

Core Precinct Concept Plan

7.6 Public Realm

The upgraded Wendouree Station will become a vibrant destination and exciting gateway into the city. The proposed pedestrian-oriented environment will provide an urban hub for the community to engage and connect.

Initiatives:

- Expansive footpaths and pedestrian-dedicated areas will encourage walking and provide better access to the precinct, including access from Gregory Street West.
- A network of public spaces will provide activation, recreation opportunities, visual amenity and access to the station and surrounding residential and commercial developments
- New built form will present active street interfaces at strategic locations, ensuring vibrant and safe streets which offer entertainment and shopping opportunities
- Larger and improved station forecourts will support increased activity and surveillance in the precinct and shelter from the elements will be prioritised to accommodate year-round access.
- New public spaces will enhance connections to surrounding land uses including Lake Wendouree and the North Gardens
- Upgrades to public spaces around the station will present opportunities for the integration of cycling infrastructure
- All new pedestrian connections and public spaces into and within the precinct will be constructed with paved routes, lighting, signage, furniture, weather protection and landscaping (subject to further detailed design)
- Learnmonth Road may become a landscaped boulevard, providing a gateway experience into the precinct and towards the Ballarat CBD
- View lines into the precinct will ensure clear legibility, providing street presence for the station. Private land north of the station presents opportunities to provide direct view lines to the station from key access points
- The existing retention basin should be enhanced with additional tree planting to improve the environmental values of the site.

- Principle 01** Create an Integrated Transport Hub
- Principle 03** Activity Centre | Main Street | Town Centre Experience
- Principle 04** Achieve a Visually Prominent Station
- Principle 05** Improve Integration and Connections
- Principle 06** Develop a Locally Distinctive and Positive Identity
- Principle 07** Enable Flexible Implementation
- Principle 08** Encourage Environmental Sustainability

