



KINGLAKE RANGES FLOWERDALE & TOOLANGI

STREETScape
MASTER PLANS
2015

Prepared for Murrindindi Shire Council

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The particular challenges that the communities of the Kinglake Ranges have faced in rebuilding and redefining themselves following the 2009 bushfires have been substantial and unique. The Murrindindi Shire Council and the Victorian State Government, together with the local communities have undertaken extensive work in managing the rebuilding effort, ensuring that this project brings a damaged community together and which also seamlessly integrates with a range of past projects and current initiatives that the communities are undertaking. In response to the 2009 bushfires and the Victorian Bushfires Royal Commission the Kinglake Flowerdale Toolangi Plan and Design Framework (KFT Plan) was initiated in 2010 and was latter adopted by Council as the 'KFT Plan' in February 2014.

A key recommendation of the KFT Plan was a need for more detailed streetscape master planning in town centres and community nodes to define potential future improvements and integrate a number of activities to be undertaken by Council and others. This Streetscape Masterplan provides a guide to future design and works in the public realm, roads, and some adjoining private land areas in the Kinglake, Kinglake West - Pheasant Creek, Flowerdale (northern, central and southern precincts) and Toolangi community precincts. While heavily guided by the study area communities, the plan has been prepared with the input of Murrindindi Shire Council and relevant authorities, such as VicRoads.

While the streetscape masterplans will inform future Council capital works programs and budget bids, Council will use the masterplans as a guide and is not bound to implementing all proposed works identified in them. The adopted masterplans, including identified projects and potential further actions, will be considered and prioritised against other works when determining Council's annual budget and strategic resource plan (capital works program) allocations. Potential projects have been given an estimation of priority and indicative cost but do not indicate a proposed time frame or overall total cost for each project.

Outcomes of this report:

Streetscape Master plans

These provide a visual and written description of the streetscape master plan for each of the townships and community nodes. This section includes an analysis of the visual character and function of each streetscape and sets a vision for its improvement.

Development Projects

A development project is a discrete works package that is able to be isolated and undertaken separately from other nominated streetscape works. These projects have been identified as separate items to allow for flexibility when planning and undertaking each set of works. A summary of these development projects is provided in this section.

Design Guidance

In this additional section design guidance regarding the materials, planting species and furniture is provided. This section is intended to provide a guide to the planning, procurement and installation of the hard and soft elements of the streetscape master plans.

TOOLANGI	
PROJECT	PRIORITY
Shared user path upgrade	High
Enhance Northern Entrance to create better amenity and a 'gateway' to the entrance of the township	Medium
Enhancement of community building streetscape interface	Medium

KINGLAKE	
PROJECT	PRIORITY
Glenburn Road and Whittlesea-Kinglake Road Roundabout	Medium
Enhancement of 'High Street'	High
Enhancement of the Healesville-Kinglake Road Intersection	Low
Kinglake Pub car park and surrounds	High/ Medium
Shared user path upgrade	High/ Medium
Streetscape enhancement	Medium
Recreation/ Tourist Shelter Area Upgrade	Low

FLOWERDALE SOUTH	
PROJECT	PRIORITY
Enhancement of Flowerdale Community House street interface	Medium
Enhancement of creek environs	Medium
Whittlesea-Yea Road median	Medium
Shared user path upgrade	High

Kinglake West - Pheasant Creek	
PROJECT	PRIORITY
Shared user path upgrade	High
Formalised public car parking	Medium
Proposed planted verges	Medium
Entry feature planting	Medium

FLOWERDALE NORTH	
PROJECT	PRIORITY
Planting to denuded areas	Low
Shared user path upgrade	High
Improved pedestrian crossing	Medium

FLOWERDALE CENTRAL	
PROJECT	PRIORITY
Improvement and formalisation of bus stop and toilet area	Medium
Shared user path upgrade	High
Formalised general store car park	Medium
Rejuvenated public open space amenity	Medium/ Low

Table 0.1: Development Project summaries

1.0 INTRODUCTION

1.1 Introduction

1.1.1 Background

The *Kinglake Ranges, Flowerdale and Toolangi Streetscape Master Plans Report (KFT Streetscape Master Plans Report)* intends to provide guidance on the most effective methods of managing the public realm and streetscape areas of each township. The report implements a key recommendation of the *Kinglake Ranges, Flowerdale and Toolangi Plan and Design Framework (KFT Plan)* adopted by Murrindindi Shire Council in 2014.

The *KFT Plan* was developed by the Victorian Bushfire Reconstruction and Recovery Authority (VBRRA) and Murrindindi Shire Council (MSC) to provide a vision for a sustainable future for the communities of Kinglake, Kinglake Central, Kinglake West - Pheasant Creek, Flowerdale (including Hazeldene), Toolangi and Castella.

Before the 2009 Victorian bushfires, MSC recognised the communities of the Kinglake Ranges, Flowerdale and Toolangi required a long-term strategic plan as a matter of urgency. As a consequence of the fires, the development of the *KFT Plan* received funding in *Rebuilding Together: A Statewide Plan for Reconstruction and Recovery*, released in October 2009.

The *KFT Plan* aims to:

- Provide a strategic framework to guide local townships and settlements of the Kinglake Ranges district as they develop to meet future demands.
- Retain the existing character of these towns through their future development.
- Guide the approach to future development and assist in the implementation of land use planning in Murrindindi Shire.

Direction 4 of the *KFT Plan* aims to create attractive, distinctive and vibrant towns, calling for the development of a detailed Streetscape Design Concepts Analysis for the purposes of assisting MSC in delivering appropriately designed streetscape infrastructure. The applicable actions under Direction 4 of the implementation strategy are as follows:

- A3.1 Re-cast the townships as gateways to the natural assets of the area through improved signage and wayfinding. Undertake a retail development strategy specifically for the study area to realise the potential for eco-tourism related expenditure.
- A4.2 Implement design frameworks prepared as part of this report to improve the attractiveness and functionality of settlements within the study area. This should also include protection of significant views, vistas and the establishment of landscape buffers.
- A4.4 Improve identity through a comprehensive way finding strategy which includes urban design elements such as community nodes, civic hubs, pathways, gateways and entry features and varied public open spaces.

An overall streetscape master plan will:

- Guide the approach to the future development in each settlement.
- Make recommendations to strengthen town centres and community hubs.
- Aim to improve the visual attractiveness, create better pedestrian and vehicular connections, and provide guidance for future development and the use of land.

1.2 Report Role and Structure

1.2.1 Role of this document

The *KFT Streetscape Master Plans Report* focuses on a series of individual areas within the Kinglake Ranges and provides guidance on how their more prominent streetscapes could be improved. This report also outlines the preferred outcomes of the urban and rural character of the individual areas within the Kinglake Ranges, paying particular attention to the larger and more highly frequented township areas, such as Kinglake.

It is critical that the *KFT Streetscape Master Plans Report* has a clear, well-defined, integrated and measurable set of guidelines to ensure the highest level of design quality is achieved. There are several strategic and guidance documents that are relevant to this project which is tasked with analysing and integrating all relevant documents into a concise and relevant set of principles and recommendations.

In this way, the streetscape master plans will respond to government policy concerning planning, design and good development principles and embrace design aspirations and policies situated in the Murrindindi Local Planning Policy framework.

The *KFT Streetscape Master Plans Report* clearly expresses a design vision and principles for the future development of the streetscape for each individual area. The report has not been developed as a prescriptive document but presents as a series of design considerations for each streetscape. Where appropriate, alternative approaches are outlined to meet differing conditions.



Figure 1.1: Locality Plan

1.2.2 Report Structure

Introduction

Provides a background and an outline of the role, structure, principles and objectives of the *KFT Streetscape Master Plans Report*.

Streetscapes

Provides a description of each streetscape master plan. This section will include guidance on how to treat common elements to all or most streetscape master plans.

Projects

Identifies the individual initiatives and streetscape works required to successfully fulfil the streetscape master plans.

Design Guidance

Sets out basic requirements for vegetation, furniture and maintenance used in the streetscape master plans.

