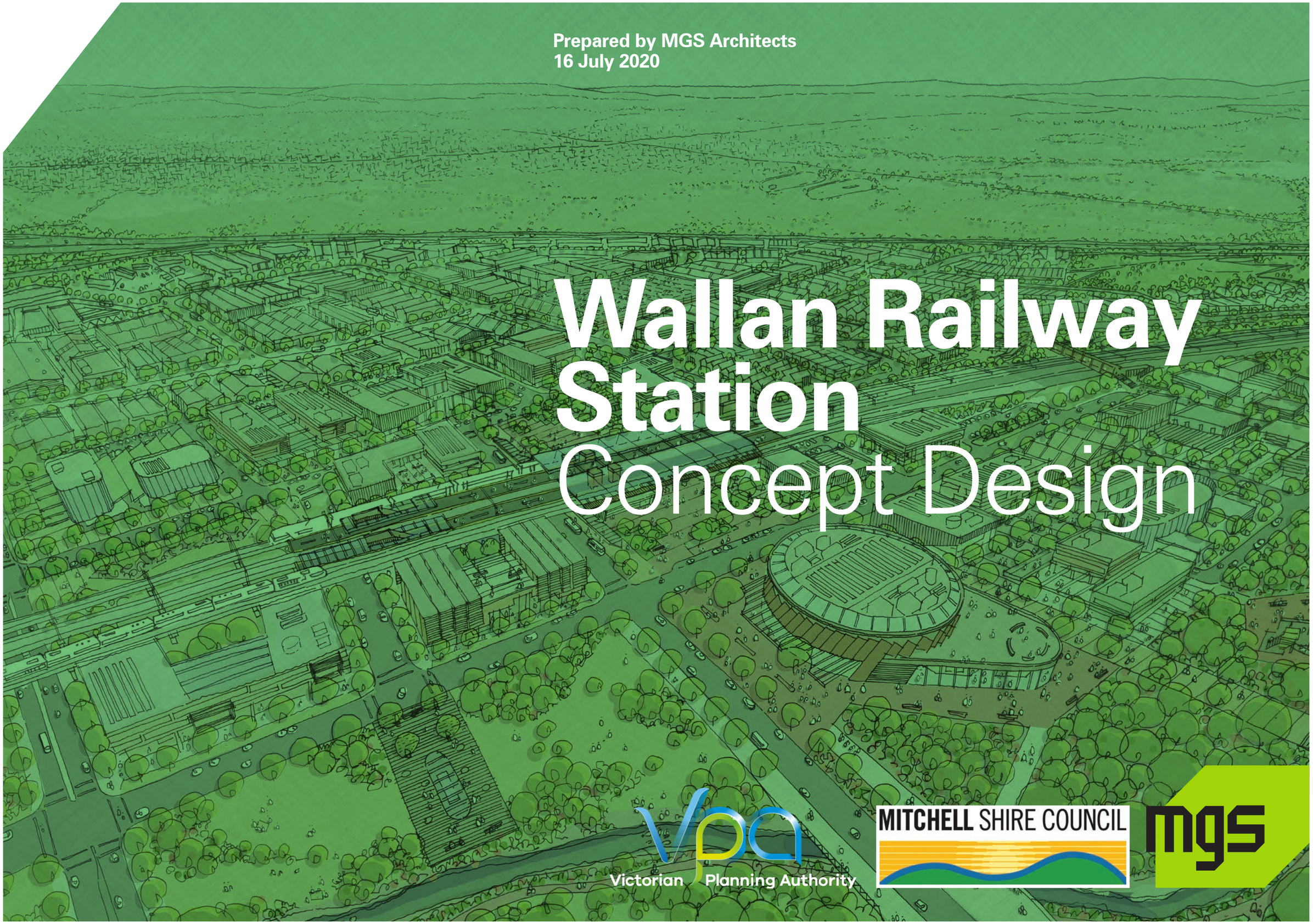
Prepared by MGS Architects
16 July 2020

Wallan Railway Station
Concept Design



Victorian Planning Authority

MITCHELL SHIRE COUNCIL

mgs

MGS Architects
Established 1985
10-22 Manton Lane
Melbourne Victoria
3000 Australia
T 03 9291 9900
mgsarchitects.com.au

ABN 13 006 488 302
ACN 006 488 302

Directors
Eli Giannini
Chris Jones
Cameron Lacy
Robert McGauran
Joshua Wheeler

Contact
Cameron Lacy
clacy@mgsarchitects.com.au

Client
Mitchell Shire Council

Client representative
Paul Bezemer
Senior Strategic Planner

Rosario Guastalegname
Coordinator Urban Design

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Contents

Introduction

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Introduction
1.1 Executive summary

Introduction

Wallan Station is the only station within the Urban Growth Area of Mitchell Shire, and its importance as a transit hub will increase exponentially as the resident and working population of the area expands.

Importantly, the station precinct is located at the crossroads of areas earmarked for substantial transformation including the Wallan East Precinct (to the east), the Station Street Precinct (to the west), Wallara Waters (to the south-west) and land to the south-east which is being investigated for future employment uses, potentially linked to the development of a major multi-mode freight terminal. The station needs to provide convenient access and interconnectivity between the precincts.

Background

The Wallan Railway Station Concept Design delivers a vision for the transformation of the Wallan Station precinct. This vision will assist the Council to deliver the preferred future outcomes of the station precinct, as well as other future areas of development around the precinct.

The process of preparing the concept design will integrate the views of relevant stakeholders and Council and provide recommendations and actions for its future implementation.

Project objectives

The concept design seeks to provide a new sense of identity to Wallan Station. The precinct will become integrated into its surrounding context, connected to future development and enhanced by the surrounding natural features.

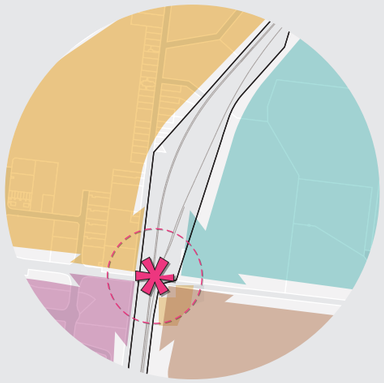
Additionally, the project aims to improve cross-corridor connections by reducing the physical barrier that the existing rail line creates.

The concept design aims to:

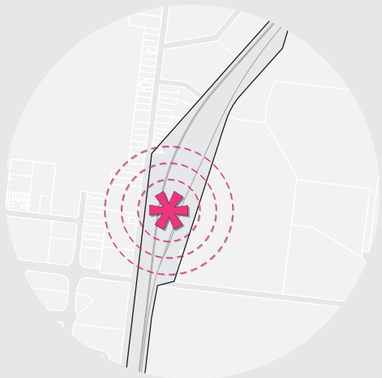
- Create a connected precinct stitching existing and future quadrants together;
- Create a new sense of arrival and identity to Wallan Station;
- Consolidate and located car parking outside the precinct's core;
- Create a dense and diverse precinct that enhances vibrancy and safety; and
- Leverage off and enhance the surrounding natural features.

The following diagrams illustrate the project's key design objectives.

The purpose of the Wallan Railway Station Concept Design is two fold; to plan for expanded transport infrastructure capacity to meet future demand, and to set a vision for the station precinct that contributes to the successful development of the broader Wallan East precinct by encouraging high-quality longer diverse development, enhancing vibrancy and activity, improving safety, connectivity and accessibility, creating opportunities for amenity, recreation and healthy lifestyles, and leveraging and enhancing the unique rural fringe identity of Wallan.



Objective 1
Create a connected precinct stitching existing and future quadrants together



Objective 2
Create a new sense of arrival and identity to Wallan Station

Objective 3
Consolidate and located car parking outside the precinct's core

Objective 4
Create a dense and diverse precinct that enhances vibrancy and safety

Objective 5
Leverage off and enhance the surrounding natural features

Introduction
1.2 Process and timeline

Process

The preparation of the concept design has taken place over three stages:

The following diagram outlines the project programme, concept development and engagement process for the project.

Project inception and familiarisation

Site familiarisation and information gathering to gain a detailed understanding of the physical and strategic contexts, and to identify key components and requirements for the consideration.

Preparation of a draft design

Exploration of potential arrangement options for the site and broader precinct and the selection of a preferred concept direction, and the development of a draft preferred concept design.

Final design and report preparation

Capture comments to finalise the concept plan and preparation of reports and supporting material.

Our process has included engagement with Council and Department of Transport (DoT) representatives.

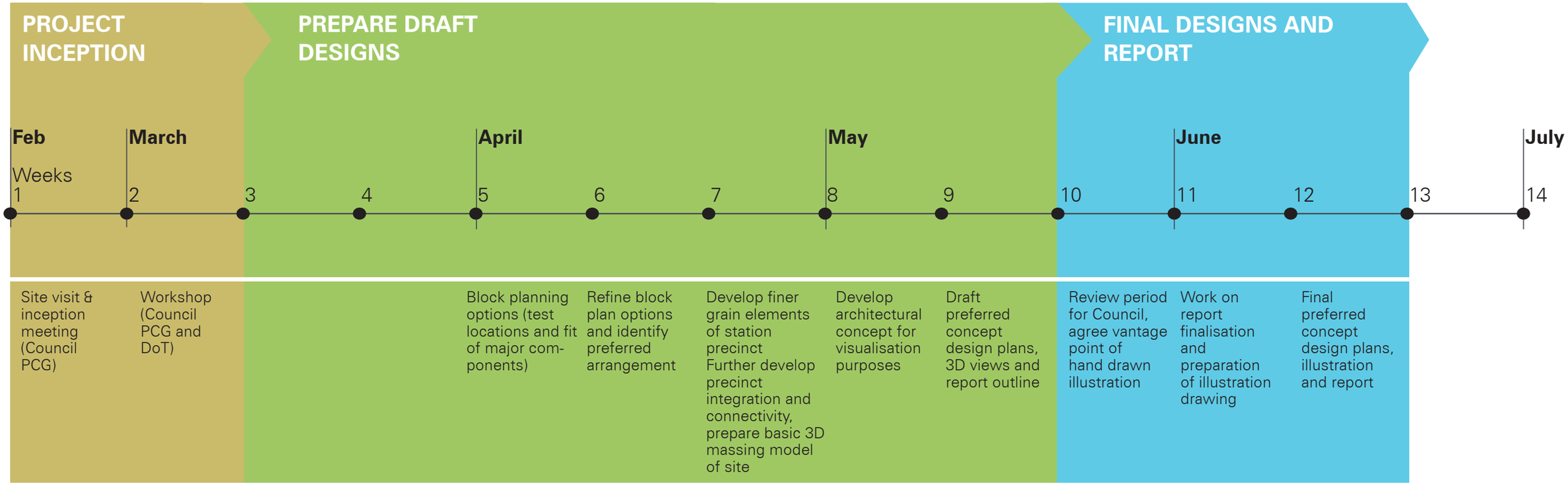


IMAGE 1 PROCESS AND TIMELINE

Site and context

2

Site and Context

2.1 Strategic context

Context

Positioned within the Urban Growth Boundary, Wallan is located approximately 45 kilometres north of the Melbourne CBD, within the Mitchell Shire Council.

The town is well connected with the V/Line train network on the North East Line, running from Albury Railway Station to Southern Cross Railway Station. This line connects Wallan Station to the CBD in roughly 50 minutes. To the east of the town centre, Hume Freeway links Wallan to the CBD and mayor regional towns such as Seymour (approximately 55 kilometres) and Shepparton (approximately 130 kilometres).

In 2016, Wallan had a population of 12,910 (source: 2016 Census QuickStats) and is forecast to see a population of approximately 29,000 by 2031 and 43,600 by 2041 (source: .id community).

Surrounding diverse landscapes include the Merri and Wallan Creeks, productive farmland, regional parks and mountains. Situated to the east of Wallan, the Wandong Regional Park provides a scenic backdrop to the regional town. It will play a key role in accommodating the future growth of the Shire of Mitchell by providing connectivity, employment, services and housing choices.

Subject site

The subject site (referred to as station precinct) is located within VicTrack land and encompass Wallan's existing railway station which is approximately two kilometres east of Wallan Central. The precinct is bound by Wallan-Whittlesea Road to the south, Station Street to the west, William Street/ Kelby Lane to the north and the VicTrack boundary to the east.