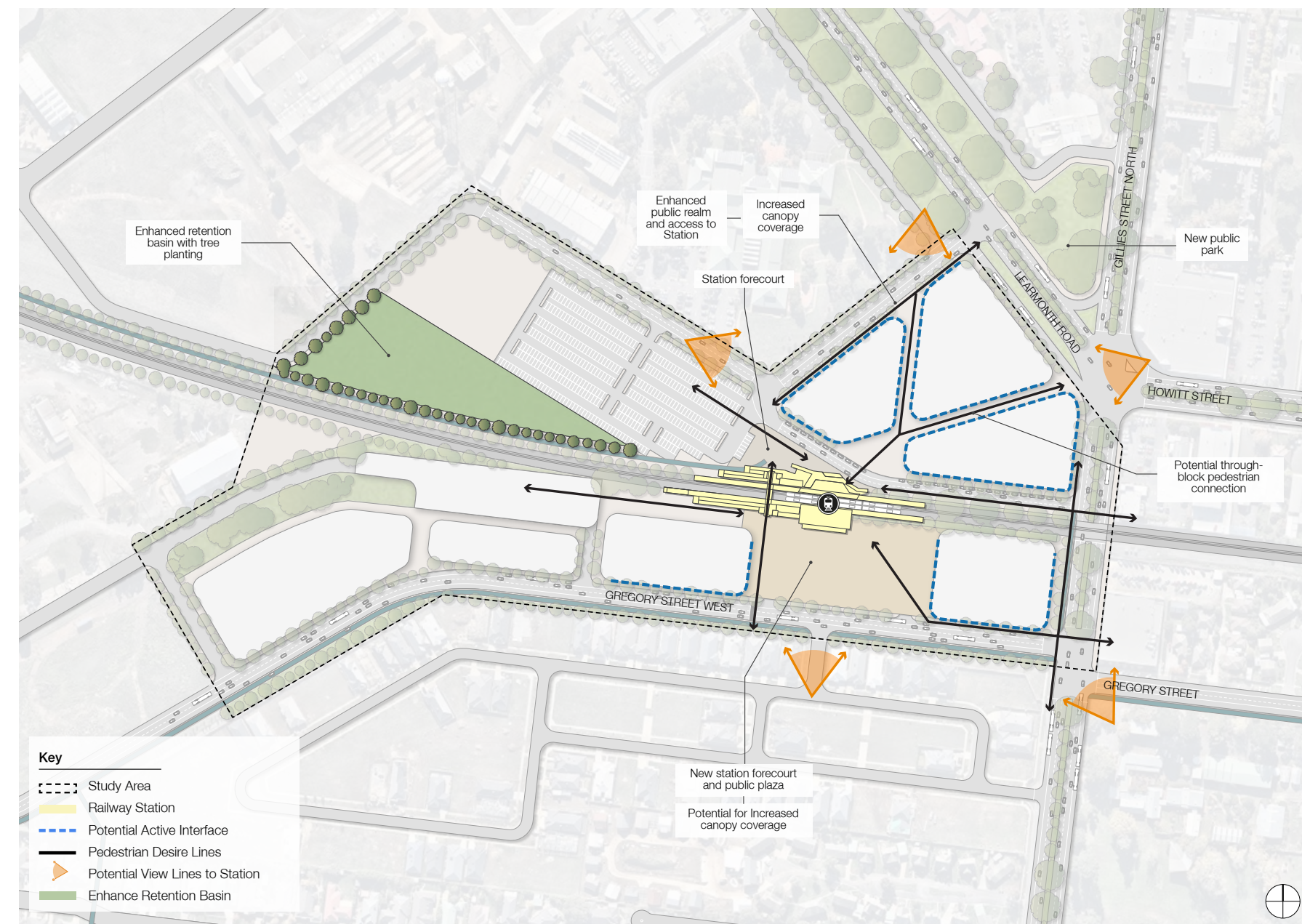


Figure 40: Public Realm Diagram

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Public Realm Precedents



Figure 41: Upgraded railway station public realm - Midland Railway Square - Ashfield WA



Figure 42: Upgraded and activated public space - Garema Place - Canberra ACT



Figure 43: Active shared zone (pedestrian priority) - Maitland NSW



Figure 44: Upgraded streetscape - Lonsdale Street - Dandenong VIC

7.7 Design Guidance for Key Sites

209-211 Gillies Street North

Located at the northern interface of the station, this land parcel will play a key role in establishing the urban environment of the precinct. To ensure future development outcomes contribute to achieving the objectives of the Master Plan, the following design guidance should be considered:

- Mixed-use developments should complement the functions and activities of the precinct. The integration of uses with the station will help to create an urban destination with shops, cafes, housing and employment opportunities
- Built form should be set back from internal roads to provide space for enhanced pedestrian infrastructure, including footpaths and tree planting. Setbacks should be greater at the southern interface to allow for parallel kerbside parking to the station
- Built form should allow for direct through-block pedestrian connections to the station from key entry points and signalised intersections. These connections should provide direct view lines to the station, improving the overall wayfinding and legibility of the precinct
- Built form should present active interfaces along pedestrian routes, ensuring vibrant and safe streets and pedestrian spaces which offer entertainment and shopping opportunities.