Appendices

Outlines the policy framework and strategies that underpin the streetscape master plans and precedents that have relevance to the project. This section also includes a summary of the community consultation sessions.

1.2.3 Key Considerations

When considering each streetscape, this report has categorised four ways of describing the township. Using a standardised method of describing the existing streetscape allows the report to more clearly articulate the main points that need to be considered when planning future development. Each 'key consideration' deals with a specific part of the streetscape and covers the physical, functional and visual aspects.

Built form and building use

The townships and streetscapes that are the focus of this report are not dominated by buildings, however in many streetscapes it is the single or small group of buildings that provides character to the township. Community buildings, for example, form the focus for many of the streetscapes considered in this report.

Visual character

The visual character of the streetscape is an important part of how the street is perceived and understood. The way in which a streetscape appears is the most immediately recognisable and distinctive identifier of any community. The visual character often reflects the values of its community and is a highly sensitive part of any streetscape and its future development. A clear definition of visual character more effectively allows the recommendations for future development to build on the existing character and not diminish it.

Access, connections and circulation

The ease of getting to and moving around a streetscape is another significant consideration. Many of the streetscapes examined in this report have developed along roadways therefore providing a strong emphasis on the movement of motorised vehicles. This is largely to be expected as these vehicles are the primary method of getting to and from each township area. As communities develop and as the community and visitors are increasingly looking to walk and cycle between and around the townships, the streetscapes will need to better accommodate these forms of movement.

Another important aspect of access and circulation in the streetscape is that any new township development must look to enhance the ability for people to move around and through the streetscape, not diminish it. New developments may seek to alter the way in which the community access the streetscape or connect between parts of the same township area. It is critical that the streetscape be considered as a genuine public corridor and a series of community spaces and not as a series of isolated access points to private businesses.

Outdoor comfort and community involvement

The main street of any township is both the practical resupply and replenishment centre and also the place where the community is able to meet, pass news and spend time. The degree to which each streetscape in this report supports these uses greatly varies. In many cases, there are very few buildings or uses that attract people to the streetscape. The role of each streetscape is different. There is a need to provide a comfortable public space, whether it be for passive recreation (sitting and talking) or active play, all streetscapes need to perform a role for the community.

1.2.4 Opportunities

The *Kinglake Ranges, Flowerdale and Toolangi Streetscape Master Plans Report* outlines major opportunities for achieving improvements in the urban environment of seven independent streetscapes within the Kinglake Ranges district. The streetscape master plans provide an overall vision for the future and focus on the improvement of pedestrian access, visual character, coordination of design and works.

1.2.5 Future road design considerations

Beyond this report further road, traffic and civil engineering investigation and design will be required. Prior to commencing these advanced stages of work consideration will need to be given to the detailed requirements of the VicRoads Northern Region. Initial guidance provided by VicRoads regional office is as follows;

- An engineering assessment to check for compliance with the Austroads guide is to be undertaken.
- Landscaping proposals in all locations to be checked to maintain safe sight distances.
- Signage to be checked in all locations.
- Once streetscape projects have been programmed VicRoads Northern Region should be consulted with regard to operational requirements and compliance to standards.

1.3 Aims and Objectives

1.3.1 Project aim

To prepare streetscape master plans that will guide future urban design and localised development in the civic precincts of Kinglake, Kinglake West - Pheasant Creek, Flowerdale and Toolangi.

1.3.2 Project objectives

The project objectives describe what the streetscape master plans intend to achieve. The project will:

- Outline future development and the use of land within each civic precinct, providing guidance for the future design, style and type of streetscape development.
- Provide a framework for integrated streetscape infrastructure.
- Assist with preserving and strengthening the role, identity, sustainability and livability of settlements, town centres, and community hubs and civic precincts.
- Enhance the opportunity to provide design guidance for the Kinglake Ranges Heritage Trail.
- Identify key opportunities for placemaking 'pop-up' sites, including existing MSC and community sites.
- Identify road and roadside vegetation treatments appropriate to each respective precinct.
- Identify priorities for future community and infrastructure works to be undertaken by the community, MSC and State Government agencies within the streetscape areas.
- Ensure a high level of pedestrian and vehicle connectivity between and within settlements and civic areas.
- Assist with the creation of welcoming community spaces, capitalise on existing key view lines and provide quality gateways into and out of civic precincts.
- Outline a future implementation program for development and works in the streetscape areas.

1.4 Design Framework

1.4.1 'Creating Places for People'

Creating Places for People: an Urban Design Protocol for Australian Cities is an urban design protocol developed by the Australian Federal Government to guide our built environment.

Creating Places for People is relevant to the *KFT Streetscape Master Plans Report* process as it ties the objectives and vision outlined in this report to a recognised Australia-wide protocol for developing better urban places. *Creating Places for People* matches the 'aims' for the design of places with desired 'outcomes', making it applicable for the streetscape master plans.

This report will use the *Creating Places for People* methodology as it provides a universal basis from which to develop the principles and descriptions of outcomes that are more readily translated to State and Local Government requirements. This project uses two of the key themes from *Creating Places for People* that are most relevant to these streetscapes. These themes are:

- Productivity and Sustainability
- Livability

1.4.2 Project principles

The *KFT Streetscape Master Plans Report* has adopted a series of project-specific principles that build upon and complement the principles found in the *Creating Places for People*. The principles under each major design theme are:

Design theme 1: Productivity and Sustainability**Principles**

- Enhancing the local economy, environment and community.
- Connecting physically and socially.
- Providing a diversity of options and experiences.
- Providing a sustainable, enduring and resilient urban environment.

Design theme 2: Livability**Principles**

- Providing comfortable and welcoming places.
- Providing vibrancy, with people activity.
- Provide a sense of safety.
- Provide walkable, enjoyable and cycleable places.

These streetscape master plans focuses on seven key township areas. Each is separated

1.5 The Study Area

These streetscape master plans by several kilometres and has its own distinct character. These areas were originally identified in the KFT Plan, and are:

- Toolangi.
- Kinglake.
- Kinglake West - Pheasant Creek.
- Flowerdale South.
- Flowerdale Central.
- Flowerdale North.

1.6 The Vision

A vision for the *KFT Streetscape Master Plans Reports* has been developed. This vision is:

'The streetscapes of the Kinglake Ranges, Flowerdale and Toolangi will realise their township character through the creation of a walkable, connected, vibrant and enduring sequence of public places and opportunities for business to develop alongside the homes of the community.'

“

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”