Legend

Wallan context map

- Wallan suburb boundary
- Wallan Central
- 1/ 2km radius from station
- Contours (10m intervals)
- Waterbody
- Train tracks
- Existing Wallan Station
- Station precinct boundary

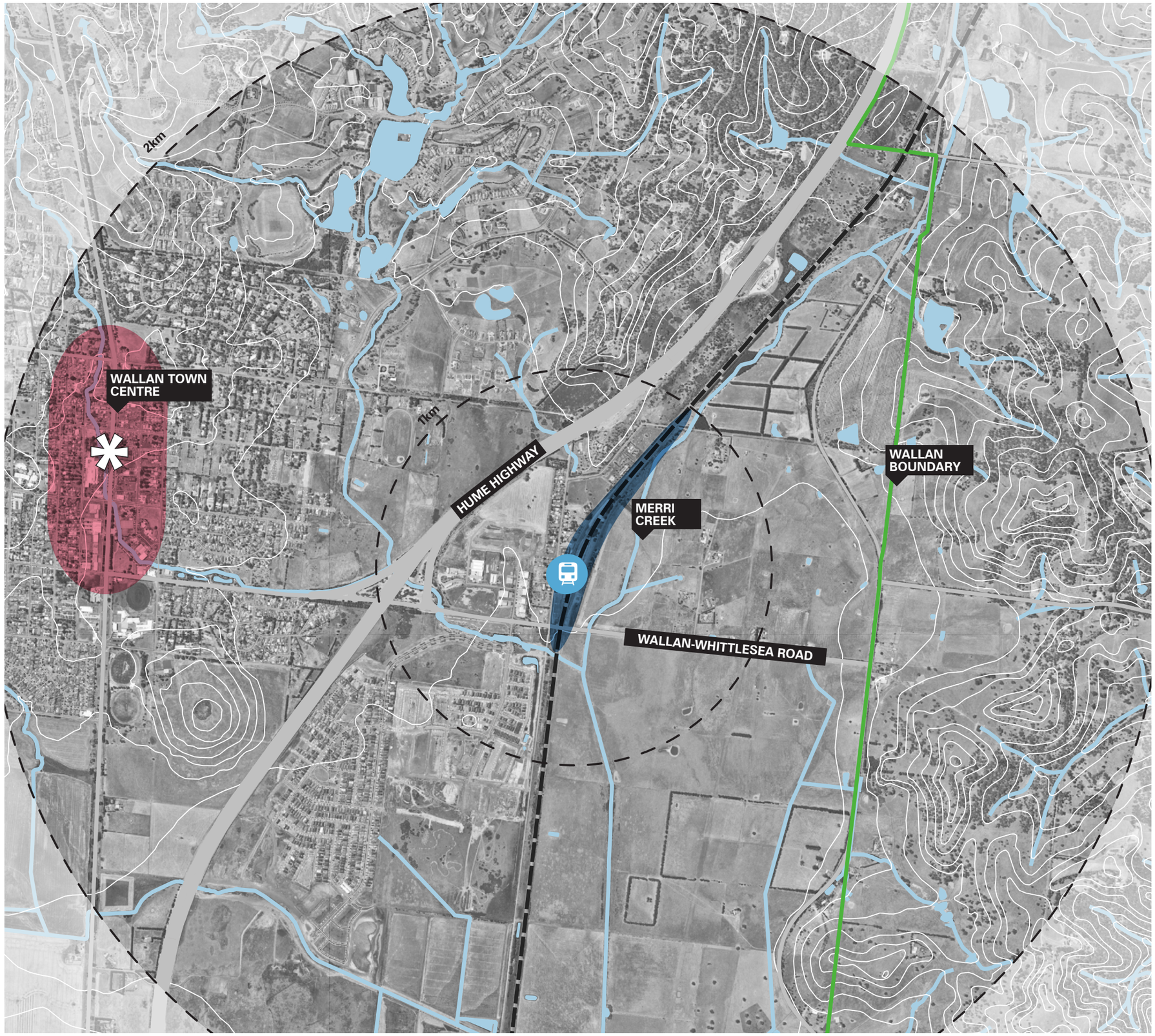


IMAGE 2 WALLAN CONTEXT MAP

Site and Context

2.1 Strategic context

Zones

The station precinct is surrounded by a variety of land uses. The majority of land to the north and east of the precinct zoned Farming Zone (FZ), which encourages the retention of productive agricultural uses in rural areas.

The land directly west of the precinct is zoned Township Zone (TZ). Further west, the Industrial Zoned Land (IN1Z) supports the manufacturing industry and is populated by large storage sheds.

South of Wallan-Whittlesea Road, the Mixed Use (MUZ) land encourages a range of uses including higher-density residential, commercial and industrial which add vibrancy to the locality. The station precinct itself is zoned Public Use Zone (PUZ4) and is owned by VicTrack.

Overlays

Wallan Station is listed on the Victorian Heritage Inventory and the Mitchell Shire Council Heritage Overlay (HO). The station structure's heritage significance relates to early construction and development of stations that connected Melbourne to Sydney.

A portion of the precinct's eastern edge is affected by flooding associated with the Merri Creek and falls under a Land Subject To Inundation Overlay (LSIO). Flooding will need to be considered when developing this part of the precinct and also impacts decision making around the mode of grade separation.

Significant vegetation flanking the Hume Freeway falls under the Vegetation Protection Overlay (VPO). This vegetation enhances the natural amenity of the area, provides habitat for indigenous fauna and also provides a visual buffer along the freeway.

To the south Wallan-Whittlesea Road, the new residential developments fall under a Development Plan Overlay (DPO).

Cultural heritage

The a large portion of the station precinct is positioned in an area of significant cultural heritage and falls under a Cultural Heritage sensitivity overlay. Areas under this overlay, in particular the Merri Creek, are a fundamental part of historical Aboriginal community life and cultural identity.

Merri Creek is highly valued by the community and is an important cultural and environmental feature that will need to be protected and should be enhanced into the future.

IMAGE 3 PLANNING ZONES

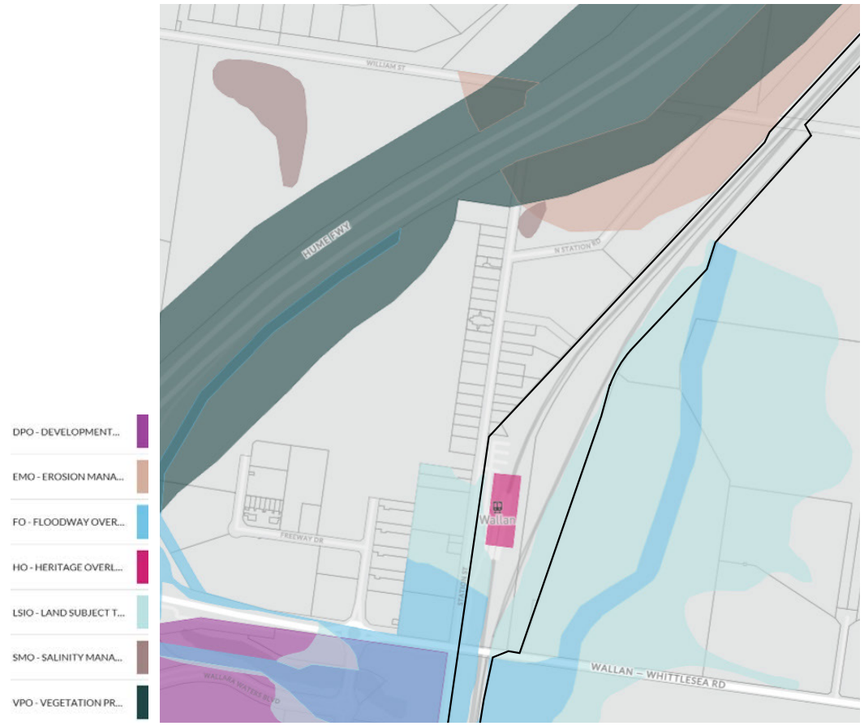


IMAGE 4 PLANNING OVERLAYS

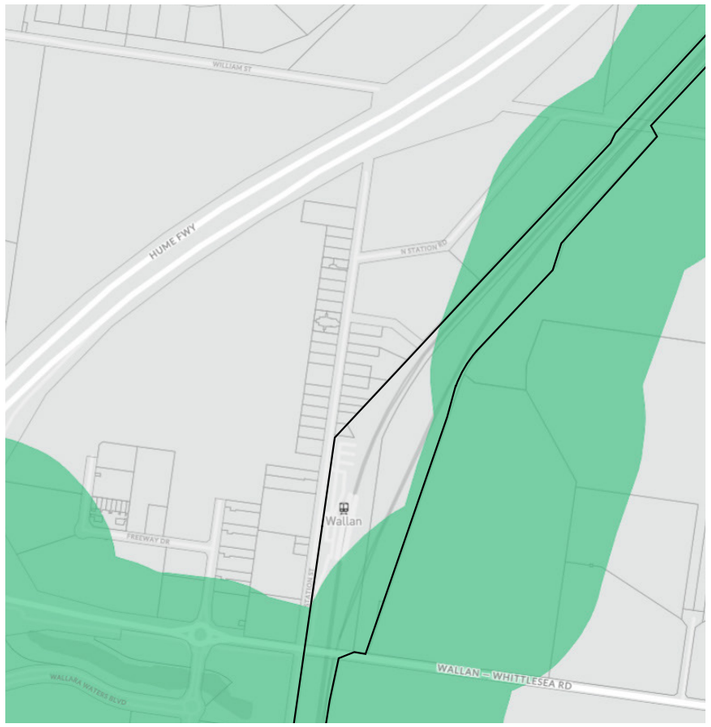
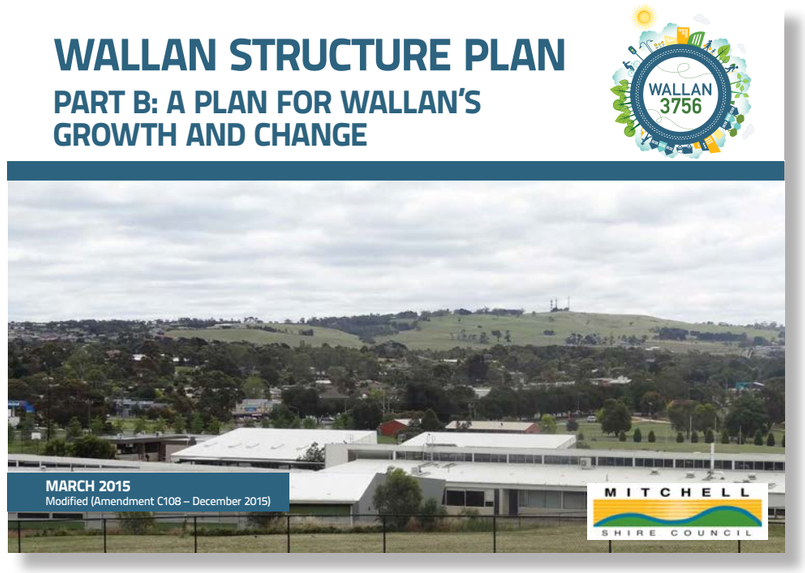


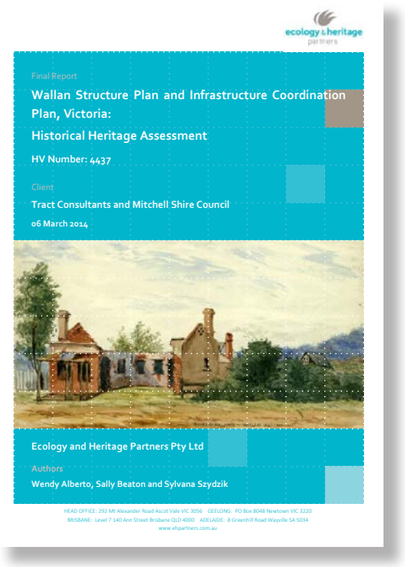
IMAGE 5 CULTURAL HERITAGE

Overview

The following strategic documents have guided the development of the Wallan Railway Station Concept Design. These existing strategies will continue to influence how station precinct develops over time and the report will incorporate the intent and elements from existing strategies where appropriate.

Background documents





Wallan Structure Plan
March 2015

Endorsed in March 2015, Council's Wallan Structure Plan outlines Mitchell City Shire's long-term vision for guiding future growth and development within Wallan. Importantly, this plan established principles for how particular areas in Wallan should be development in order to create a thriving, active and connected regional centre.

Project relevance:

- Promoting pedestrian and cyclist priority across Wallan;
- Improving linkages between residential areas and the station;
- Retaining and celebrate existing heritage places within Wallan;
- Providing a strong sense of arrival into Wallan along key entry roads;
- Ensuring good accessibility to and within the BIFT for freight vehicles and by public transport, cycling and walking; and
- Embracing 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.

Wallan Structure Plan - Historical Heritage Assessment
March 2014

Preparation of a Historical Heritage Assessment to aid the development of the structure plan, including the identification of significant historical and heritage assets within Wallan.

Project relevance:

- Identified elements of the existing station including the Wallan Station complex comprising the main Wallan Railway Station building;

Draft Station Street Master Plan
2018

In 2018, Council developed a draft Station Street Master Plan that explored possible ways to develop the study area over the next 25 years.

Project relevance:

- Identifies opportunities for the rezoning of land in close proximity to the station precinct to support mid-rise mixed use development;
- Identifying a grade separation between Wallan-Whittlesea Road and the train tracks;
- Identifying improved vehicular and pedestrian connections in and around the precinct, including a possible connection to Wallan East and a new William Street/ Kelby Lane connection; and
- Identifying a generously-sized green reserve to, supporting the forecast population growth.

LXRA Urban Design Framework
May 2018

Identified urban design principles and objectives for the development of station and urban precincts around level crossing removal works.