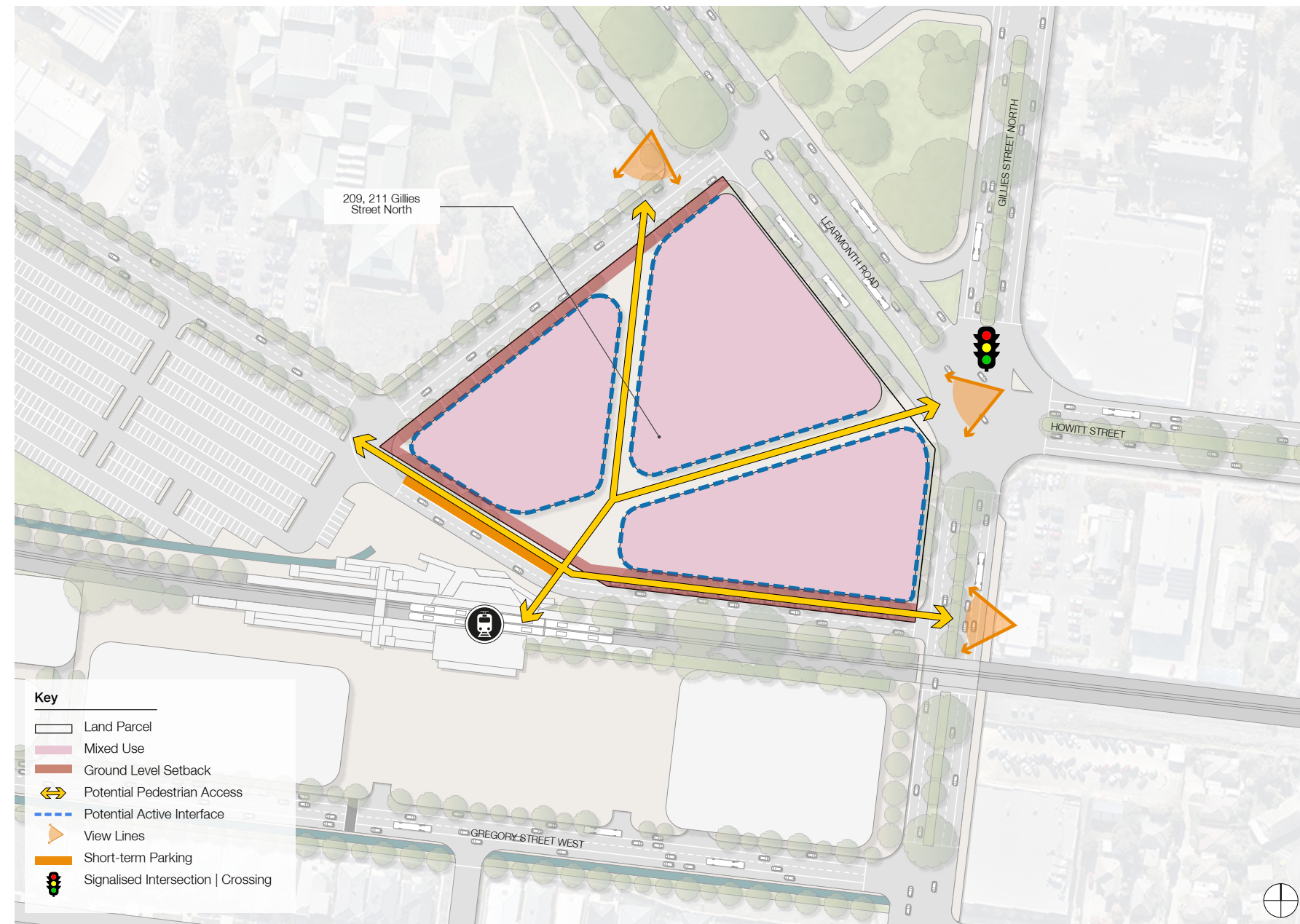


Figure 45: Northern Interface Design Guidance

201 and 201A Gillies Street North
12, 14 and 16 Gregory Street West

These land parcels compose the southern interface of the station. Where 201 and 201A Gillies Street North hold the potential for public acquisition in realisation of the Master Plan objectives, the parcels located at 12, 14 and 16 Gregory Street West will likely remain private. Similar to the northern interface, future development should consider the following design guidance:

