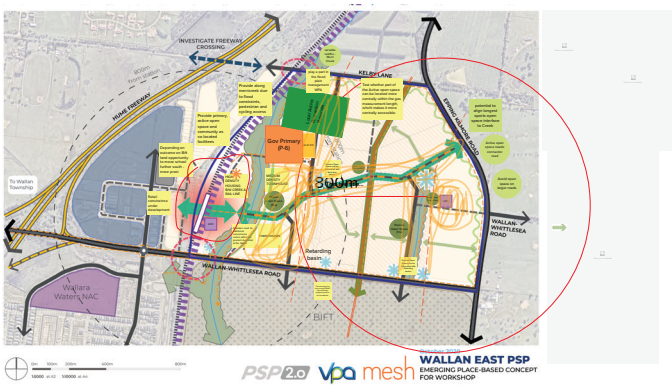
Drag and drop these scaled circles to calculate various catchments



Activity #3

Land Use + Densities Mapping

(40mins)



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WALLAN EAST PSP
EMERGING PLACE-BASED CONCEPT FOR WORKSHOP

Step 10mins

Using the pen tool, draw where you think residential land uses (i.e. their densities) and key interfaces should be located on the Wallan East plan.

Residential Densities/ Interface	Pen Tool Colour	Comments	Image
High Density			
Medium Density Average Lot Size 200m2			
Standard Residential Average Lot Size 400m2			
Low Density Average Lot Size 600m2			
Interface to Wallan Whittlesea Road			
Interface to senitive uses e.g. Merri Creek or Farming Zone			

5 GROUP 5 MURAL PDF EXPORTS – ACTIVITY #2 AND #3

Activity #2

INSTRUCTIONS

Step 1 **REVIEW** the Movement map layers + drawing key.

Step 2 ??? Add your **COMMENTS** to what you think the layer should be.

- What does this layer mean/look like?
- How can this feature be captured in the PSP document?
- How can its alignment/location be improved?

Use the blank post it notes in the table or create your own to add your comments or thoughts.

Optional: Find **IMAGES** that show your thoughts.
Click on the 'image' icon from the tool bar to add images **or** drag and drop images into the MURAL from google.

Step 3 **DRAW** what you think the connections should look like or how it should align with development.

Use post it notes or create your own to **explain why** on the plan.

Activity #2

Movement (Transport and Open Space) Mapping

(40mins)