Project relevance:

- Relevant guide for benchmarking of grade separation projects; and
- Establishes urban design objectives that can be applied for the precinct when considering alternate options.

Site and Context
2.1 Strategic context

Additional background documents have assisted the development of the Wallan Railway Station Concept Design.

Wallan East Precinct Structure Plan

Developed by a consortia of landholdings, the Wallan East development is anticipated to bring additional workers and residents to the precinct. This Precinct Structure Plan is currently under preparation by the Victorian Planning Authority. Planning and design work is ongoing.

Project relevance:

- Illustrates significant future development of the site including uplift in resident and working population as well as provisions for community infrastructure;
- Enhancing the Merri Creek and protecting it's sensitive interface and utilising the creek corridor as an active trail network; and
- Identifying locations for possible activity nodes, open spaces and development parcels.

Wallan Station Concept Layout

Produced by the Department of Transport (DoT), this Concept Layout illustrated a possible option for the future development of Wallan Station.

Project relevance:

- Provides some parameters around requirements for platforms, rail duplication (including the extension of metro trains to Wallan, and the potential future high speed Melbourne-Sydney rail) and commuter car parking; and
- Identifies opportunities for creating a station address to the east and cross rail corridor connectivity.

Wallan-Whittlesea Road Grade Separation

In 2018, VicRoads developed a conceptual grade separation design for Wallan-Whittlesea Road.

Project relevance:

Provided technical parameters to the option of an elevated Wallan Whittlesea Road over the rail alignment.

Beveridge Intermodal Freight Terminal (BIFT)

Identified by the State Government as the optimal location for Victoria's interstate freight hub, Beveridge - a suburb south of Wallan - is anticipated to play a significant role in the future of the region's development.

Project relevance:

The State Government's plan identified the potential location of the BIFT southeast of the Station precinct, with the following implications for the station masterplan:

- Increasing local/regional employment opportunities within the land adjacent to the station precinct;
- Upgrading road and transport networks to increase accessibility and assist multiple users, including freight, to navigate and travel with greater cohesiveness; and
- Future proofing connectivity to the site for trains (freight), vehicles and pedestrians.

Integrated Transport Strategy

Additional to the background documentation, Council has undertaken a high-level integrated transport study to illustrate the anticipated population catchment and daily patronage of Wallan Railway Station.

The below figures highlight the important role the station will have as a future transport hub, supporting an estimated population of 193,000 by 2051.

Year	Estimated population	Modelled daily passengers at Wallan Station
2016	11,000	500
2026	47,000	2,400
2036	89,000	4,900
2051	193,000	6,000

IMAGE 6 INTEGRATED TRANSPORT STRATEGY (BASED ON COUNCIL'S FIGURES)

Site and Context
2.2 Station context

Site analysis

The station precinct is relatively flat, and surrounded by parcels of land that differ in size, use and ownership The study area predominantly includes land owned by VicTrack.

Predominate land uses surrounding the precinct include major roads, industrial and farming uses and medium-density residential development of two-storey townhouses. Along Station Street buildings are currently one-storey.

Several heritage- listed structures are positioned within the station precinct itself, including the station building and several disused historic power poles. These heritage items should be celebrated, becoming part of the re-imagined precinct.

Natural features within close proximity to the station precinct include the Merri and Wallan creeks, and a small amount of green open space following the creek corridors. The site rises up slightly towards the north to a small hill peak and the low hills of Upper Plenty to the east with scattered native trees form a picturesque setting.

Although some existing trees are located in and around the station precinct, public facing areas to Station Street are relatively barren.

The precinct's low-rise character is forecast to change, with a mixed-use development approved for 21 Station Street. This development is the first approved for Station Street and is anticipated to become a catalyst for future change within the precinct.

Legend

Site analysis

- Heritage elements (station building and power poles)
- Surrounding buildings
- Surrounding attractions
- Site of change
- Existing green open space
- Existing trees
- Merri and Wallan creeks
- Contours (10m intervals)
- VicTrack land
- Train tracks
- Existing Wallan Station
- Station precinct boundary

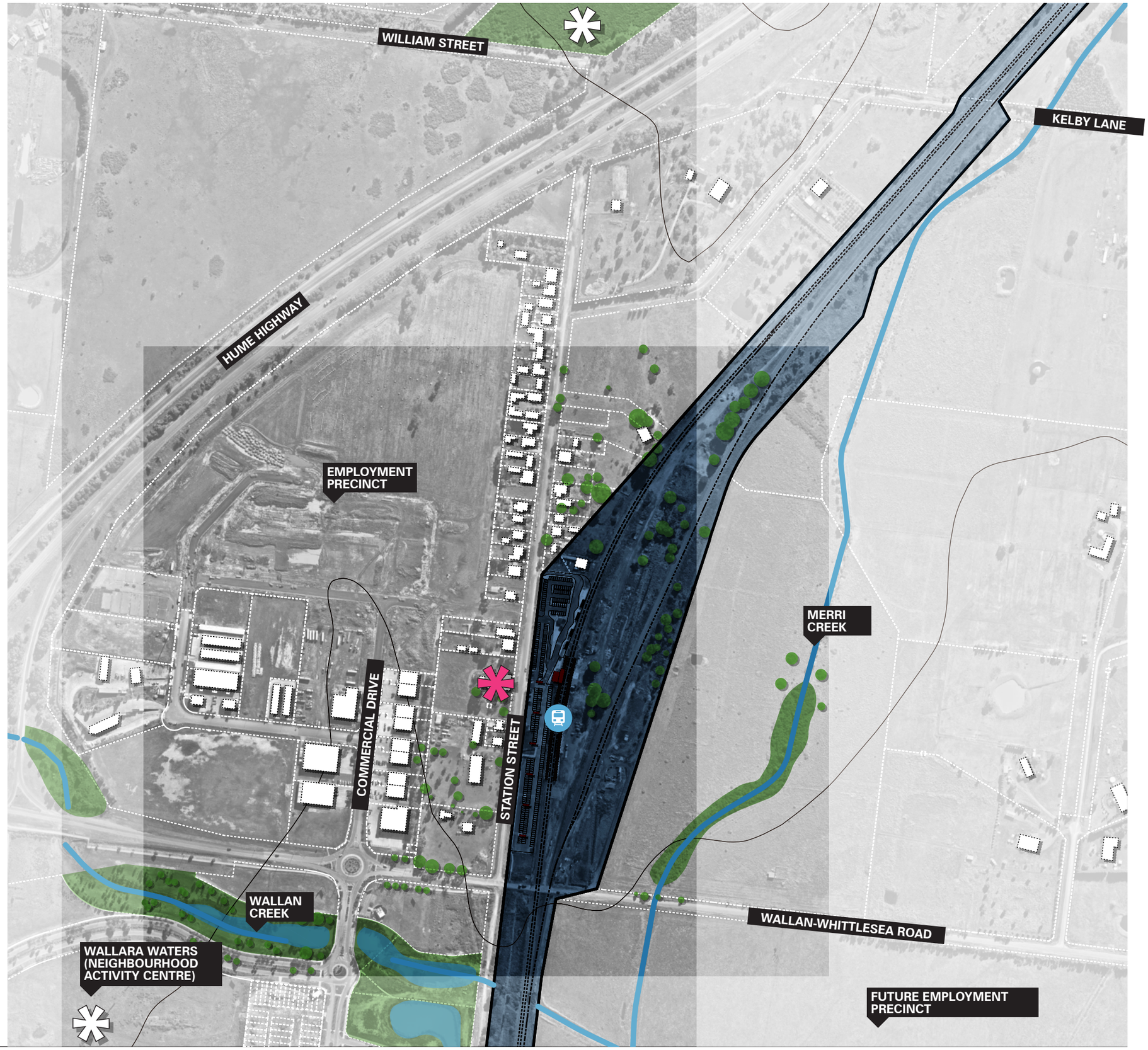


IMAGE 7 SITE ANALYSIS

Site and Context
2.3 Connections

Bus Route	1: Wallan Station to Wallan Central	2: Wallan Station to Wallan Central and Springridge	3: Wallara Waters to Wallan Station
Duration	15 minutes	20 minutes	4 minutes
Frequency	1 hour (from 9am-2pm)	1 hour (from 9am-2pm)	8 times per day (weekdays only)

IMAGE 9 BUS ROUTE FREQUENCY

Connectivity

The site is serviced by public transport including the train station and bus interchange. The proximity of these provide a conveniently centralised transport hub within the precinct.

Two rail lines, the V/Line and ARTC freight line, run north-south through the precinct to the east of Station Street.

The site is serviced by three bus routes that depart from the Wallan Station bus interchange. Route 1 links Wallan Station to Wallan Central in approximately 15 minutes. Route 2 links Wallan Station to Wallan Central and Springridge in approximately 20 minutes. The frequency of these two bus routes run at approximately one-hour intervals (from 9am-2pm), thus the convenience of these services is limited. Linking Wallara Waters to the station in approximately four minutes route 3's frequency is very limited, running only eight times on weekdays.

The precinct is bound to the south by Wallan-Whittlesea Road, a VicRoads managed arterial road that provides the majority of through traffic movements to and from Wallan Station. A level crossing is located at the intersection of Wallan-Whittlesea Road and the train tracks. To the east of the precinct, Station Street and Commercial Drive accommodate secondary traffic movements into the precinct.

The station precinct is dominated by at-grade car parking, which creates a poor pedestrian environment that lacks legibility and diminishes perceptions of safety. While pedestrian paths are located to on the western edge of the precinct, a cohesive, contiguous pedestrian network through the site is currently lacking.

A shared pedestrian and cycle path runs along the south of Wallan-Whittlesea Road, linking Wallara Waters to the station. This path however is disjointed and lacks convenient and direct access to the station.

Legend

Connectinos

- Route 1 (Wallan Station - Wallan Central)
- Route 2 (Wallan Station - Springridge)
- Route 3 (Wallan Station - Wallara Waters Shuttle)
- Existing bus stops
- Shared use path
- Existing Road Network
- Precinct entry points (vehicular)
- Existing level crossing
- Existing at-grade car parks
- Train tracks
- Existing Wallan Station
- Station precinct boundary

IMAGE 8 CONNECTIONS

Site and Context
2.4 Existing station precinct

Station precinct

1. The majority of the station precinct's west dominated by at-grade car parks, including six accessible car parks.
2. Pedestrian access to the station is made via a pedestrian crossing that intersects with the bus interchange route and commuter car parking. The safety of this access could be improved.
3. One cross-corridor pedestrian link is made via a crossing point just north of the station platforms. This link provides access to eastern platform only.
4. The existing heritage listed station building is positioned to the west of the tracks and is accessed via a ramped access.
5. Six heritage listed power lines are located within the station precinct.
6. The bus interchange is located to the north of the station building. The existing weather protected bus stops support the three local bus routes.
7. Recent upgrades to the station amenity included additional weather protected areas and the extension of both platform .
8. Existing single-storey residential buildings along Station Street.
9. Positioned within close proximity to the station precinct, the new residential development to the south of Wallan-Whittlesea Road will see additional residents living near the station.
10. Light industrial uses are located to the west of Station Street .
11. Surplus VicTrack land to the east of the station is underutilised.
12. Located within the industrial precinct, a future road will link to Station Street.

IMAGE 10 STATION PRECINCT

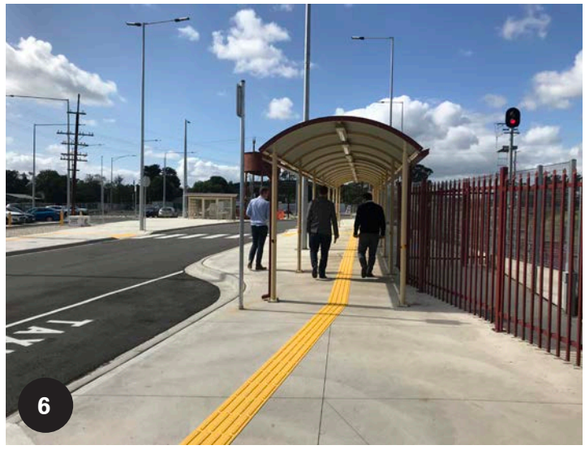

1


2


3


ONE WAY
BUS
4


5


6


Egressor
Footbridge
7


8


Home & land
now selling
9


10


11


12

Precinct development staging

3

Precinct development staging

3.1 Core precinct components

Components

Through discussions with Council and Department of Transport, a number of key components have been identified as core elements of the future station precinct.

The concept options explored in this report illustrate the organisation of these components within the precinct in accordance with the design objectives and the overall project vision, with consideration given to best practice urban design and the feasibility of implementation

The following diagrams describe the core components and their function.

Grade separation
Improve connectivity, precinct integration and transport movements.

Explore two options: road over rail, or rail over road.

Train station facilities
Improve functionality, precinct integration, sense of safety and reinforce sense of place/ arrival at Wallan Station.

Bus interchange
Improve legibility and wayfinding, integration with precinct, pedestrian environment and weather protection.