- Mixed-use developments should complement the functions and activities of the precinct. The integration of uses with the station will help to create an urban destination with shops, cafes, housing and employment opportunities
- Built form, including potential commuter car parking, should present active interfaces to streetscapes and the station forecourt, ensuring vibrant and safe streets and pedestrian spaces which offer entertainment and shopping opportunities
- Built form should be set back from property boundaries (as shown in Figure 46) to provide space for enhanced pedestrian and cycling infrastructure, including shared paths, pedestrian connections, arrival spaces and tree planting
- Built form at 12, 14 and 16 Gregory Street West should allow for widened direct through-block pedestrian connections to the station from car parking proposed to the southwest. This connection should provide a direct view line to the station, improving the overall wayfinding and legibility of the precinct
- Building height and upper level setbacks at 12 Gregory Street West should ensure that the pedestrian plaza south of the station enjoy direct sun light access all year round, including in winter.
- Considering the future signalised Gregory Street West/ Gillies Street North intersection, a second central pedestrian crossing over Gregory Street West should be provided in alignment with the pedestrian overpass over the railway

- The location of bus interchanges and short-term parking within the station forecourt should provide convenient access to the station with minimal conflict between pedestrian, buses and cyclists.
- Alternative parallel kerbside short-term parking should be provided at the Gregory Street West interface to provide a variety of parking options.

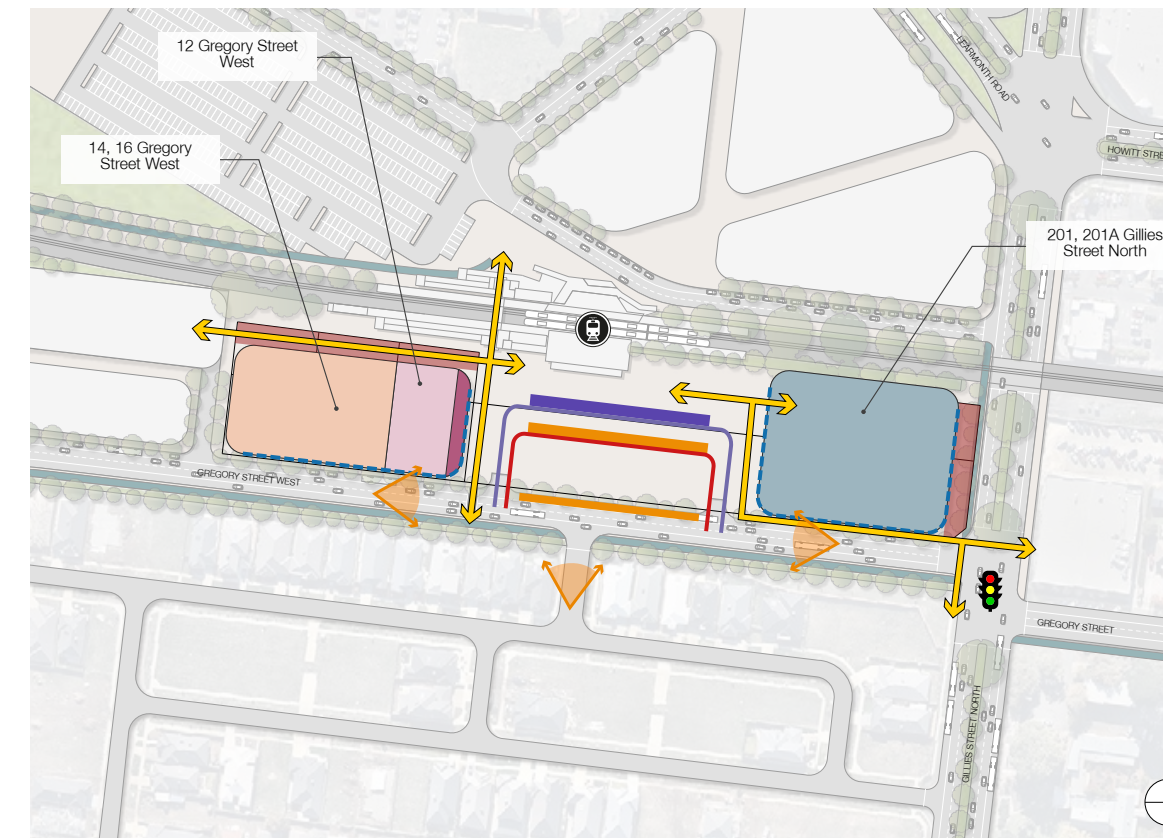
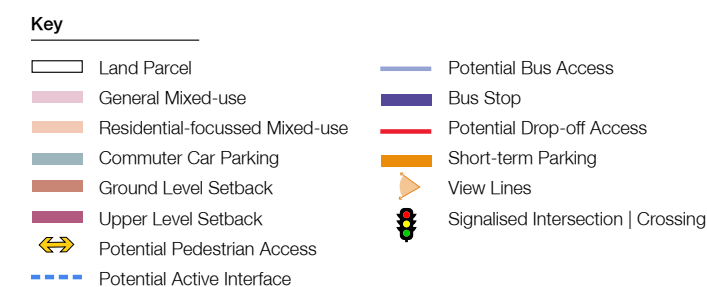