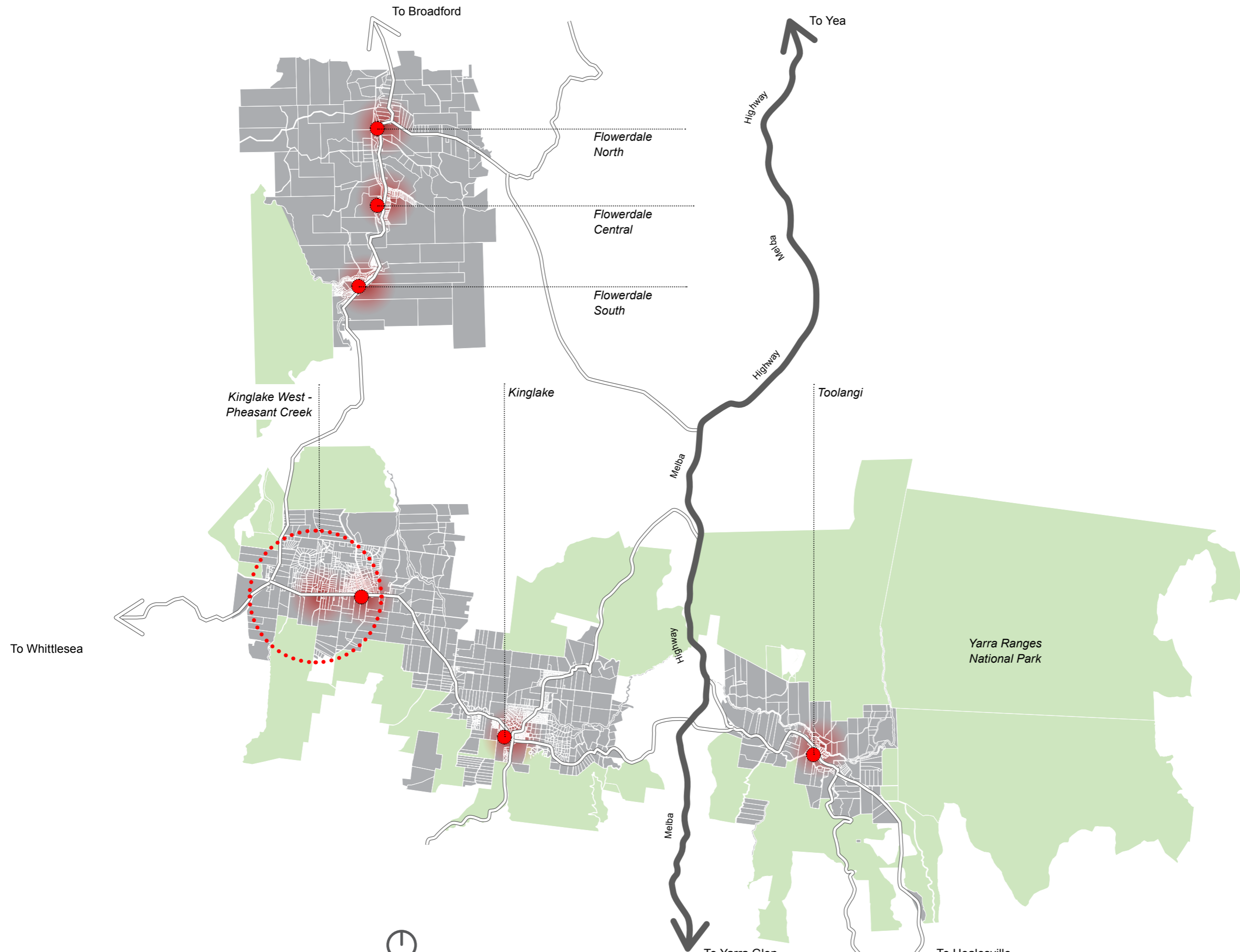


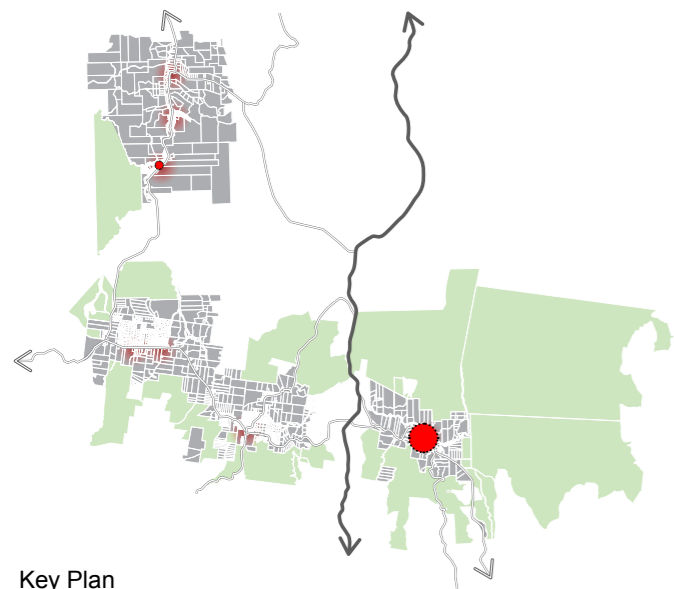
Figure 1.2: Kinglake Ranges, Flowerdale and Toolangi location plan

2.0 STREETSCAPES

SITE SPECIFIC
STRATEGIES

2.0 STREETSCAPES

2.1 Toolangi



Key Plan

2.1.1 Issues and Assessment

Built form and use

The buildings of the Toolangi township are spread along the main road (Healesville - Kinglake Road). Predominantly residential, the buildings are all single storey and generally scattered among large trees. The Toolangi Community House is the most prominent structure and is easily seen from the main road.

Visual character

The presence of the tall tree and significant canopy character strongly defines the Toolangi township. The buildings are located along the edge of the main road, however most are set back with the township being 'hidden' from view. The lack of a main focus for the township detracts from the ability to understand Toolangi as a well defined and independent community.

Access, connections and circulation

The lack of a continuous pedestrian pathway significantly detracts from accessibility to and through Toolangi. The township is heavily dependent on car use, however the inclusion of better cycle and pedestrian access may encourage these activities.

Outdoor comfort and community involvement

With the exception of the community precinct, there are very few opportunities for public open space within this streetscape due to the narrow verges either side of the road surface and the prominence of embankments and drainage swales.

2.1.2 Considerations and recommendations

Built form and building use

- Maintain the existing building heights and ensure any new built forms are highly sympathetic to the existing residential buildings.

Visual character

- Focus attention on improvements of the community precinct and create a sense of Toolangi's township character.

Access, connections and circulation

- Improve the quality and visibility of pedestrian access through the township.

Outdoor comfort and community involvement

- Focus the majority of the public open space improvements on the community centre and primary school forecourt.