Commuter car parking
Consolidate and improve efficiency and position of existing car parks to maximise productivity and contribution to precinct of high value land. In the long term (2051) include a total of 3,000 car parks within walking distance to the station.

Cycling and walking
Investigate opportunities to connect east and west of the station precinct.

Encourage walkability through precinct (connectivity, perceptions of safety).

Landscape identity
Enhance and connect with Wallan's valued natural elements, including the Merri Creek, by retaining existing significant vegetation and exploring opportunities for additional planting.

Medium-density housing
Explore opportunities for new medium-density residential development within the station precinct.

Integrated development opportunities
Explore opportunities for integrated development opportunities within the station precinct, including mixed-use and market/ affordable housing and community uses.

Consider how development can be shaped to unlock productivity and improve urban outcomes.

Staff, maintenance, fully accessibly and train driver car parking
Include limited staff, maintenance and fully accessible parking in a convenient location.

Provide train driver car parking equal distance between station and stabling yards.

Stabling yards
Provide stabling yards to the north of the station platforms to avoid adverse amenity impacts.

Pedestrian overpass
Deliver a high-quality pedestrian overpass north of the station to improve cross-corridor connections.

Heritage elements
Repurpose the heritage station building and power poles into precinct to enhance sense of identity.

3.2 Precinct development staging

Overview

The following diagram illustrates the assumed staging of works across project's two stages: 2031 (short term) and 2051 (long term).

Elements listed within 'Precinct' include broader neighbourhood masterplan development and implementation works that will drive shifts in population density and access requirements within and around the station precinct, as well as enabling works such as the future grade separation.

Items listed under 'Transport Infrastructure' highlight core station and rail infrastructure components that will be required to support the station's anticipated patronage increase associated with Wallan's future development, population growth and position as a regional destination.

PRECINCT

- Station Street Masterplan underway
- Growth in employment precinct (west)
- Wallan East Precinct Structure Plan implementation commences
- Wallara Waters residential and neighbourhood centre completed

- Station Street Masterplan completed
- Completion of employment precinct (west)
- Wallan East Precinct Structure Plan advanced/completed
- Grade separation completed
- South eastern employment precinct implementation underway (potentially incorporating major intermodal freight terminal)
- Kelby Lane/William Street freeway/rail overpass completed
- Wallan Whittlesea Road upgrade to a four lane arterial road

2020 **2031** **2051**

TRANSPORT INFRASTRUCTURE

- Pedestrian overpass provided
- Station facilities updated to accommodate increased patronage
- Stage 1 commuter car park expansion completed ~800 cars (including existing 200 cars)
- Improvements to bus service and network capacity

- New twin island platforms and track realignment
- Metro Trains Melbourne services to station (end of line), platforms duplicated
- Station facilities updated to Metro Trains Melbourne and V/Line requirements (premium station), to support the electrification of services
- Stabling yards provided
- New station plaza space and improved cross-corridor connections
- New bus interchange arrangement (with potential for additional bus bays)
- Multi-deck completed ~3,000 cars total
- Highspeed rail
- Beveridge Intermodal freight Terminal (BIFT)

IMAGE 11 STAGING DIAGRAM

Objectives and precinct options

4

Objectives and precinct options

4.1 Design objectives

The concept design seeks to provide a new sense of identity to Wallan Station. The precinct will become integrated into its surrounding context, connected to future development and enhanced by the surrounding natural features.

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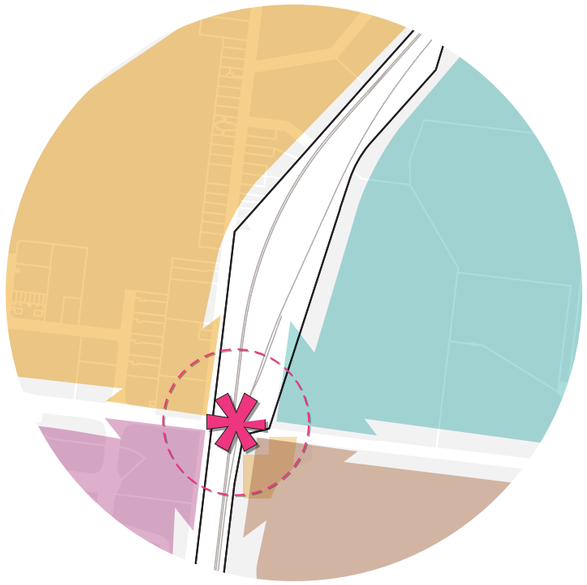
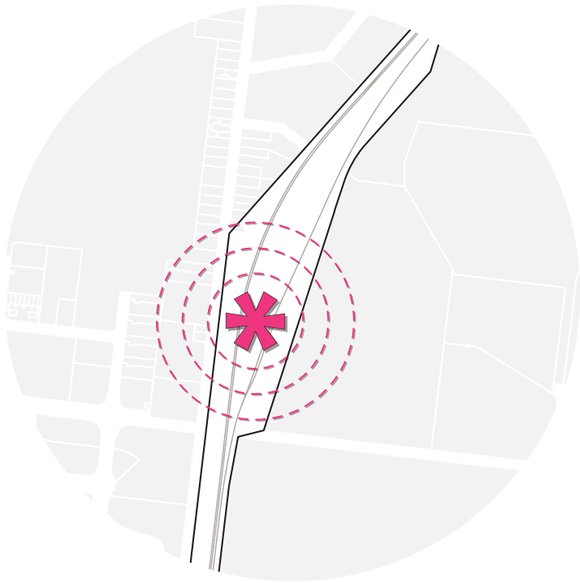
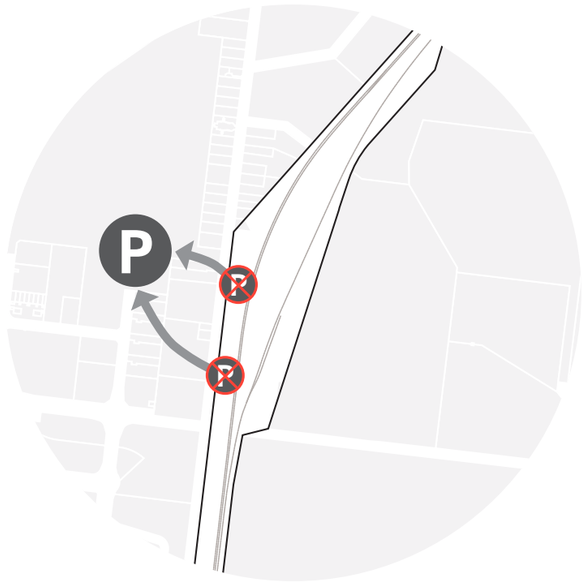


Objective 1
Create a connected precinct stitching existing and future quadrants together



Objective 2
Create a new sense of arrival and identity to Wallan Station



Objective 3
Consolidate and located car parking outside the precinct's core

Objective 4
Create a dense and diverse precinct that enhances vibrancy and safety

Objective 5
Leverage off and enhance the surrounding natural features

IMAGE 12 DESIGN OBJECTIVES

Objectives and precinct options
4.2 Options summary

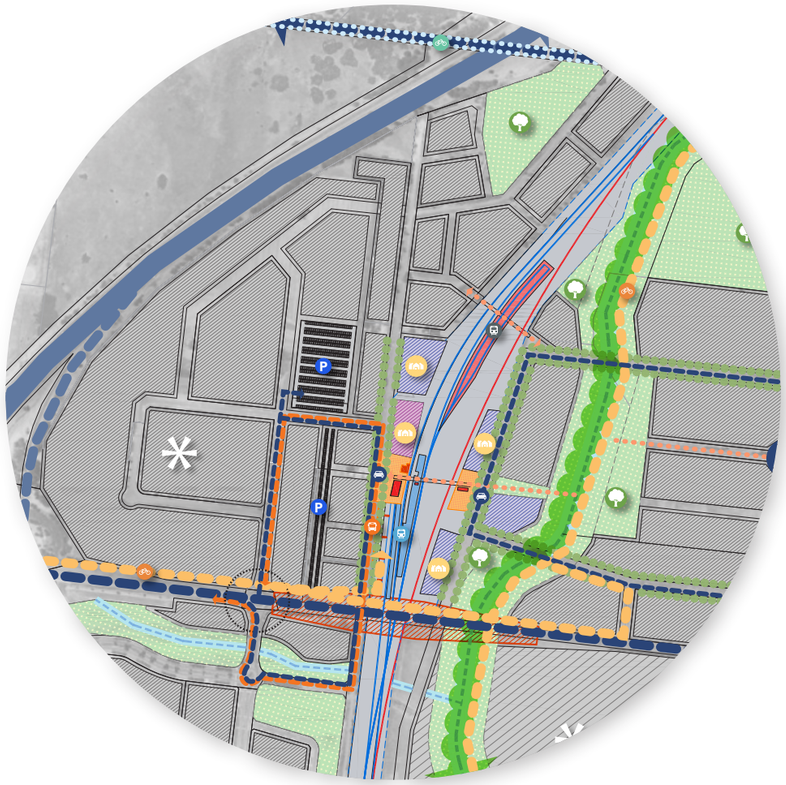
Overview

Three options for the long term station precinct vision were developed and feedback was sought from the stakeholder group. The fundamental differences between each option are the following:

Option 1 minimal changes to rail infrastructure (existing tracks maintained in current position), elevated road over rail grade separation.

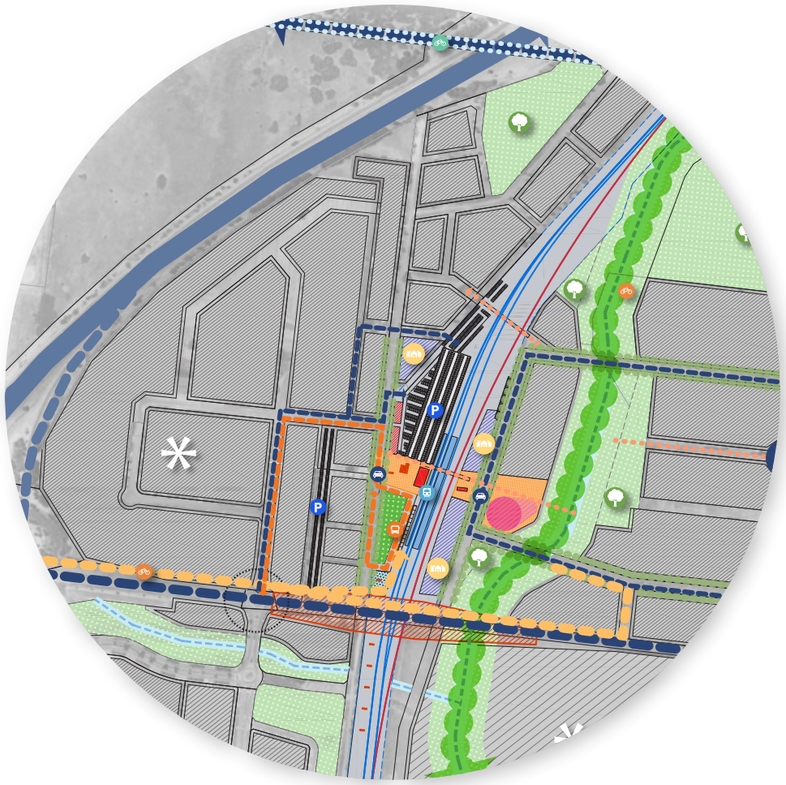
Option 2 per option 1 however with track realignment to minimise the footprint of the rail corridor, thus opening up opportunities for better integrated development.

Option 3 Rail over road grade separation, maximising opportunity for precinct connectivity and integrated development.



Option 1 (base)

- Raised road grade separation; Wallan-Whittlesea Road
- Raised road grade separation; William Street/Kelby Lane
- General station facilities, rail alignment and car park layout per DoT sketch plan
- Central stabling yards
- Large single commuter car park within employment precinct (acquisition required)
- Elevated pedestrian connections across rail corridor



Option 2 (realigned tracks)

- Raised road grade separation; Wallan-Whittlesea Road
- Raised road grade separation; William Street/Kelby Lane
- Rail alignment pushed east (towards high speed rail alignment)
- Northern stabling yards
- Large single commuter car park within rail land
- Elevated pedestrian connections across rail corridor

Option 3 (rail over road)

- Elevated rail grade separation
- Raised road grade separation; William Street/Kelby Lane
- Rail alignment pushed east (towards high speed rail alignment)
- Northern stabling yards
- Large single commuter car park within rail land
- Street level connection (vehicle and active) around station precinct to create contiguous ground plane/connectivity
- Elevated northern pedestrian connection across rail corridor

IMAGE 13 OPTIONS SUMMARY DIAGRAMS

Option 1 illustrates the base case option that requires minimal works to achieve an enlivened precinct.