Figure 46: Southern Interface Design Guidance



7.8 Section 1 (Concept Only)

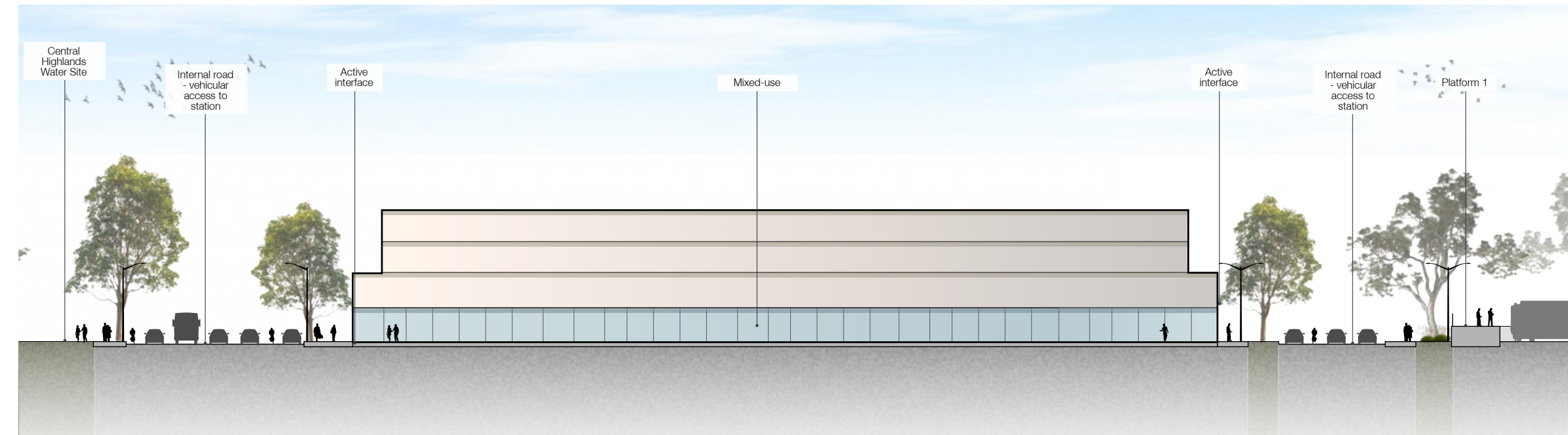


Figure 47: Section 1



Figure 48: Location of Section 1

7.9 Section 2 (Concept Only)



Figure 49: Section 2



Figure 50: Location of Section 2

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7.10 Section 3 (Concept Only)