Figure 2.1.1 Toolangi Castella Community House on Toolangi Tennis Reserve



Figure 2.1.2 Shared User Pathway along the Healesville - Kinglake Road, Toolangi



Figure 2.1.3 Toolangi Castella Community House's community garden



Figure 2.1.4 The Healesville - Kinglake Road west of Toolangi

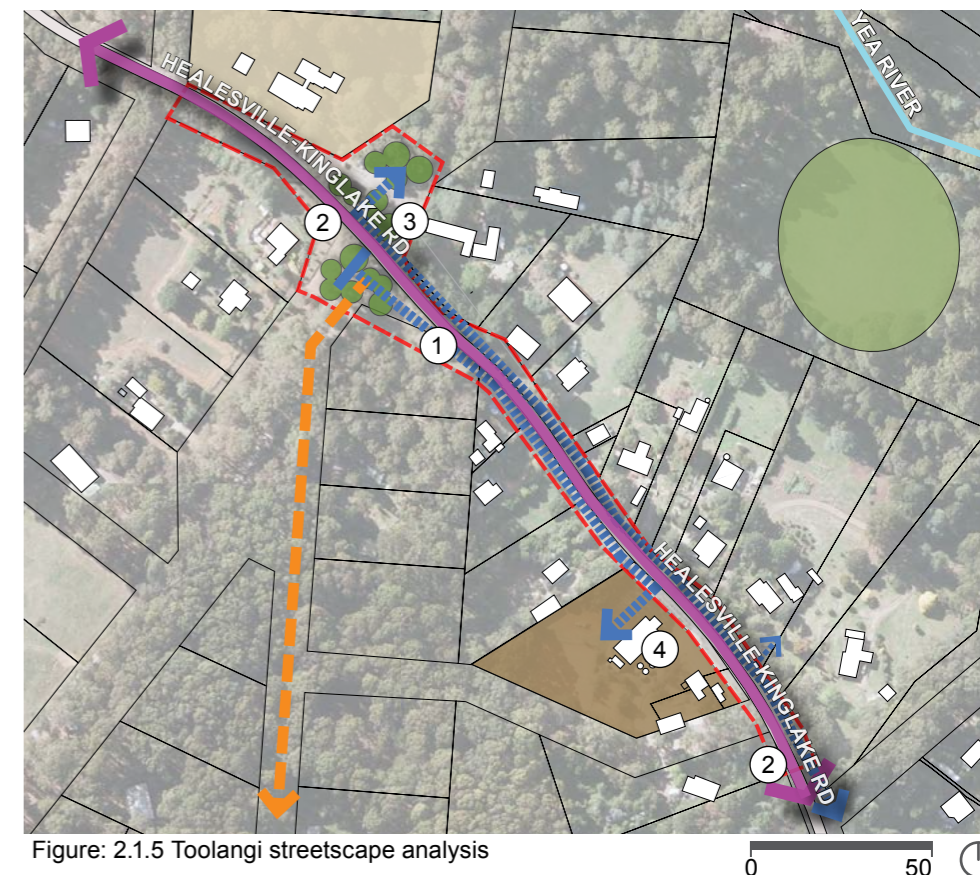


Figure 2.1.5 Toolangi streetscape analysis

LEGEND

PROPERTY AND LAND USE

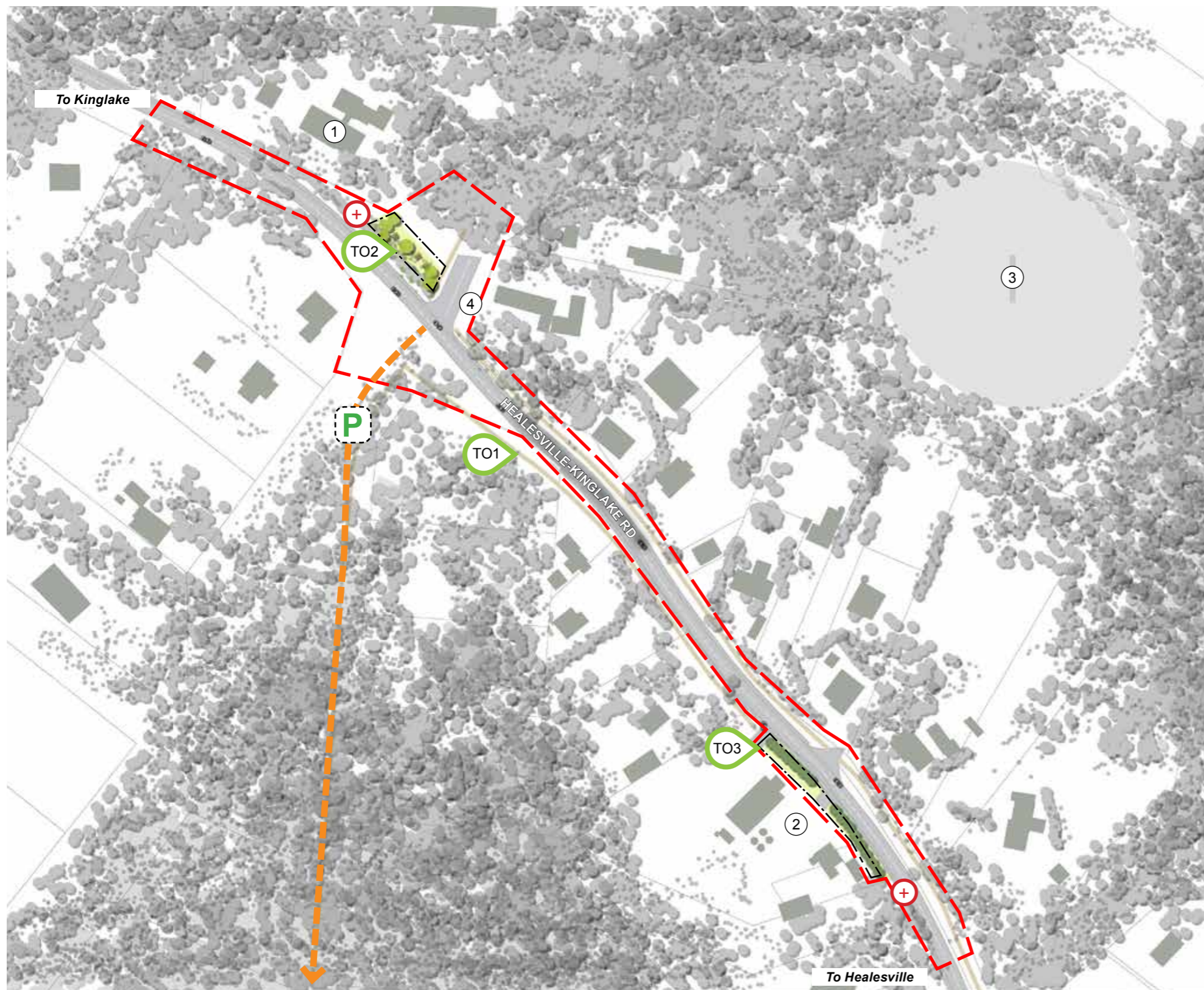
- Toolangi Oval
- Toolangi Castella Community House and CJ Dennis Hall
- Toolangi Primary School
- Streetscape 'corridor'

MOVEMENT




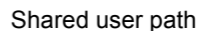





- ⇄ Existing Shared User Path
- ⇄ Primary vehicular movement
- ⇄ Horse Town By-pass

OPPORTUNITIES AND CONSTRAINTS

- ① Enhance the Shared User Path within the township
- ② Create a 'marker' to show the entrances of Toolangi
- ③ Install additional seating and improve passive recreation amenity
- ④ Rejuvenate the landscape to the front of the community precinct



LEGEND

-  Master plan boundary
-  Existing vegetation
-  Existing building
-  Shared user path
-  Proposed parkland vegetation and seating (refer Project TO2)
-  Proposed streetscape vegetation (refer Project TO3)
- ① Toolangi Primary School
- ② Toolangi Castella Community House and CJ Dennis Hall
- ③ Toolangi Oval
- ④ Bus stop
-  Horse Town By-pass
-  Investigate a location for and the feasibility of long-vehicle parking to support existing bridle trails
-  Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

PROJECTS





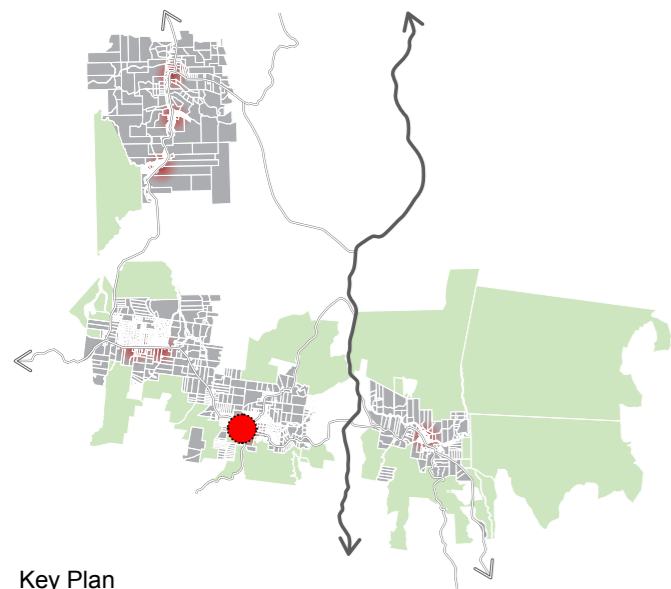
-  Individual project boundary
-  Project TO1
Shared user path upgrade as required
-  Project TO2
Enhance northern entrance with vegetation and picnic furnishings to create better amenity and establish a 'gateway' to the entrance of the township
-  Project TO3
Enhance community building street interface with streetscape planting



Figure: 2.1.6 Toolangi proposed streetscape master plan

2.2 Kinglake



Key Plan

2.2.1 Issues and Assessment

The Kinglake township is the most intensively used of the streetscapes considered in this report. The township serves as a local retail and community services centre and is expected to consolidate this role and develop a wider range of commercial uses in the future.

Built form and use

The majority of the built form is concentrated on the eastern side of the streetscape. Along this eastern side the buildings are set very close to the edge of the road creating a consistent edge of shop fronts. The western side has fewer buildings, set back from the road edge. Many of these buildings are for 'community' use and do not attract the same volume of pedestrian traffic as the eastern row of shop fronts.

It is unlikely that the single storey height of the buildings in this streetscape will increase in the next decade, however there may be a need for new buildings along the western edge of the street to mirror the form and set back of those on the eastern side. The types of development in the streetscape may begin to vary. The recent completion of a service station provides a new type of built form to the streetscape.