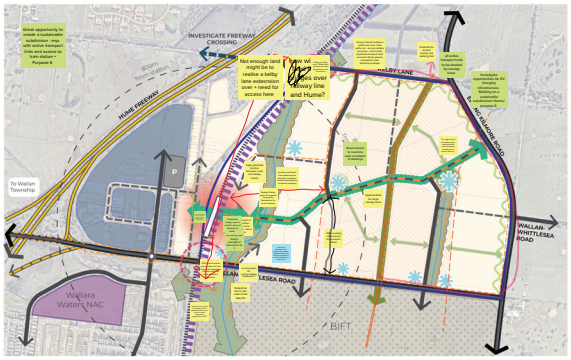
Step 1 — Drawing Key

Step 2 — Add your comments below

Optional: Add images to represent your thoughts

1	OPEN SPACE AMENITY STATION SPINE A direct and central connection that draws the community into the station precinct. Provide for dedicated active transport, public transport and increased canopy tree cover.
2	STATION CONNECTION Connected civic spaces across the Wallan Station precinct.
3	WATERWAY/DRAINAGE CORRIDOR Width and alignment to be confirmed but will contain biodiversity, landscape values and flood areas.
4	INDICATIVE RETARDING BASIN The location and size of these retarding basins are indicative only for discussion purposes and are the subject of current drainage investigations.
5	AMENITY LINKS Streets or open space connections providing increased tree canopy and walkability.
6	LINEAR OPEN SPACE Streets or open space connections providing increased tree canopy and walkability.
7	MOVEMENT ACTIVE WALKING AND CYCLING NETWORK Sealed transit based walking and cycle network. Separation of cycle and walking to be detailed later.
8	RAIL CROSSING - INVESTIGATE DESIGN Opportunity to consider road over rail, or sky rail designs.
9	ARTERIAL ROAD Provide important district and regional vehicular connections around neighbourhoods and between PSPs.
10	CONNECTOR ROADS Provide important vehicular and active transport connections between neighbourhoods.
11	KEY LOCAL ROAD CONNECTIONS Provide neighbourhood access to connector roads.
12	PRINCIPLE PUBLIC TRANSPORT NETWORK (PPTN) This connection must provide space for a dedicated public transport such as a tramless trams or high frequency buses.
13	FUTURE FAST RAIL CONNECTION Alignment and potential buffer still under investigation.
14	POTENTIAL STATION CAR PARKING The extent of future car parking required for Wallan Station is still under investigation.

Step 3 — Draw what you think connections should look like



LAND USE
To be discussed at next workshop in detail
- DEVELOPABLE AREA
- WALLARA TOWN CENTRE
- EMPLOYMENT
- BEVERIDGE INTER-MODAL FREIGHT TERMINAL(BIFT)
- HIGH DENSITY / RETAIL
  Leverage the station precinct to achieve higher densities and civic spaces.
- SENSITIVE INTERFACE TO RURAL EDGE
  Transition to larger lots adjacent to rural edge.

OTHER
- WALLAN SOUTH PSP BOUNDARY
- MODIFIED WATERCOURSE
- 800M CATCHMENT TO STATION
- RAILWAY
- RAILWAY STATION
- FREEWAY

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WALLAN EAST PSP
EMERGING PLACE-BASED CONCEPT FOR WORKSHOP

Activity #3

INSTRUCTIONS

Step 1 30mins
Review the design principles and **locate** where you think the following facilities should be placed on the corresponding Wallan East map and add a sticky note to **explain why**.

Type	Potential Amount	Key Design Principles
Local Active Recreation Reserves	1 @ 6ha *Additional local active Open Space if more population resulted south of the precinct.*	Locate along Connector Roads or ECRO? Not located outside gas pipeline buffer Within proximity to Public Transport Prefer co-located with gov schools Links with open space network and paths Must be located on flat land Located over waterbodies/waterways for stormwater harvesting opportunities Within 800m walkable distance of most residents
Gov Primary School (P-6)	1 @ 3.5 ha (MUST be co-located with Active Open Space if not included)	Not located on Arterial Roads Must be located outside the gas buffer Must be located on Connector Roads Public transport access At least 2 road frontages Preferred located with sports reserves Co-located with a Community Centre Must be located on relatively flat land
Indoor Recreation (2 courts)	1 @ 0.6 ha	Must be co-located with Gov Primary School (P-6) Within proximity to Public Transport Must be located outside the gas buffer
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Local Convenience Centre	2 @ 1,500m2	Must be located on Connector Roads or Arterial Roads Direct access to Public Transport Have good visual and physical links to any government schools and/or community gardens Links to open spaces
Passive Open Space	3-4 @ 0.5-1ha Totals at least 3ha	Located within 300-400m of all residents Links with open space network and paths Incorporate into prominent views and vistas

Optional:

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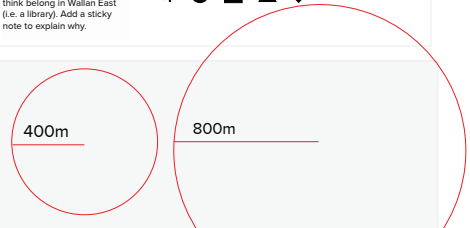
Drag and drop these scaled circles to calculate various catchments



Activity #3

Land Use + Densities Mapping

(40mins)