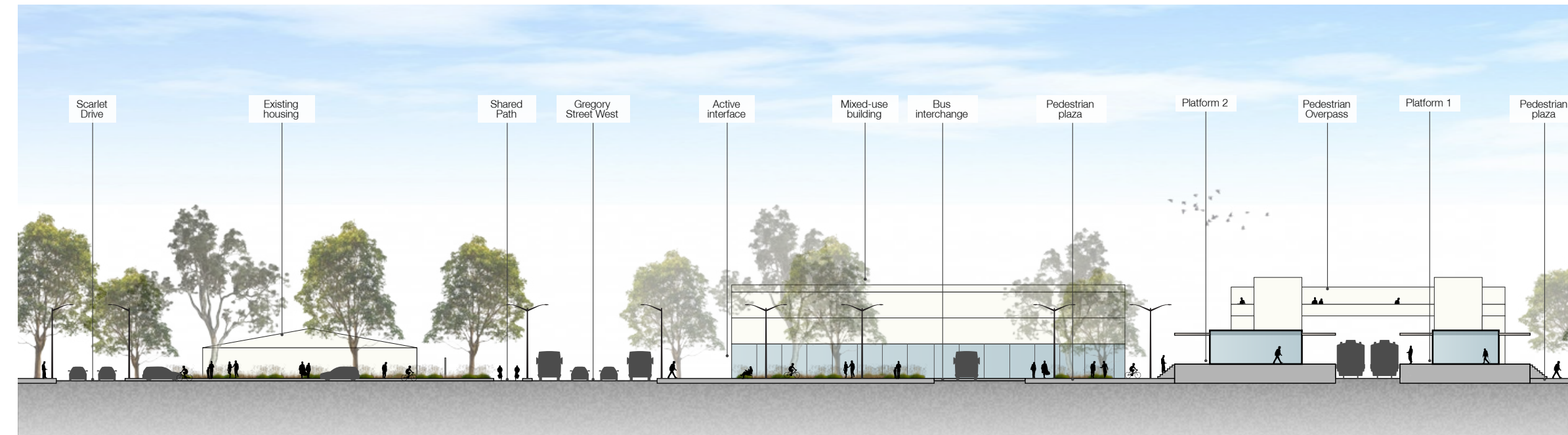


Figure 51: Section 3

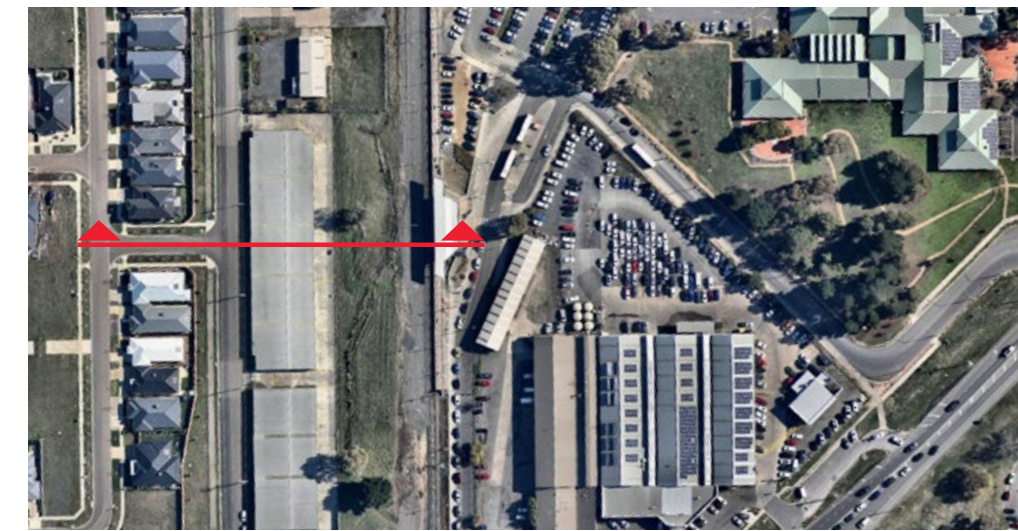


Figure 52: Location of Section 3

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7.11 Section 4 (Concept Only)