Visual character

The buildings along the eastern side of the main street of Kinglake create a strong visual edge, providing a unique character to the streetscape. The northern and southern 'ends' of the street are clearly apparent from most parts along the streetscape. Large significant trees form an important part of the streetscape character. An important part of the character of the streetscape is also provided by the width of the street compared to the height of the buildings along its edges.

Access, connections and circulation

The streetscape currently has good pedestrian circulation to each side of the street, however the number of crossing points between east and west could be increased and their legibility improved. Car parking is generally 'on-street', providing direct access to the retail areas. An off street car parking area also serves the community precinct.

Outdoor comfort and community involvement

As Kinglake serves as a district centre, there is a far greater need for a variety of community spaces in this streetscape. Currently there are two primary spaces providing some seating and basic shelter. There is also a strong desire from community groups (such as Rotary) to engage in a 'beautification' program to improve the aesthetics and use of elements in the public spaces.

2.2.2 Considerations and recommendations

Built form and building use

- Maintain low profile building heights (maximum 2 storey) with any new building forms.
- Encourage new commercial and retail development on the western side of the street to establish a consistent active retail street frontage.

Visual character

- Retain and strengthen the existing visual character already established with any new development.
- Maintain and enhance the key view lines in the streetscape (north-south) between the Kinglake Pub and the Parks Victoria Information Centre through the development of future buildings and landscape treatments.
- Maintain the existing significant trees and establish new 'subordinate' planting of street trees to compliment the existing vegetation canopy.
- Increase the existing streetscape landscape opportunities so as to build on the strong 'leafy' character of Kinglake.

Access, connections and circulation

- Explore opportunities for an additional east-west pedestrian crossing.
- Encourage a calmer traffic environment and investigate the narrowing of the width of the vehicle lanes to correspond to the future intended speed limits. This could include narrowing the overall carriageway or the introduction of a median in the street to support pedestrian crossings.

Outdoor comfort and community involvement

- Enhance the existing small 'park' spaces, encouraging the community to make greater use of these.



Figure: 2.2.1 Kinglake Service Centre lawn and garden



Figure: 2.2.2 Kinglake Pub



Figure: 2.2.3 Kinglake Whittlesea Road



Figure: 2.2.4 Kinglake streetscape analysis

LEGEND

PROPERTY AND LAND USE

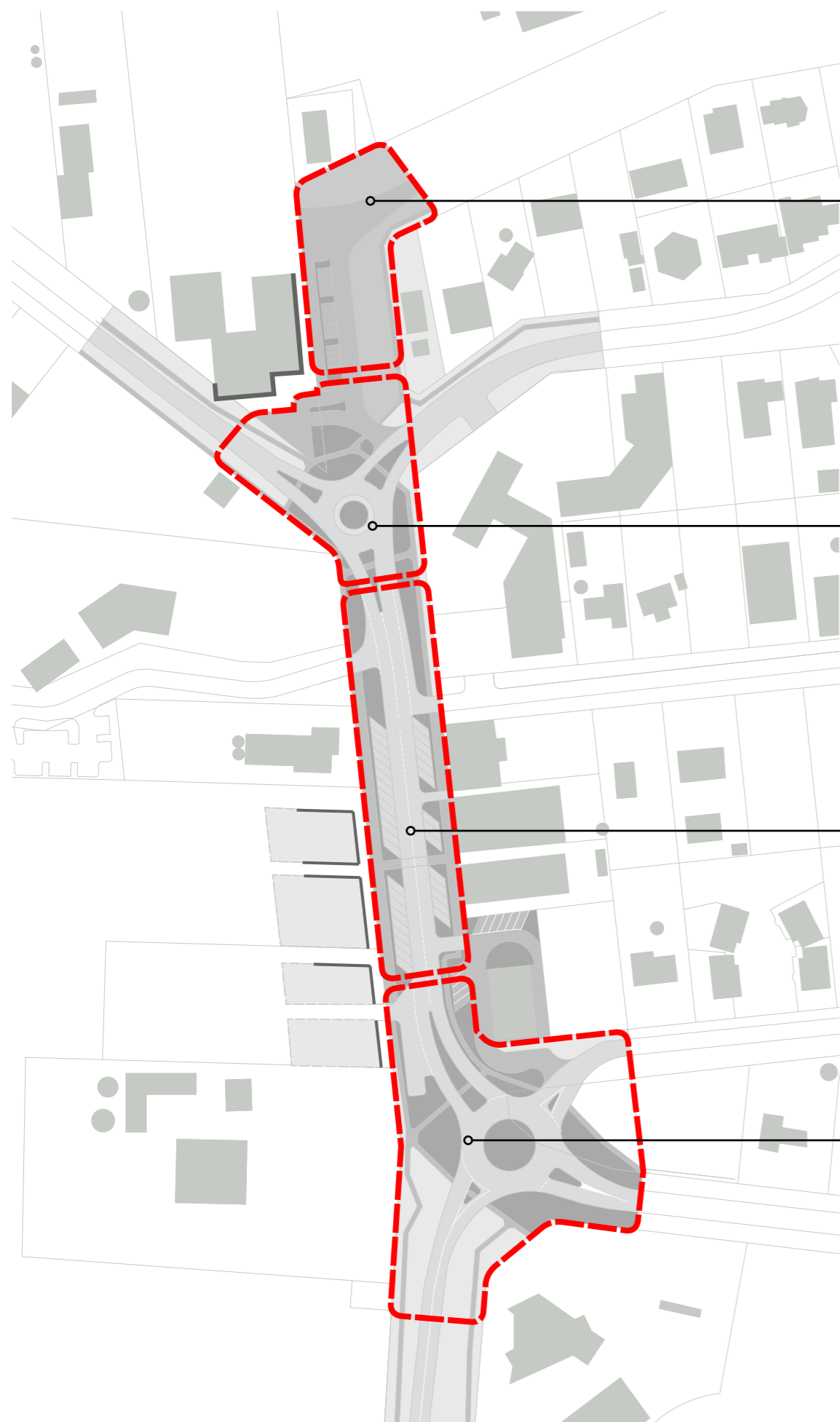
- Kinglake Health Centre
- Parks Victoria Information Centre
- Kinglake Pub
- Kinglake CFA station
- Streetscape 'corridor'

MOVEMENT

- Existing Shared User Path
- Primary vehicular movement
- Possible future vehicular movement

OPPORTUNITIES AND CONSTRAINTS

- ① Reorganise streetscape car parking and increase planting and footpath space
- ② Develop the western side of the streetscape with active street frontages and active uses
- ③ Formalise car parking and improve the landscape
- ④ Provide a strong landscape response in highly visible areas



The diagram below aims to provide greater clarity on the intent and purpose for the four major parts of the Kinglake streetscape. Each distinct zone provides a different set of functions and visual characters. When planning and prioritising future works it is important to understand the purpose of each part of the streetscape.

1. Future Recreation and Tourism Area

Currently this part of the Kinglake is defined by the Kinglake Pub car park, the community shelter, notice board, regional map and public amenities. This area has potential to host a greater variety of recreational and tourist activity. Tourist coach parking and provision of an orientation point for visitors to the region is a possible use for this area in the future.

The construction of the required coach turning area and parking would require resurfacing of areas currently occupied by planted areas, grassed verges and driveways. While all elements are in the road reserve and able to be used as a coach turning area such a project would at this time present an overly 'urbanised', disruptive streetscape and may be detrimental to the townscape character of Kinglake.

2. Kinglake Northern Gateway

The 'northern gateway' is characterised by one of Kinglake's most recognisable features, the Kinglake Pub. The setting in which the Pub sits is to be enhanced using suitable landscape treatments and an extension of planting areas in and around the 'northern gateway'. The intent is to create a stronger visual character that is more reminiscent of the wider landscape in which Kinglake sits.

3. Kinglake High Street

This area hosts the commercial core of Kinglake and requires a strong relationship between the retail and other commercial premises with on-street car parking. Creating a streetscape that is easy to use by motorists and pedestrians and is clearly understood is key to making the 'High Street' section a success.