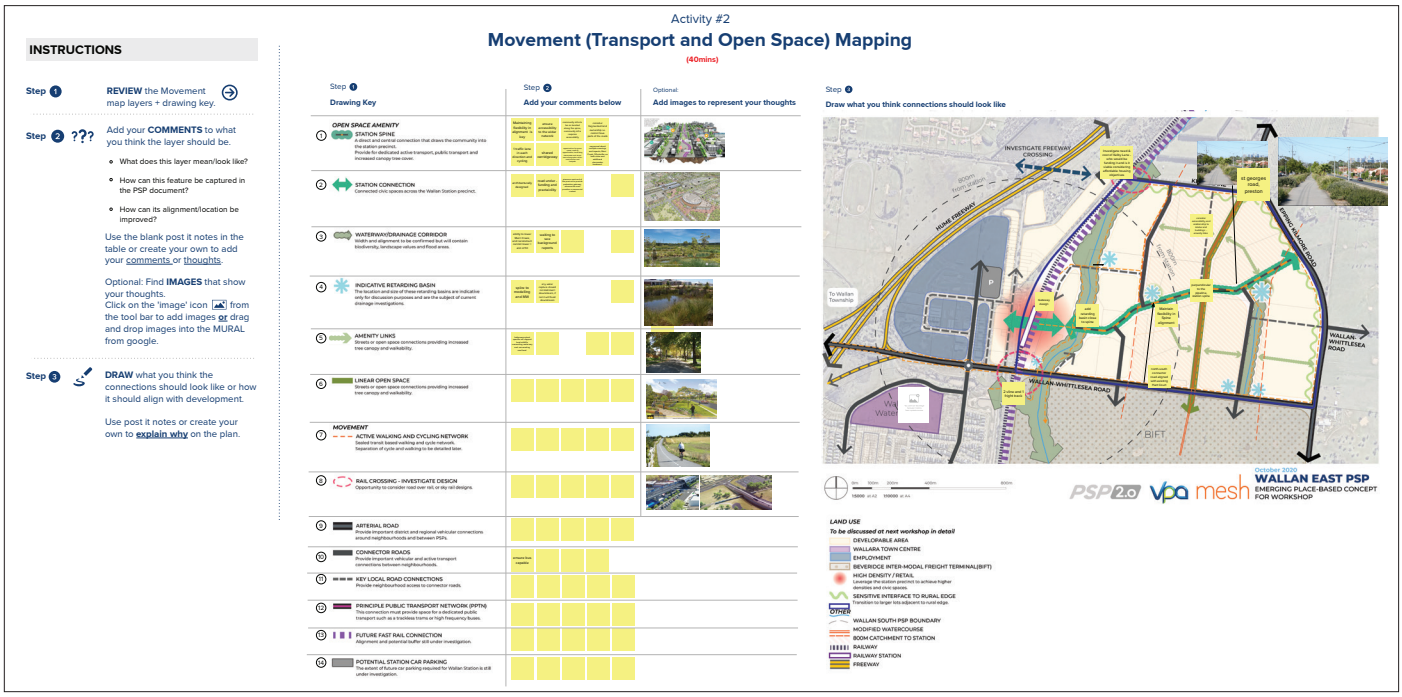
October 2020
WALLAN EAST PSP
EMERGING PLACE-BASED CONCEPT FOR WORKSHOP

Step 2 10mins
Using the pen tool, draw where you think residential land uses (i.e. their densities) and key interfaces should be located on the Wallan East plan.