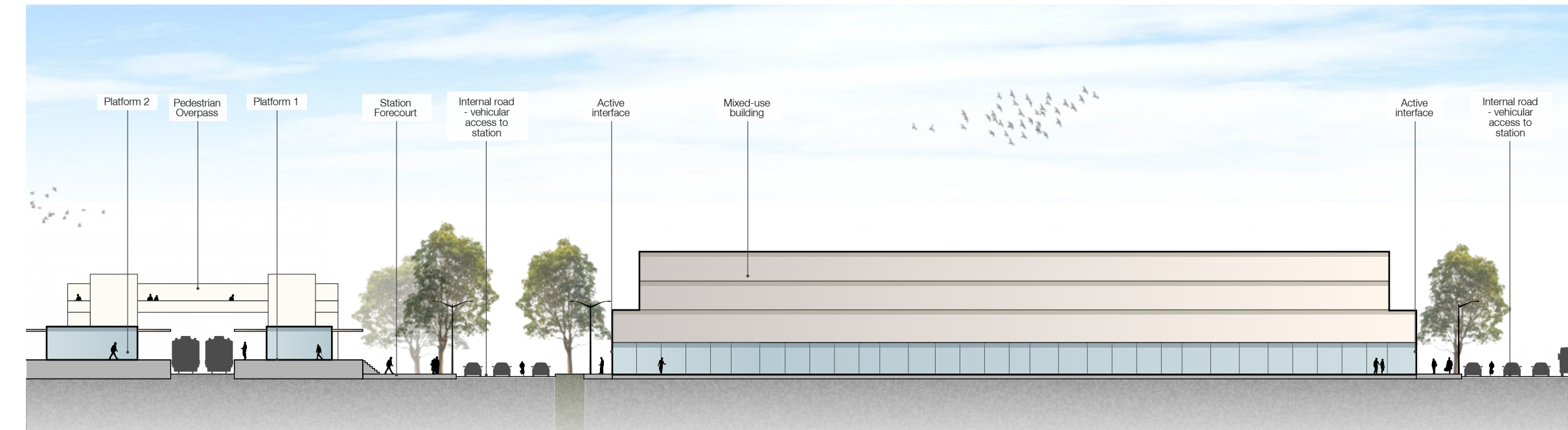


Figure 53: Section 4

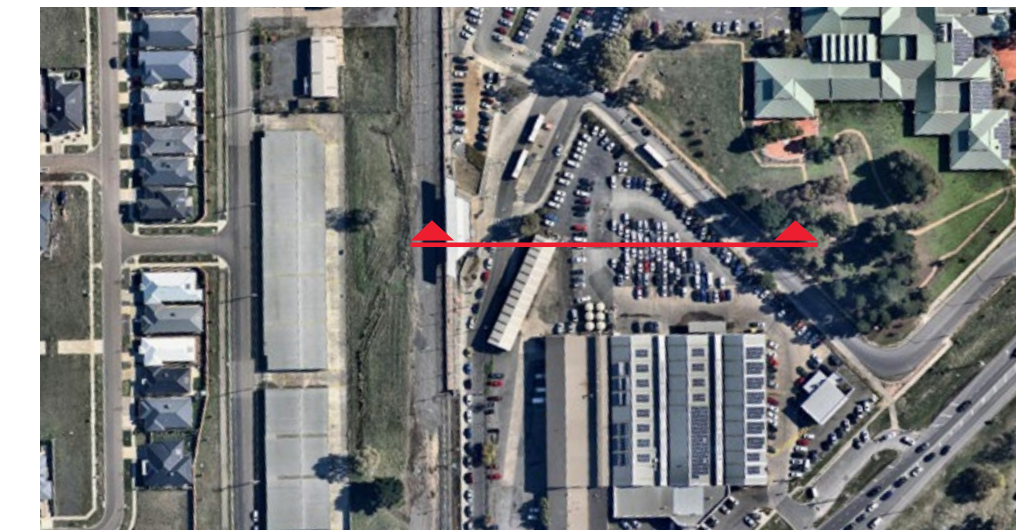


Figure 54: Location of Section 4