The inclusion of small deciduous trees and reinvigorated landscape areas has been proposed to enliven the visual character of the 'High Street' in a way that is reflective of the more cultivated gardens and driveways of the region. Minor streetscape works will also be required in side streets to improve the pedestrian access to the 'High Street' area.

4. Kinglake Southern Gateway

The 'southern gateway' is characterised by one of Kinglake's more recent prominent buildings, the current Parks Victoria building. The existing round-a-bout and extensive planting areas provide a strong visual character to the southern end Kinglake that should be built upon. The existing corner off-street car parking should be resurfaced with formalised pedestrian and vehicle movement pathways allowing greater clarity for users of this space.

Figure: 2.2.5 Kinglake proposed streetscape master plan



LEGEND	
	Master plan boundary
	Existing buildings
	Proposed buildings
	Active Street Frontage
	Key redevelopment site
	Existing trees to be retained
	Proposed street trees
	Proposed Water Sensitive Urban Design (WSUD) streetscape planting
	Proposed feature planting
	Proposed grassed areas to be mulched areas with native grasses
	Proposed Main Street Paving
	Gravel car park surface
	Shared user path (see Project KL5)
	Temporary visual screening

- ① Existing Kinglake Pub
- ② Kinglake Petrol Station
- ③ Parks Victoria Information Centre
- ④ Kinglake Health Centre
- ⑤ Future potential coach turning area
- ⑥ Extended trees planting and gathering area
- ⑦ Remove water tank
- ⑧ Upgrade street shelter
- ⑨ Install kerb to define car park

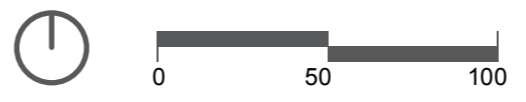


Figure: 2.2.5 Kinglake proposed streetscape master plan



LEGEND

- Existing trees to be retained
- Existing buildings
- Active Street Frontage
- Existing public toilet and picnic area
- Proposed cyclist hub for weekend riders, including bike parking (see Project KL4)
- Proposed Water Sensitive Urban Design (WSUD) streetscape planting
- Proposed feature planting
- Proposed grassed areas to be mulched areas with native grasses
- Gravel car park surface
- Shared user path (see Project KL5)
- Investigate the upgrade of the picnic area and playground (not part of this scope of works)
- Proposed signage including information on the locality, other nearby settlements and features of the area.
- Existing Kinglake Pub
- Kinglake Petrol Station
- Future potential coach turning area
- Future potential coach parking area

PROJECTS
Refer Section 3

- Individual project boundary
- Project KL1
Glenburn Road and Whittlesea-Kinglake Road Roundabout**
Construction of roundabout and feature planting
- Project KL4
Kinglake Pub Car Park and surrounds**
Upgrade and formalisation of car park including gravel resurfacing and WSUD planting; cyclist 'hub' area including bike parking and more generous open space with tree planting
- Project KL5
Shared user path upgrade as required**
- Project KL7
Recreational/ Tourist Shelter Upgrade**
General planting and upgrading of seating, notice board and lighting

NOTE: Future Potential Coach Parking
It is a long term aspiration to attract tourists to Kinglake and a coach parking facility will eventually form part of this strategy. At this time however the disruption to adjacent residences and the required road works would burden the streetscape with a highly urbanised appearance out of keeping with the desired character of Kinglake. Therefore the a 'future potential' coach parking area has been designated until such time as a clear and present need is apparent.



Figure: 2.2.6 Kinglake proposed streetscape master plan (north)

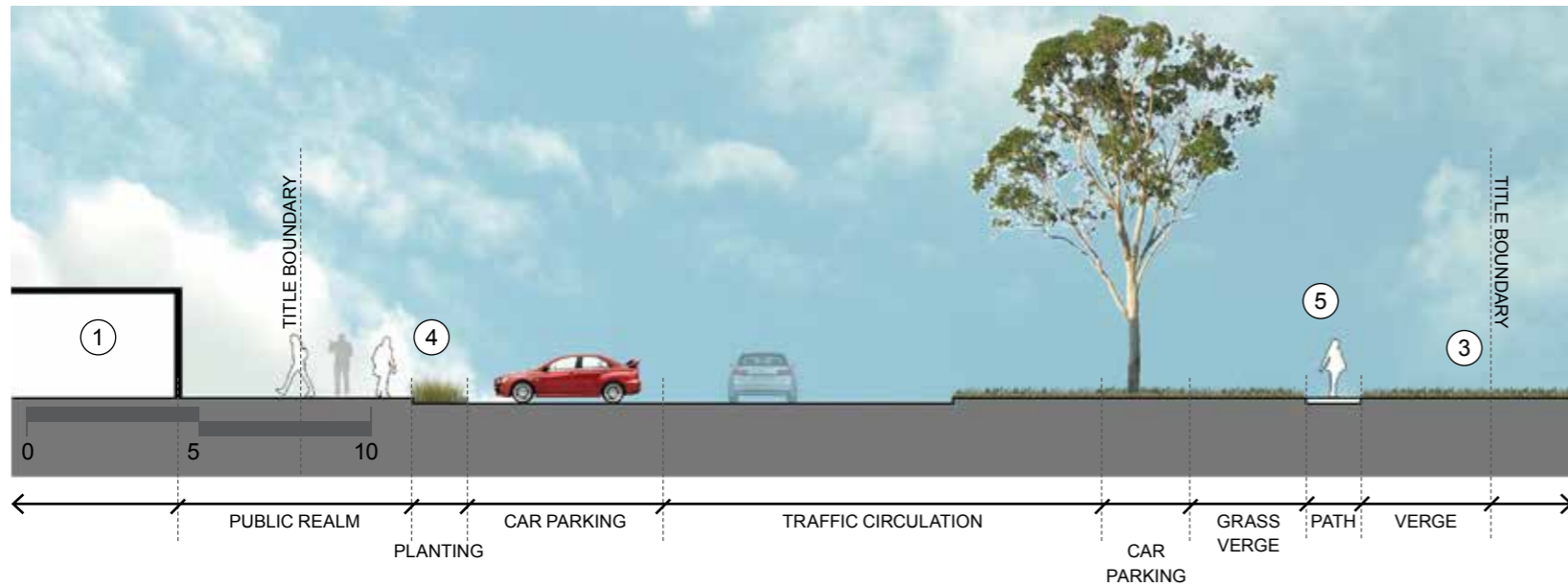


Figure: 2.2.7 Kinglake proposed streetscape section (AA)