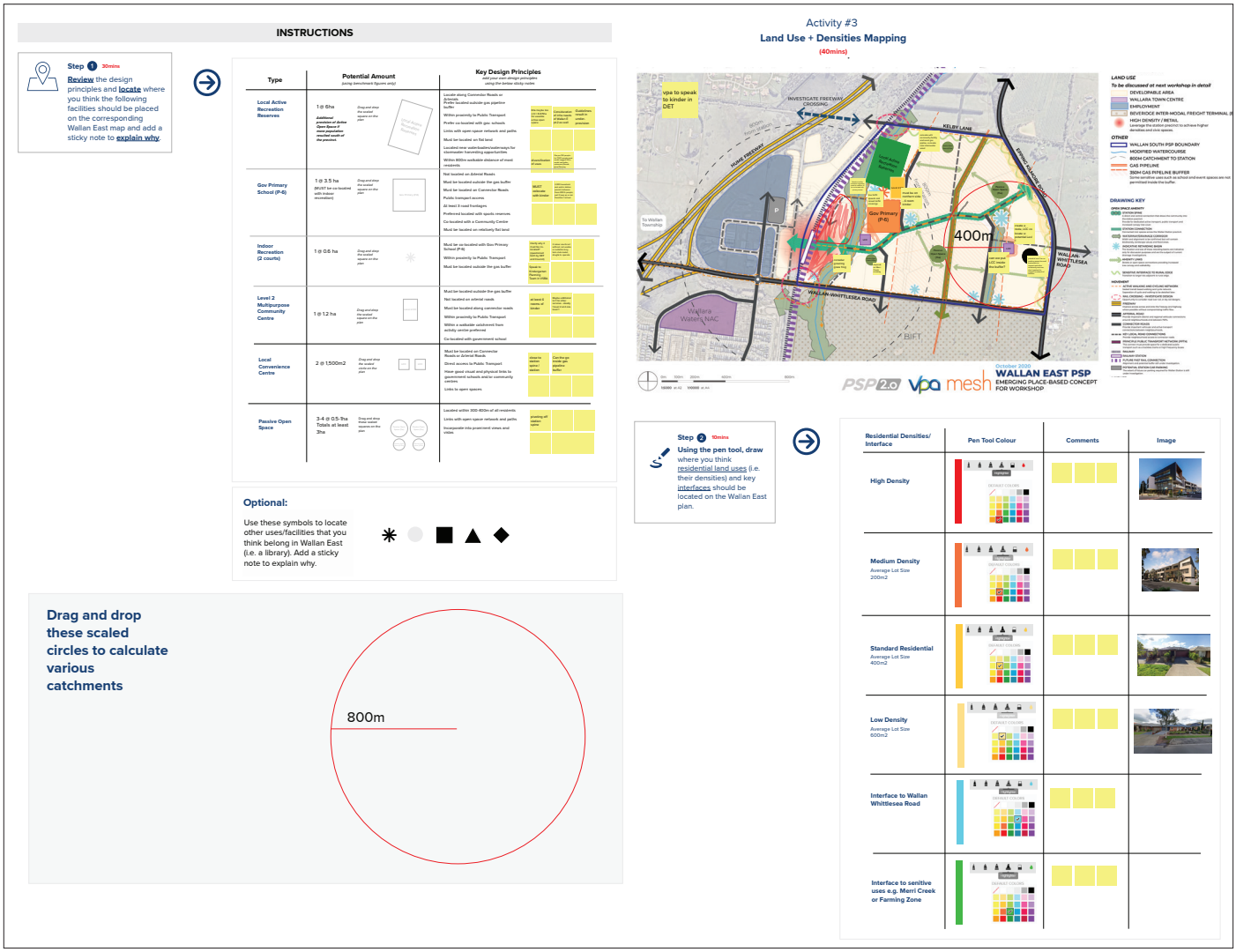
Residential Densities/ Interface	Pen Tool Colour	Comments	Image
High Density			
Medium Density Average Lot Size 200m2			
Standard Residential Average Lot Size 400m2			
Low Density Average Lot Size 600m2		transition to lower density near the interface with rural	
Interface to Wallan Whittlesea Road			
Interface to senitive uses e.g. Merri Creek or Farming Zone			

6 GROUP 6 MURAL PDF EXPORTS – ACTIVITY #2 AND #3

Activity #2



Activity #3



WALLAN EAST (PART 1)

PLACE-BASED PLAN CO-DESIGN WORKSHOP SUMMARY

DECEMBER 2020
SUMMARY OF THE CO-DESIGN WORKSHOP HELD ON 8 OCTOBER 2020

Prepared by mesh in conjunction with the VPA.

mesh

Victorian Planning Authority

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