Key moves

1. Road over rail grade separation, limiting access between Station Street and Wallan-Whittlesea Road
2. Realigned tracks and extended station platforms (to align with DoT's suggested arrangement)
3. New stabling yards located just north of the station platform and facilities
4. Upgraded and expanded station facilities to MTM and V/Line requirements
5. On-street bus interchange arrangement (with potential for additional bus bays) along Station Street
6. At-grade car parks consolidated into a new multi-deck car park, housing 3,000 cars in total
7. Possible William Street/ Kelby Lane overpass
8. Two new arrival plazas on both sides of the station, connected by a pedestrian overpass bridge
9. New pedestrian connection to the north of the station
10. New integrated development opportunities within the station precinct, including mixed-use and market/ affordable housing and community use
11. New medium-density townhouse residential development within the station precinct
12. Enhanced Merri Creek corridor, including additional planting and a shared pedestrian and cycle path
13. New connection linking Wallara Waters Boulevard to Station Street. This illustrates a less direct, compromised access arrangement to Wallan Station from the south

Assessment summary

	Pros	Cons
Construction complexity/scope	Cost effective grade separation	Significant clearance required over rail line (double stacked freight)
	Minimise rail runs to stabling yards and requirement for separate drivers facilities	Loop road required to be created under Wallan-Whittlesea overpass to complete connections
	Simple efficient multi deck car park footprint	
Stakeholders and external parties		Acquisition of private land required for commuter car park
		Partial acquisition of private land required for Wallan-Whittlesea separation
Liveability	Stabling yards separated from developable parcels	Poor connectivity to Station Street precinct (disrupted by Wallan-Whittlesea overpass)
	Commuter car park traffic minimised into central station precinct	Significant rail corridor east-west (wide rail corridor) and north-south (elevated road) splits
Connectivity	Efficient interchange between transport modes	Less efficient car to train connections
		Multiple lift/stair movements required for cross rail corridor connections (reduced perception of convenience)
Productivity		Large portions of rail land unproductive due to rail alignments
		Loss of significant employment land holding (commuter car park)

IMAGE 14 OPTION 1

Option 2 re-imagines the station precinct by realigning the existing track and, in turn, creating more development and open space opportunities in and around the precinct.

Key moves

1. Road over rail grade separation, limiting access between Station Street and Wallan-Whittlesea Road
2. Realigned tracks and station platforms create greater opportunities for open space and development
3. New stabling yards are located north of the new William Street/ Kelby Lane overpass
4. Upgraded and expanded station facilities to MTM and V/Line requirements, and an enhanced station arrival plaza
5. New bus interchange arrangement (with potential for additional bus bays) located to the south of the new station plaza
6. A new multi-deck car park positioned on VicTrack land, reducing the need for land inquisition
7. A new pedestrian overpass bridge connecting both station plazas
8. A new pedestrian connection to the north of the station
9. Potential at-grade train driver car parking (equal distance between station and stabling yard)
10. New integrated development opportunities within the station precinct, including mixed-use and market/ affordable housing and community use
11. New medium-density townhouse residential development within the station precinct
12. Enhanced Merri Creek corridor, including additional planting and a shared pedestrian and cycle path

Assessment summary

	Pros	Cons
Construction complexity/scope	Cost effective grade separation	Significant clearance required over rail line (double stacked freight)
	Simple efficient multi deck car park footprint	Longer rail runs to stabling yards and requirement for separate drivers facilities
	Potential to share vertical circulation between multi deck car park and platform access	Greater scope of rail realignment works required
Stakeholders and external parties	Commuter car park largely contained in rail land	Potential acquisitions required to accommodate stabling yards/spur line to yards
		Partial acquisition of private land required for Wallan-Whittlesea separation
Liveability	Stabling yards separated from core developable parcels within precinct	Poor connectivity to Station Street precinct/cul-de-sac (disrupted by Wallan-Whittlesea overpass)
	Commuter car park significantly screened from street interfaces	Significant rail corridor east-west (rail barrier) and north-south (elevated road) splits
Connectivity	Efficient interchange between transport modes	Multiple lift/stair movements required for cross rail corridor connections (reduced perception of convenience)
	Efficient car park to rail connections	
Productivity	Less acquisition of private landholdings required, minimising impact on local employment land	

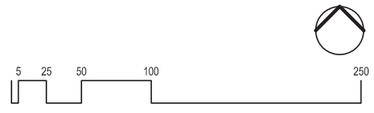


IMAGE 15 OPTION 2

Option 3 illustrates the transformation of the precinct by significantly improving cross-corridor connectivity, rationalising vehicular movement and prioritising active and public transport options.

Key moves

1. Rail over road grade separation provides opportunities for multiple cross-corridor links, and greater opportunities for open space and development
2. New stabling yards are located north of the new William Street/ Kelby Lane overpass
3. New station facilities to MTM and V/Line requirements,and an enhanced station arrival plaza create a new precinct identity
4. A rationalised bus network and interchange arrangement (with potential for additional bus bays) is located to the south of the new station plaza
5. A new multi-deck car park positioned on VicTrack land, sleeved by built form
6. A new elevated pedestrian connection to the north of the station links both sides of the precinct
7. New green spaces anchoring pedestrian connections
8. Potential at-grade train driver car parking (equal distance between station and stabling yard)
9. Greater opportunities for new integrated development opportunities within the station precinct, including mixed-use and market/ affordable housing and community use
10. New medium-density townhouse residential development within the station precinct
11. Enhanced Merri Creek corridor, including additional planting and a shared pedestrian and cycle path
12. Signalised intersection improves access into the station precinct.

Assessment summary

	Pros	Cons
Construction complexity/scope		Longer rail runs to stabling yards and requirement for separate drivers facilities
		Higher complexity/cost of grade separation
	Simple efficient multi deck car park footprint	
	Potential to share vertical circulation between multi deck car park and platform access	
Stakeholders and external parties	Commuter car park largely contained in rail land	Potential acquisitions required to accommodate stabling yards/spur line to yards
Liveability	Stabling yards separated from core developable parcels within precinct	
	Commuter car park significantly screened from street interfaces	
Connectivity	Opportunity for continuous connectivity under elevated rail	
	Opportunity for continuous public realm and green connections to the Merri Creek corridor	
	Improved east-west connectivity and legibility, linking the station precinct to Wallan East	
	Efficient interchange between transport modes	
	Efficient car park to rail connections	
Productivity	Less acquisition of private landholdings required, minimising impact on local employment land	
	Opportunity to utilise under croft spaces for car parking and active open space uses	

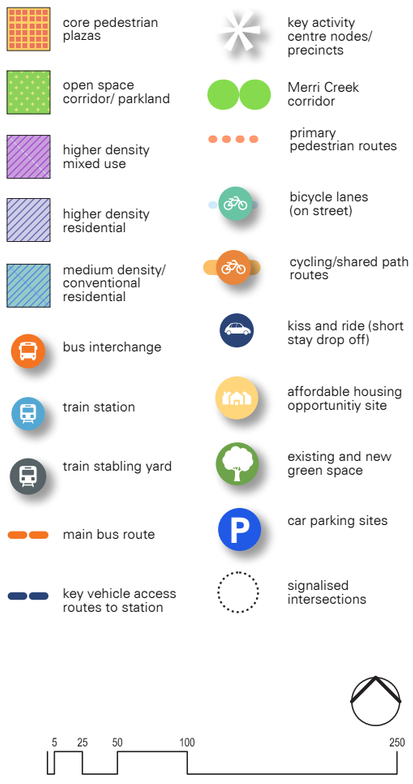


IMAGE 16 OPTION 3

Preferred option

5

Preferred option

5.1 Short term (2031)

Overview

In the short term, minor interventions within the precinct will enhance the user experience and pedestrian arrival to the station. The developments illustrated in the short term concept plan are described below.

Public transport

1. Retain the existing station building and upgrade facilities to support an increased frequency of train services.
2. Retain existing platforms and track alignment.
3. Retain existing bus interchange and weather protected areas.

Vehicle movement and access

4. Retain the existing at-grade car parks associated with the station.
5. Deliver an at-grade commuter car park on the industrial land to the north-west of the station. Supporting the existing 200 car parks associated with the station, this new car park will deliver 600 additional spaces.
6. Leverage off the new road network to create a clear road hierarchy around the precinct.

Pedestrian and cycling movement and access

7. Improve the quality and consistency of pedestrian footpaths along Station Street.
8. Deliver a new pedestrian overpass providing connectivity from the interim station to Wallan East

Open space and landscape

9. Retain and enhance the existing significant vegetation along the Merri Creek corridor.
10. Expand tree planting along Station Street to create a high amenity street boulevard.

Land use and built form

11. Identify possible future integrated development opportunities in and adjoining the station precinct, including mixed-use developments, market/affordable housing and community use.
12. Finalise the Wallan East masterplan, firming up the Wallan East master plan and begin infrastructure works, potentially early development parcels.
13. Celebrate the heritage station building and power poles to enhance the precinct's existing identity.

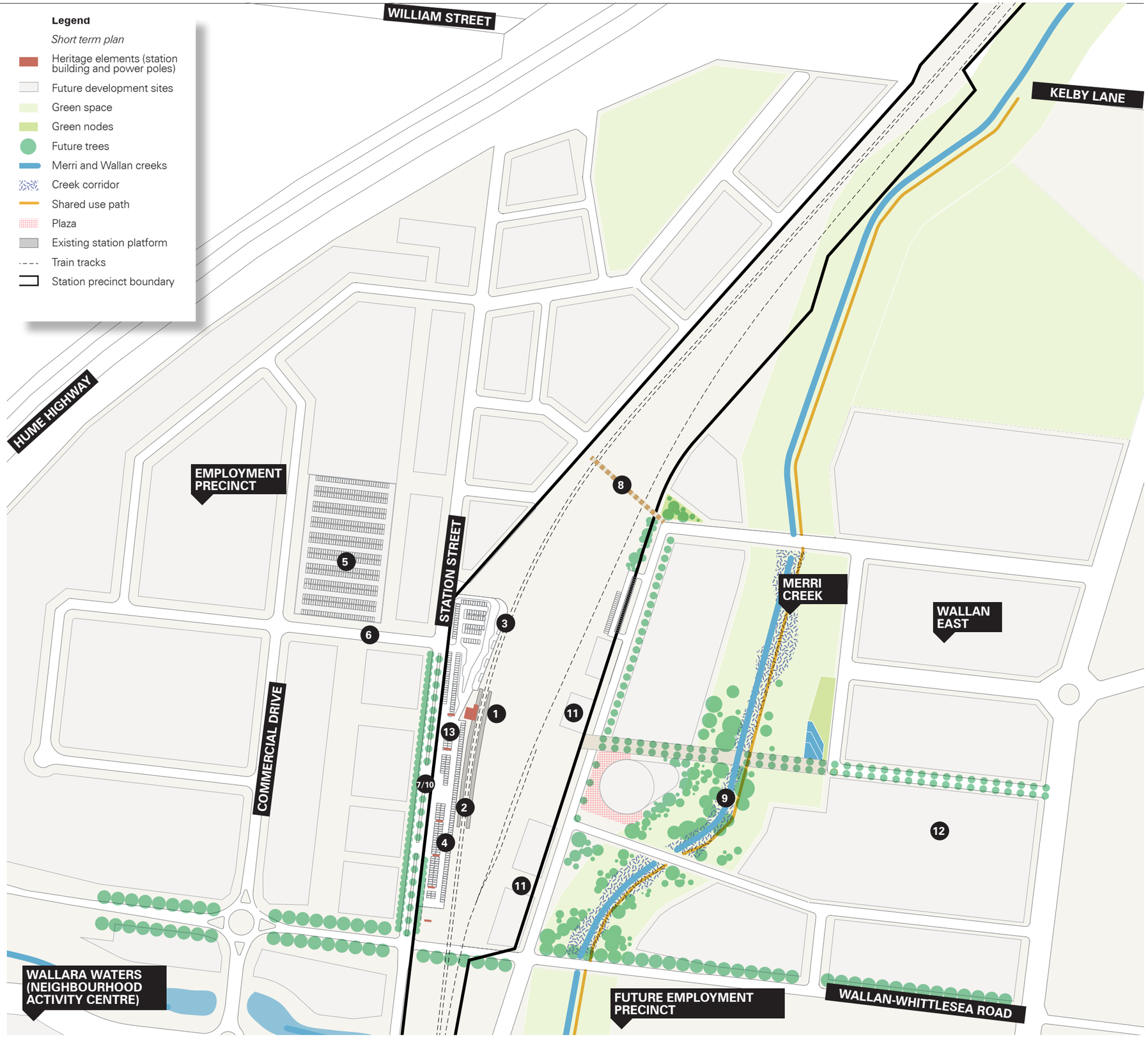


IMAGE 17 SHORT TERM PLAN

Preferred option
5.2 Long term (2051)

Overview

In the long term, major developments will transform the area into a vibrant, connected precinct that creates a new sense of arrival and identity to the station. The transformative developments illustrated in the long term concept plan are described below.

Public transport

1. Deliver the rail over road grade separation and track realignment (including high speed tracks).
2. Deliver new station facilities, including twin island platforms, to support an increased frequency of train services and enhance the precinct's identity.
3. Deliver an improved bus interchange arrangement, with potential for additional bus bays. Upgrade the bus facilities to improve legibility, weather protection and pedestrian amenity and experience including upgraded pathways and furniture.
4. Deliver stabling yards to the north of William Street/ Kelby Lane.