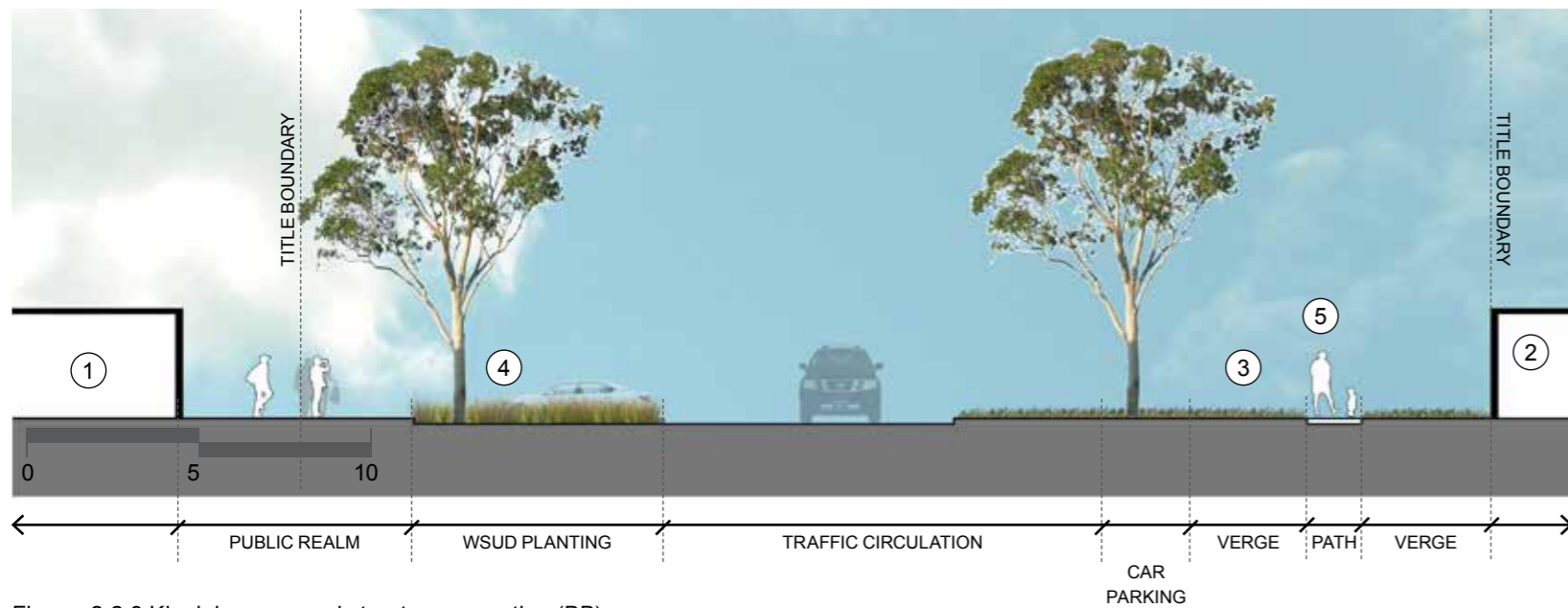


Figure: 2.2.8 Kinglake proposed streetscape section (BB)

LEGEND

- ① Existing Kinglake Pub
- ② Public toilets
- ③ Revised car parking and community open space
- ④ Water sensitive planting opportunity
- ⑤ Upgraded shared user path network

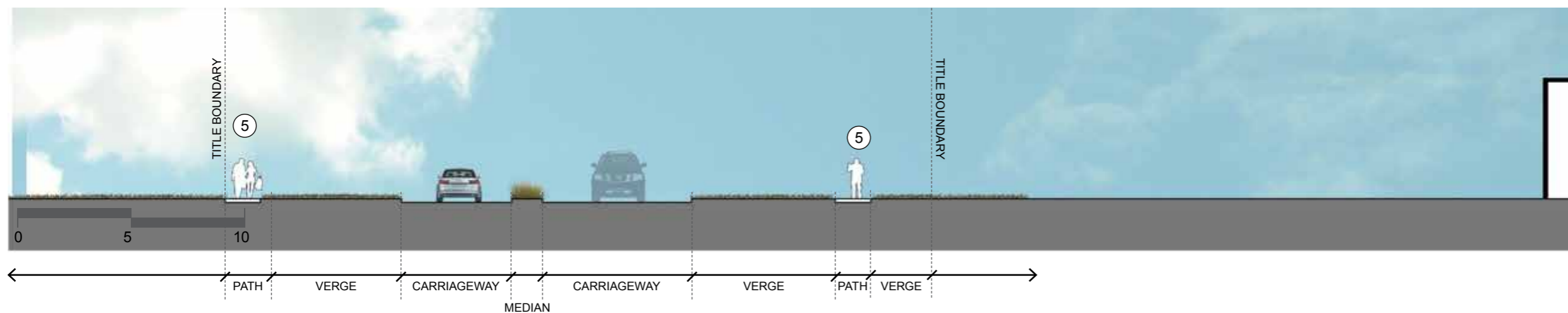


Figure: 2.2.9 Kinglake proposed streetscape section (CC)



Figure: 2.2.10 Kinglake proposed streetscape master plan (south)

LEGEND

-  Existing trees to be retained
-  Existing buildings
-  Proposed buildings
-  Active Street Frontage
-  Key redevelopment site
-  Proposed trees
-  Proposed Water Sensitive Urban Design (WSUD) streetscape planting (refer Project KL2)
-  Proposed feature planting (refer Project KL4)
-  Proposed grassed areas to be mulched areas with native grasses
-  Gravel car park surface
-  Shared user path (see Project KL5)
-  Proposed Main Street Paving (refer Project KL2)
-  Proposed entrance signage including information on the locality, other nearby settlements and features of the area.
-  Temporary visual screening
-  Removal of water tank to facilitate additional parking
-  Upgrade street shelter
-  Install kerb to define car park

PROJECTS

Refer Section 3






-  Individual project boundary
-  **Project KL2**
Enhancement of Main Street including car parking, streetscape planting, wider footpaths and paving upgrade and street furniture
-  **Project KL4**
Enhancement of the Healesville-Kinglake Road Intersection with feature planting to signify the entrance to the township
-  **Project KL5**
Shared user path upgrade as required
-  **Project KL6**
Streetscape enhancement including extension of red brick paving and establishment of planting area behind back of kerb



Figure: 2.2.14 Project KL6 - The corner of Whittlesea Kinglake Road and Robertson Road requires improved pavement and landscape planting. Minor earth works and recontouring of the existing gravel area will be required prior to an extension of the red-brick paving. A 2.5 metre landscape strip should be established along from the edge of the road.



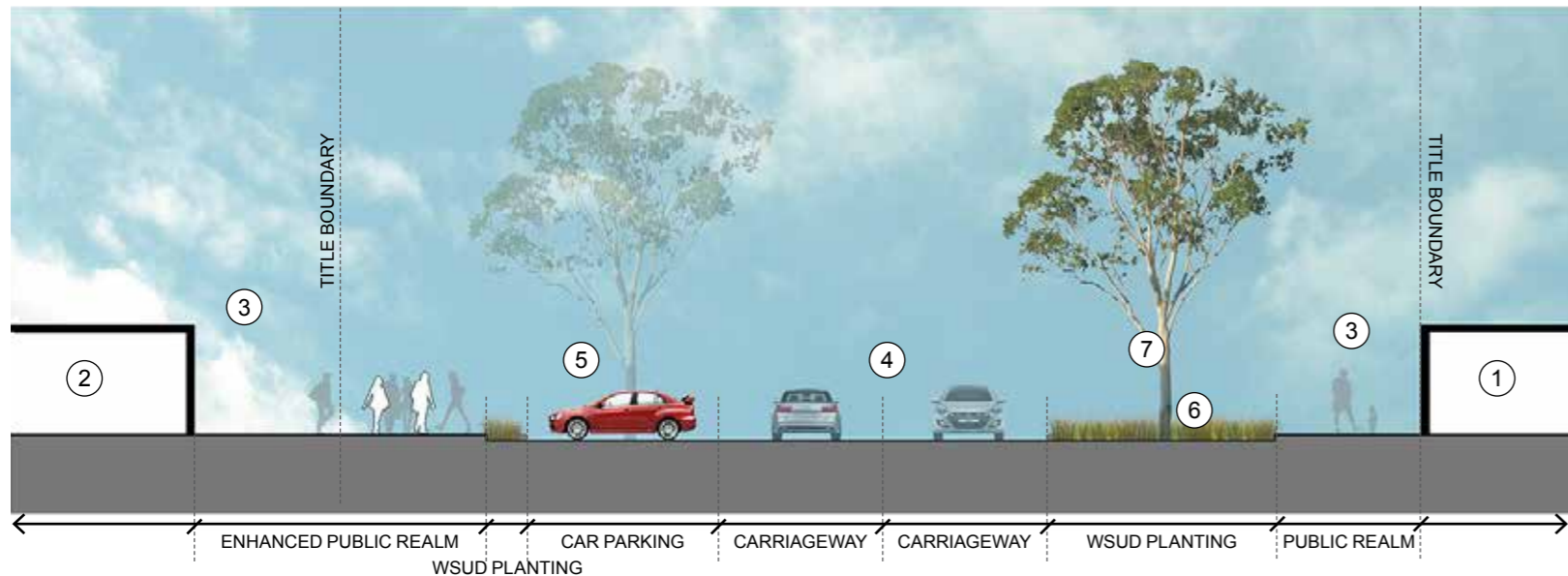


Figure: 2.2.11 Kinglake proposed streetscape section (DD)