Vehicle movement and access

5. Develop a multi-deck car park, housing approximately 3,000 cars, to support the anticipated demand.
6. Deliver a new street network that stitches the precinct into it's context.
7. Potential location for limited staff, maintenance and fully accessible parking bays located in close proximity to the station facilities and circulation.
8. Potential location for train driver car parking, positioned in equal distance between the station and stabling yard.
9. Potential location for taxi and Kiss&Ride parking.
10. Deliver the William Street/ Kelby Lane connection.

Pedestrian and cycling movement and access

11. Deliver a new urban arrival plaza in the heart of the precinct that prioritises pedestrian and cycle movement.

Open space and landscape

12. Opportunity for active open play spaces for all users under the viaducts, such as sports courts.

Land use and built form

13. Deliver integrated development opportunities in and adjoining the station precinct, including mixed-use developments, market/affordable housing and community use.
14. New medium-density residential development within the station precinct.

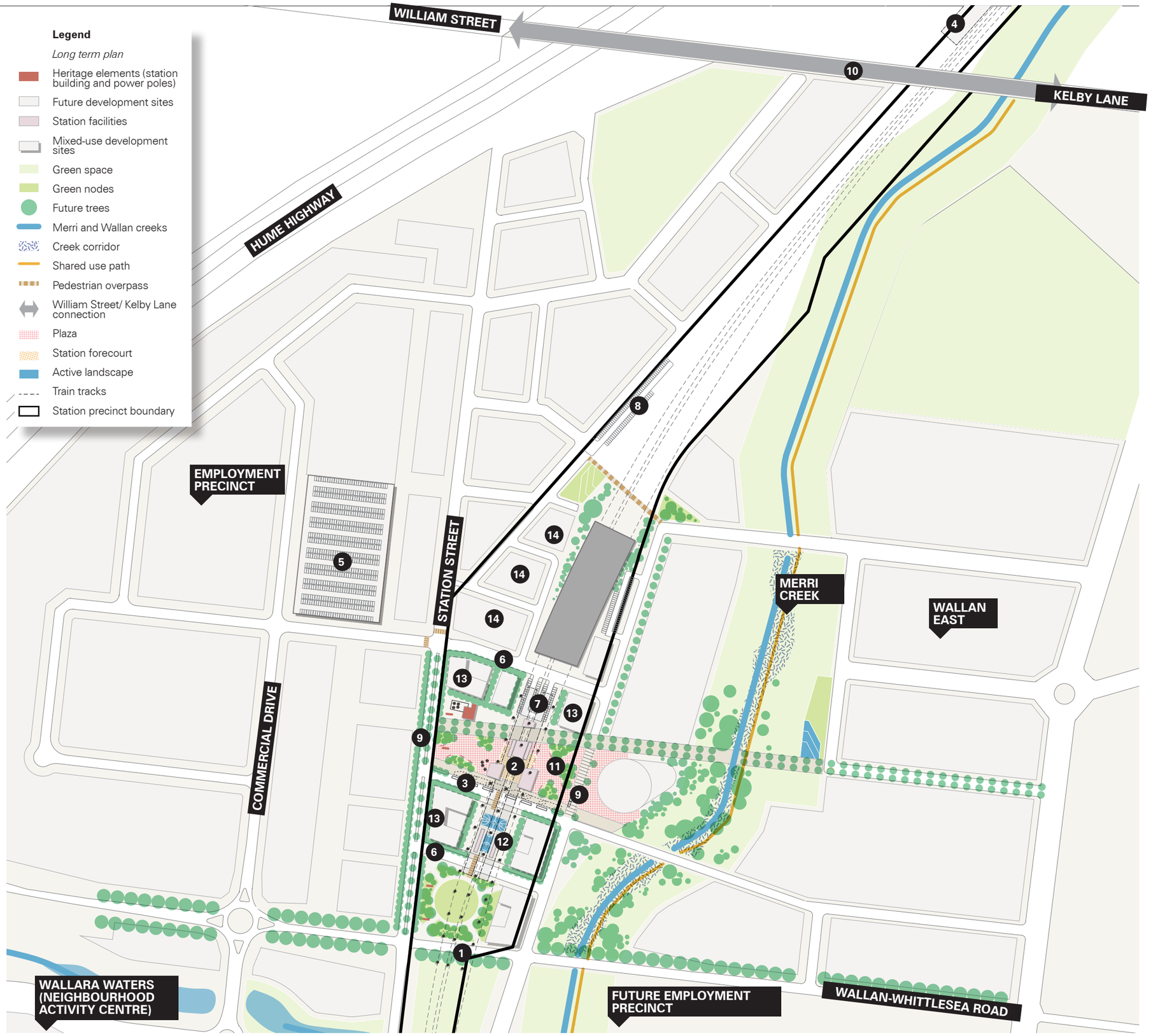


IMAGE 18 LONG TERM PLAN

Preferred option
5.3 Station functional plan

Overview

The heart of the station precinct priorities pedestrians and cyclists over cars, and is anchored by an urban plaza, and new green and active open spaces.

Key moves are listed below.

1. Opportunity to reuse the existing heritage station building for commercial or community uses.
2. New east-west urban links, connecting both sides of the station precinct.
3. New flexible urban plaza that supports a range of uses, such as weekend markets.
4. Staff, maintenance and fully accessible parking bays.
5. Taxi and Kiss&Ride parking.
6. Active open space and seating.
7. Bus stops and weather protected areas.

Station facilities

8. Back of house/ mechanical.
9. Bike store/ amenities.
10. Cafe.
11. Ticket office.
12. Entry points.
13. Main stairs.
14. Lifts.
15. Emergency stairs.

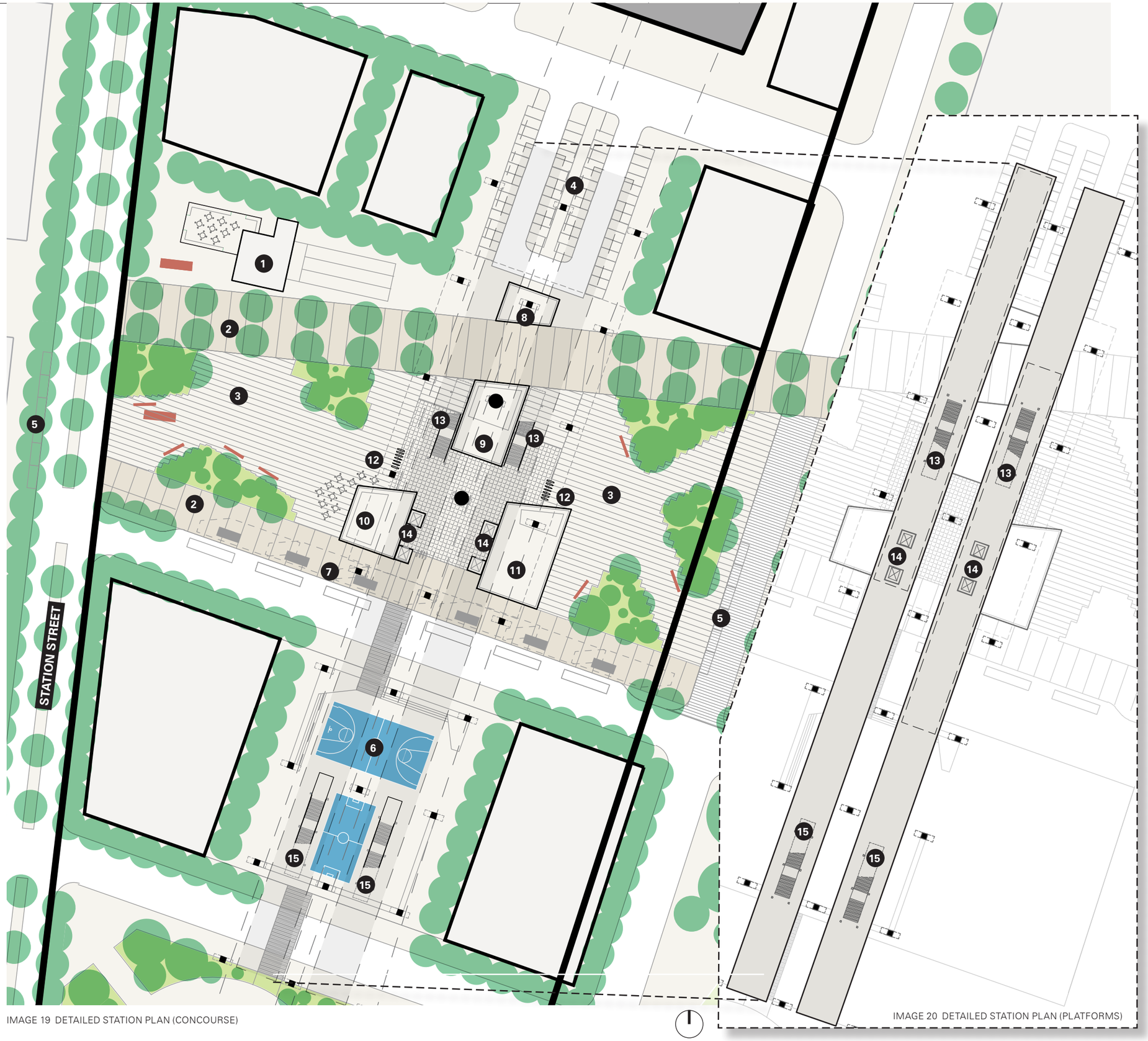


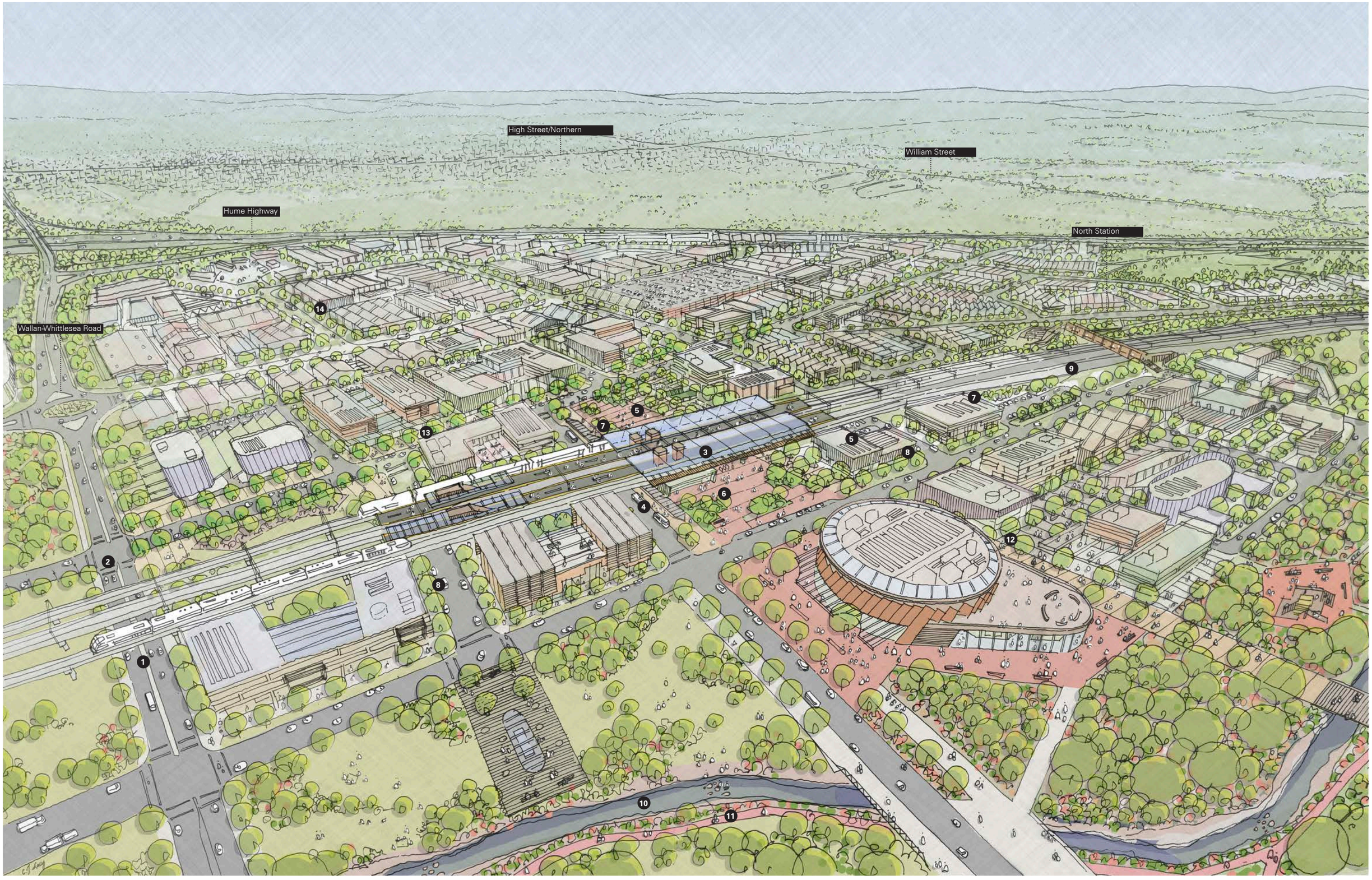
IMAGE 19 DETAILED STATION PLAN (CONCOURSE)

IMAGE 20 DETAILED STATION PLAN (PLATFORMS)

Preferred option
5.4 Concept design vision

1. Rail over road grade separation and track realignment.
2. New signalised intersection at the Wallan-Whittlesea Road and Station Street intersection creates improved and safer access.
3. New Wallan Station, including twin island platforms, vertical circulation and upgraded station facilities.
4. New bus interchange.
5. Heritage station building (adaptive reuse; community or hospitality).
6. Station arrival plaza.
7. Town Square.
8. Urban links.
9. Pedestrian overpass.
10. Enhanced Merri Creek corridor.
11. New shared use path flanking the Merri Creek.
12. Wallan East Precinct - future mixed use precinct.
13. Station Street Precinct - future mixed use precinct.
14. Commercial Drive Employment Precinct.

IMAGE 21 AERIAL SKETCH

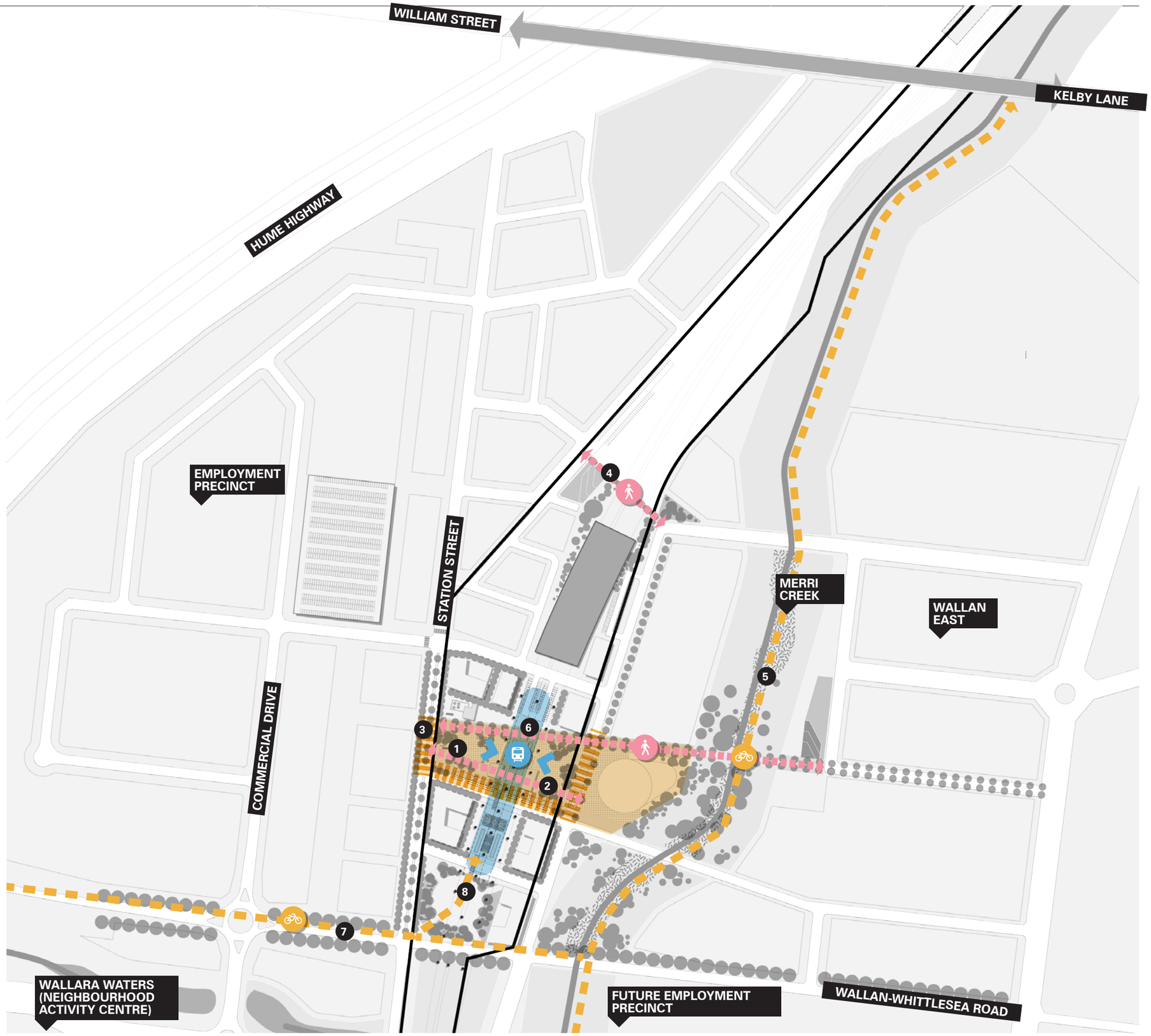

High Street/Northern
William Street
Hume Highway
North Station
Wallan-Whittlesea Road
1
2
3
4
5
6
7
8
9
10
11
12
13
14

Preferred option
5.5 Pedestrian and cycle access and movement

Pedestrian and cyclist movement is encouraged through the creation of a high quality active movement network that provides convenient access to public transport, community and amenity nodes within the precinct, and which connects to the broader Wallan-Whittlesea Road/ William Street loop back into Wallan Central.

High-quality secure bicycle parking facilities should be provided within the station and traffic calming measures implemented within high activity areas around the station core.

Generous public spaces within the station core will provide flexibility for community gathering and contribute to creating a safe environment that prioritises pedestrian movement over cars.



Legend

Pedestrian and cycle access and movement

- Cycle connections
- Pedestrian connections
- Wallan Station
- Main station entry points
- Platforms above
- Station plaza

IMAGE 22 PEDESTRIAN AND CYCLE ACCESS AND MOVEMENT

Preferred option
5.5 Pedestrian and cycle access and movement

1. Public plaza/town square

A flexible, civic space framed by the station on the east and the historic train station building to the north. The space should incorporate a combination of flexible hard paved trafficable areas to support all weather, multiple directions of approach to the station, provide comfortable and safe spaces for commuters waiting to be picked up, and maximise flexibility for off peak community uses.

The space will become a focus of community activity with the flexibility to host community events such as outdoor festivals and weekend markets.

IMAGE 23 THE TRAINSHED WAY | HASSELL

2. Station forecourt

Although the station shall be equally accessible from all directions, the formal entrance comprising the station forecourt function and ticket office faces towards Wallan East to address the largest anticipated growth of residents, workers and community destinations for the greater precinct.

This space is more modest in scale than the main town square, however should also be robust, suitable for all weather and high amenity with spaces for people to wait comfortably and safely for pick ups from the station.

IMAGE 24 PLACE DE LA PAIX | MUTABILIS LANDSCAPE ARCHITECTURE

3. Station Street

Becoming the focus for activity and retail convenience for the western precinct, the street should be provided with civic quality footpaths, street furniture, high quality lighting. Consideration to a high quality tree lined boulevard should be made, potentially with early tree planting taking place to enable this element to mature over time.

IMAGE 25 CENTRAL DANDENONG LONSDALE STREET REDESIGN AND UPGRADE | BKK ARCHITECTS AND TAYLOR CULLITY LETHLEAN

4. Pedestrian overpass

Provide an east-west connection over the rail corridor to create an interim pedestrian connection from the Wallan East precinct to the station. Where possible, use topography to assist with ramping to reduce the visual imposition of the bridge on the broader precinct. Consider architectural treatments to the bridge to improve appearance and to allow good passive surveillance.

IMAGE 26 GRANGE ROAD LEVEL CROSSING | MGS ARCHITECTS AND JACOBS

5. Shared trail network

Provide a high quality shared trail/ path network through the Wallan East precinct, providing (in this stage) connectivity from Wallan-Whittlesea Road to Kelby Lane in the north.

This connection will complete an 'active' network connecting Wallan East to Wallan Central and encourage active transit from Wallan East to the station precinct.

IMAGE 27 DESIRABLE SHARED TRAIL

6. Bicycle parking/Parkiteer

Provide high quality, secure bicycle parking adjacent to the station concourse to encourage cycling to the precinct. Consider other forms of non-vehicle transport such as powered bikes and scooters and how storage can cater for these to further reduce reliance on cars.

7. Wallan Whittlesea Road upgrade

Shared path network added to Wallan-Whittlesea Road to improve pedestrian and cycle connectivity to Wallan Central.

8. Active/passive spaces and pedestrian connections

Encourage activity underneath rail viaducts through introducing passive amenity and activity nodes. Include a shared path network through these spaces for added convenience and to further encourage activity.

Preferred option
5.6 Vehicular and bus access and movement

A new commuter car park is located outside of the station core with the main access via Commercial Drive to discourage through-traffic within Station Street.

A dedicated bus road and interchange provides direct interconnectivity between rail and bus and removed idling buses from Station Street frontage.

Taking advantage of the elevated rail alignment, additional local road connections can be made underneath the rail viaduct to increase permeability through the precinct and reducing the need to access Wallan-Whittlesea Road for local movement.

Legend

Vehicular and bus access and movement

- Pedestrianised street
- Major road
- Secondary road
- Access/ minor road
- Parking
- Taxi/ Kiss&Ride
- Service/ Building Access
- Bus interchange
- Bus route

IMAGE 28 VEHICULAR AND BUS ACCESS AND MOVEMENT

Preferred option
5.6 Vehicular and bus access and movement

1. Grade separated rail bridge

Preferred outcome for grade separation is an elevated rail line over road. This will provide dramatically improved cross-rail corridor connectivity (east-west) and improved urban connectivity across Wallan-Whittlesea Road (north-south). Elevating the line will also future proof the longer term high speed Melbourne-Sydney rail line.

Provide a signalised intersection at the Wallan Whittlesea Road/Station Street junction.

IMAGE 29 MERNDA RAILWAY BRIDGE | GRIMSHAW

2. Bus interchange

Located the bus interchange with immediate connectivity to the station concourse. The road servicing the bus interchange should be a dedicated bus road and positioning buses away from key street frontages will reduce their impact on street activity and amenity.

IMAGE 30 CURTAIN UNIVERSITY BUS INTERCHANGE | MPS ARCHITECTS

3/4. Station Street

Upgrade the street section to formalise road kerbs and storm water infrastructure and on-street car parking. Consider civic quality footpaths, street furniture and lighting.

Adjacent to the town square and station forecourt introduce formalised pedestrian crossing and traffic calming measures such as paving textures.

Taxi/short stay drop off spaces (Kiss and Ride) provided for convenient access to station from Station Street and from the western (unnamed) street.

IMAGE 31 CENTRAL DANDENONG LONSDALE STREET REDESIGN AND UPGRADE | BKK ARCHITECTS AND TAYLOR CULLITY LETHLEAN

5. Consolidated multi-deck car park structure

Consolidate commuter car parking into a single multi-deck parking structure decentralised from higher value land within the immediate station precinct.

Provide safe pedestrian connectivity between the station and car park through high quality street lighting and through encouraging active uses between these key nodes.

Invest the car park structure with high quality screening and explore opportunities for integrated art as the structure will be relatively prominent in scale to the surrounding precinct.

IMAGE 32 HARROW STREET MULTI-DECK CAR PARK | MGS ARCHITECTS

6. Staff, emergency and accessible parking

Provide some car parking with convenient access to the station concourse for staff, emergency, maintenance and disabled parking. This should be located underneath the rail alignment, reserving adjacent areas for higher value uses.

7. East-west local road links

Provide additional road links to provide more convenient road linkages through the station precinct (note, these will be lower clearances to the north of the station).

Preferred option
5.7 Land use

The consolidation of rail alignments towards the east of the rail corridor open up additional land abutting the station for development that can take advantage of the connectivity to the station.

A diversity of uses including residential, commercial and retail should be encouraged to provide a lively day and night precinct.

Built form on Station Street should be oriented towards the street frontage and provide uses that will contribute to street activity.

Future community uses, which will be required as the Wallan East precinct is populated, should be aligned with the station precinct to take advantage of convenience access and to leverage further day and night activity from this use.

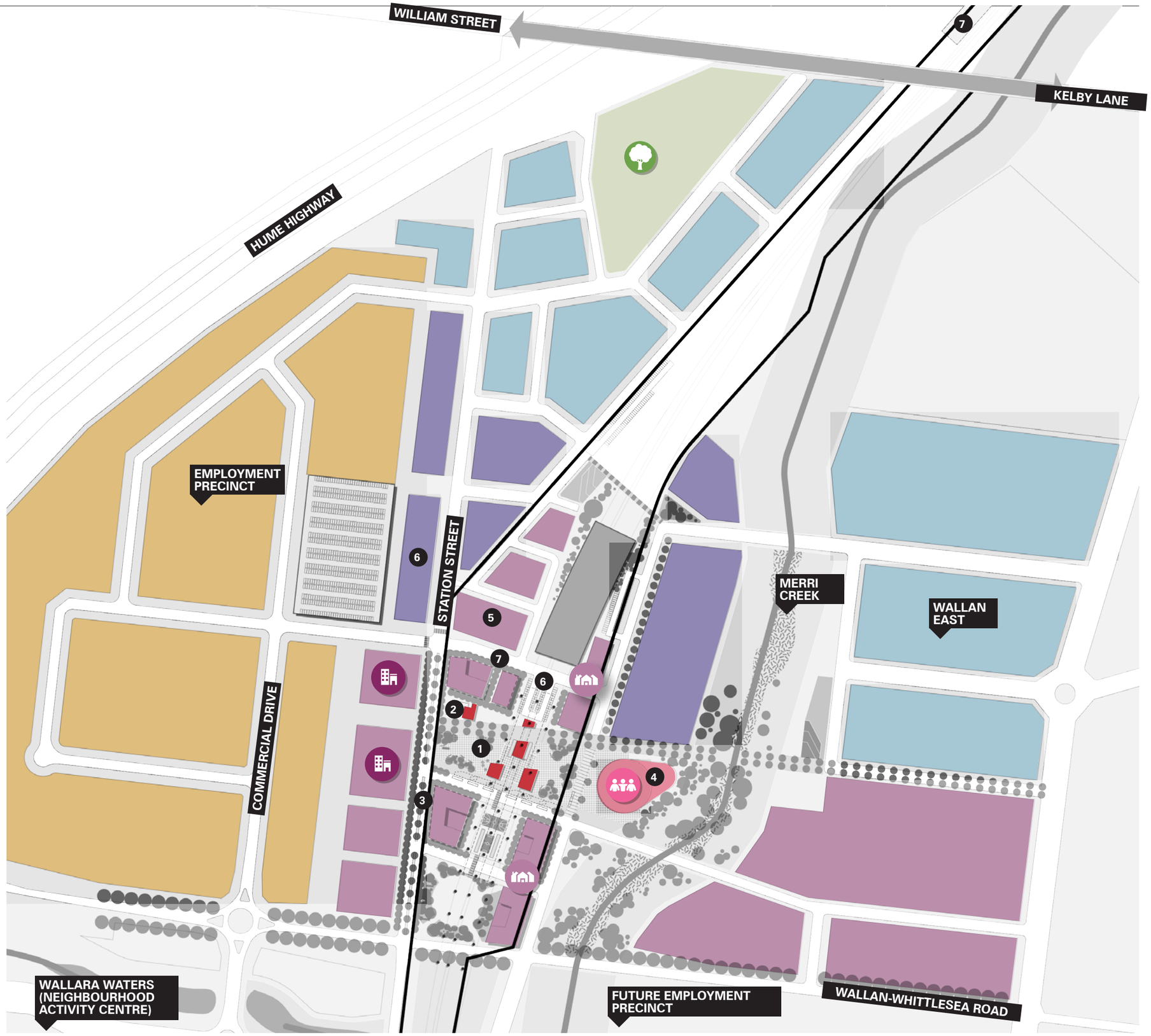


IMAGE 33 VEHICULAR ACCESS AND MOVEMENT

Legend

Land use

- Mixed-use
- Community
- Medium-scale residential
- Low-rise residential
- Industrial
- Open space

Preferred option
5.7 Land use

1. Wallan Station

Provide a high quality station concourse, facilities and user experience.

Consider how the station experience can enhance a sense of placemaking by framing views to local landmarks and through the architectural design response and integrated art.

The station buildings and, in particular platforms and weather protection canopies, will be prominent visual landmarks for the precinct. These elements should be invested with some ambition to ensure they contribute positively to the character of the precinct and aid wayfinding.

IMAGE 34 ROSANNA STATION | MGS ARCHITECTS AND JACOBS

2. Heritage Station building and infrastructure

Retain and incorporate the historic station building and power pole infrastructure into the open space and consider future re-purposing of the building for uses that encourage activity and interaction with the history of the site. Possible uses could include community or commercial/ cafe functions.

Consider retention where appropriate, and potentially night lighting or historic power poles to celebrate these unique assets.

IMAGE 35 THE GROUNDS OF ALEXANDRIA

3 Station Street

Encourage a civic edge to Station street, with development contributing to street life and activity. Car parking should be located to the rear..

There is an opportunity for increased density and scale of development close to the station with development scale tapering away from the station.

IMAGE 36 JAMES STREET PRECINCT | RICHARDS AND SPENCE

4. Community uses

A key site exists between the station forecourt and Merri Creek that enjoys convenient access to the station and the creek open space/active trail network.

This site should be considered as a good opportunity for a significant community building that would enjoy the convenience and bring a level of day and night activity to the precinct.

IMAGE 37 NEW GENERATION BENDIGO LIBRARY | MGS ARCHITECTS

5. Rail corridor surplus land

Relocation of rail lines opens opportunity for sale of surplus land for higher value uses.

To the immediate north of the station medium density housing such as town houses could be considered.

6. Station Street north

Development scale should taper down towards the north. Opportunity for a diverse mix of housing typologies should be encouraged including low rise apartments, town houses and traditional housing.

7. Stabling yards

Located stabling yards away from adjacent development site to mitigate amenity impacts (night-lighting and noise).

Preferred option
5.8 Open space and landscape

Landscaping should reflect local values and enhance the unique character of the locality including aspects of peri-urban living. The station precinct abuts the Merri Creek corridor which should be enhanced to improve appreciation and connectivity of this significant asset.

Drought tolerant, native species and Water Sensitive Urban Design principles should be utilised to create a sustainable and durable landscape character.

Legend

Open space and landscape

- Passive open space
- Active open space
- Trees
- Enhanced Merri Creek corridor
- Station plaza and pedestrian space

IMAGE 38 OPEN SPACE AND LANDSCAPE

1. Town square/civic plaza

This space should be designed as a civic space that can accommodate a variety of civic and community functions. This could include hosting community events and weekend markets.

The space should incorporate high quality lighting and public furniture and drought tolerant planting and WSUD initiatives. Consider native tree planting to reflect the predominant landscape character that connects the site to its peri-urban/semi-rural locality.

IMAGE 39 MONASH UNIVERSITY NORTHERN PLAZA | TAYLOR CULLITY LETHLEAN

2. Station forecourt

A functional space that prioritises convenient access to and from the station, and incorporates high quality landscaping, lighting and public furniture that is, similar to the town square, reflective of the precincts preferred character.

IMAGE 40 DARLING HARBOUR PUBLIC REALM | HASSELL

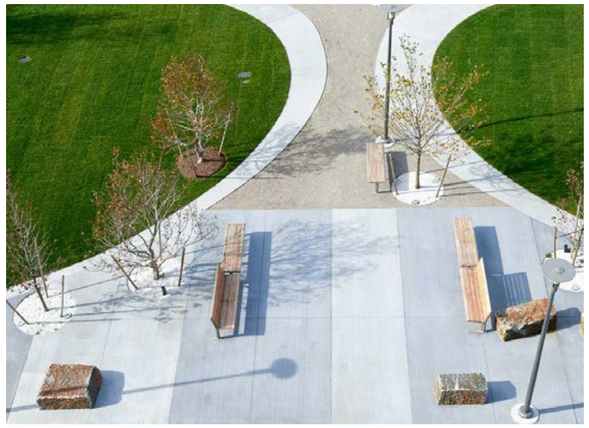
3 Merri Creek

Redevelopment of the Wallan East precinct should include the rehabilitation of the creek corridor as well as the celebration of this is a key asset to the precinct through improved accessibility (e.g. active trails/ boardwalks) and the inclusion of passive and active activity nodes (nature play, bbqs, etc.) along its length.

Landscaping within the creek corridor should incorporate predominantly native species and be robust against frequent flooding.

IMAGE 41 ACTIVATING A CREEK CORRIDOR

4. Gateway park



Opportunity for passive open space and potential integrated art to form a 'gateway' marker into the Station Street precinct.

IMAGE 42 NORTH POINT GATEWAY AND POCKET PARK | LANDWORKS STUDIO

5. Active/sports spaces

Opportunity to activate rail/platform under crofts with active uses such as informal sports including potentially basketball, soccer or skate parks.

Consider lighting of these spaces to enable better all year utilisation and to improve perceptions of safety.

IMAGE 43 CAULFIELD TO DANDENONG LEVEL CROSSING REMOVAL

6. Station Street landscaping

Consider early planting of street tree boulevard. Consider native species to reinforce a preferred character for the street.

Consider a hierarchy of paving treatments to aid wayfinding and to underline the civic ambitions of the precinct.

IMAGE 44 MALOP STREET GREEN SPINE | OUTLINES LANDSCAPE ARCHITECTURE

Implementation

6

Implementation

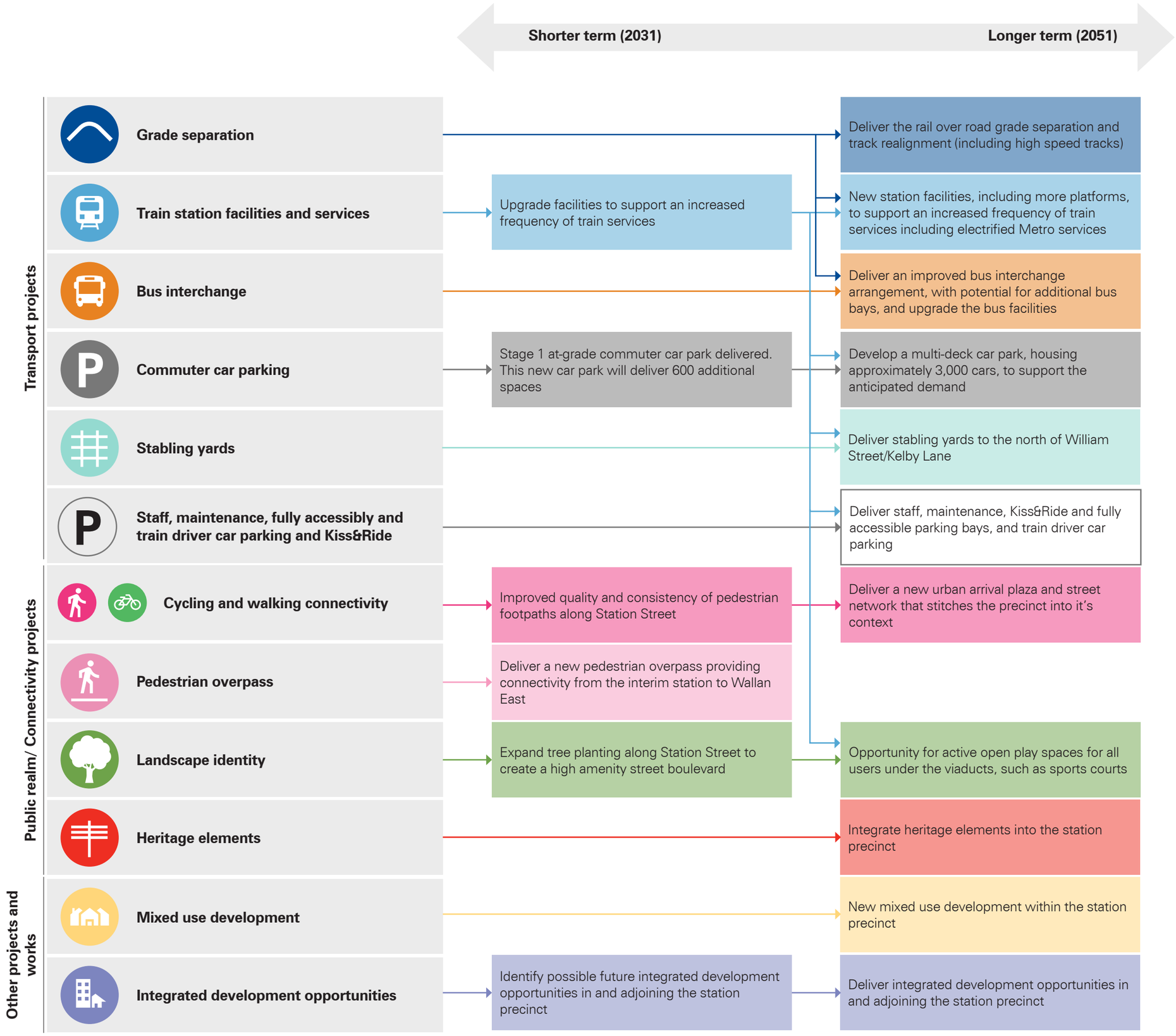
6.1 Project delivery overview

This implementation plan identifies the key sub-projects within the Wallan Station concept design.

Given the strategic nature of this concept design, additional levels of planning, detailed design and stakeholder engagement will be required for all projects to confirm their feasibility.

The timeframes below provide guidance for the implementation of the sub-projects. It will be important for all projects that their full feasibility be developed in the short term to align ensure the long term viability of the masterplan.

Short term	2031
Long term	2051



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