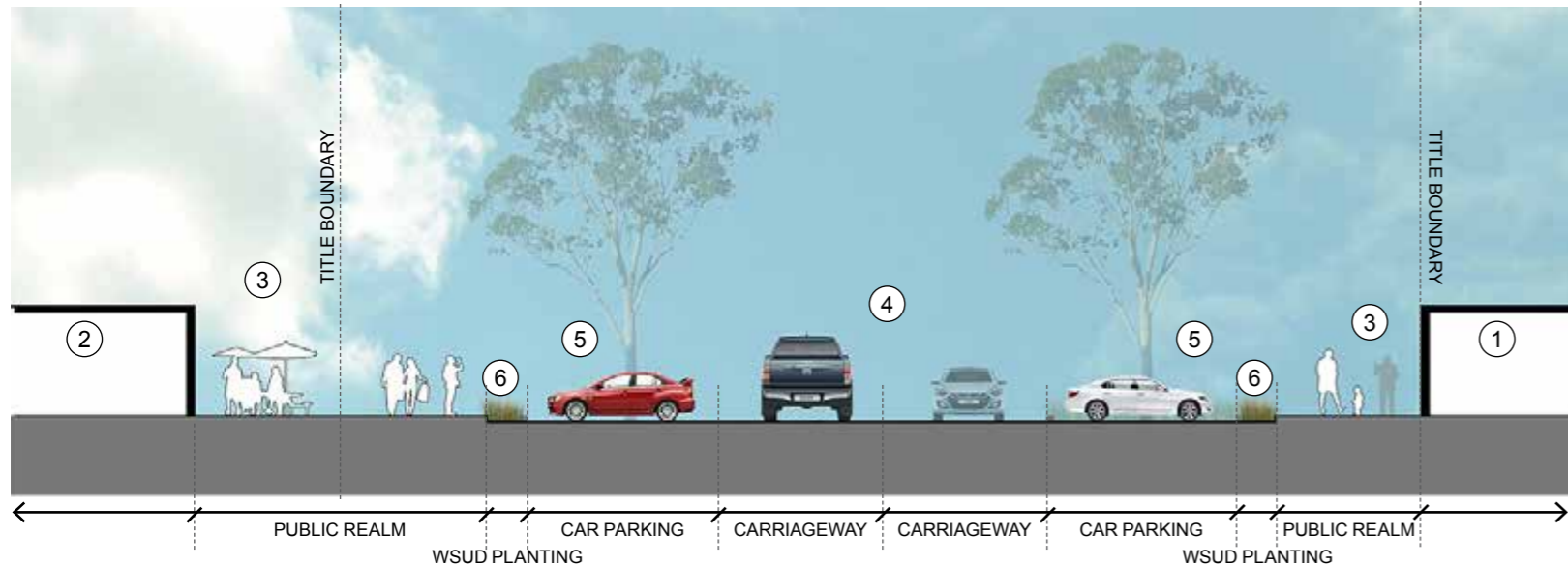


Figure: 2.2.12 Kinglake proposed streetscape section (EE)

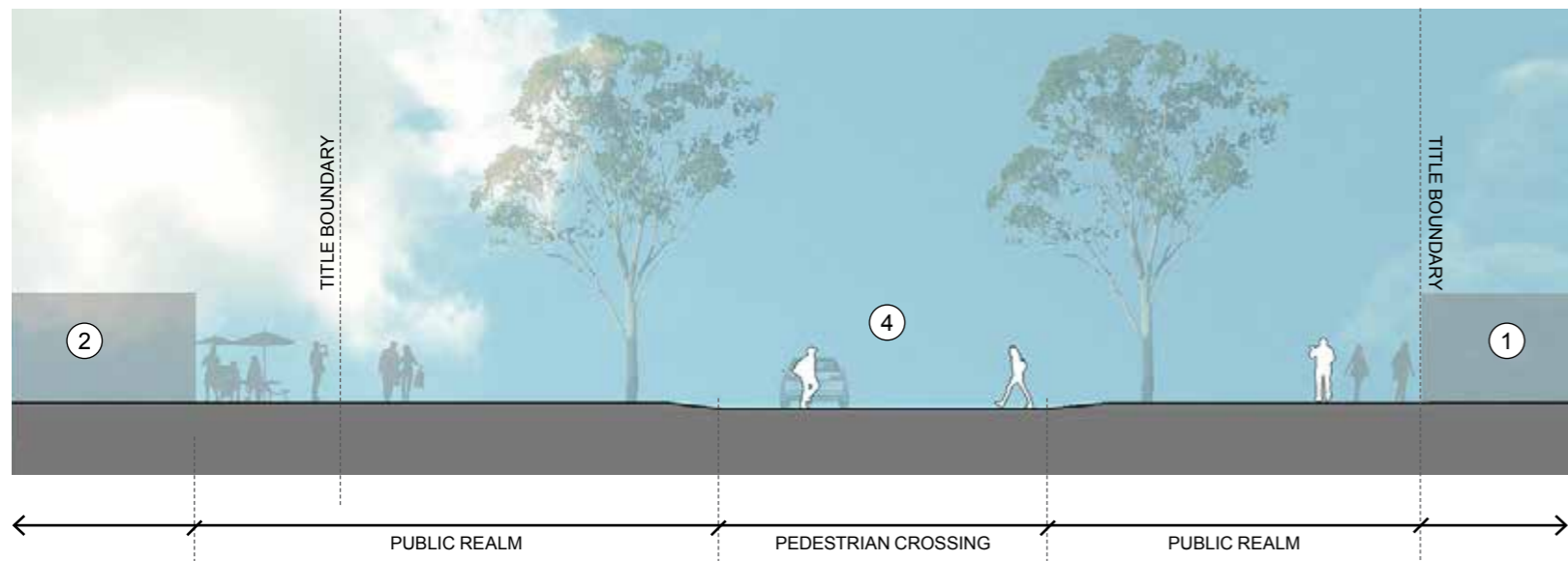
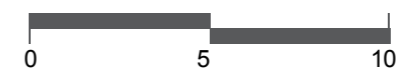


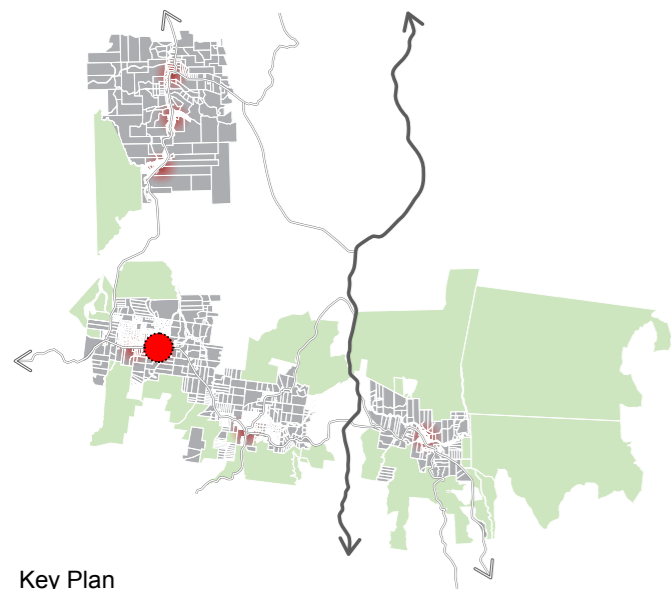
Figure: 2.2.13 Kinglake proposed streetscape section (FF)

LEGEND

- ① Existing commercial building
- ② Ideal location for future commercial buildings
- ③ Widened footpath and on street dining opportunities
- ④ Revised traffic calmed roadway
- ⑤ Revised on-street car parking
- ⑥ Water sensitive planting opportunity
- ⑦ Proposed street trees



2.3 Kinglake West - Pheasant Creek



Key Plan

2.3.1 Issues and Assessment

Built form and use

The more prominent buildings in Kinglake West - Pheasant Creek along Whittlesea-Kinglake Road are aligned with and are highly visible from the main road. The buildings on the northern side of Whittlesea-Kinglake Road west of Watsons Road, accommodate a mix of commercial and retail uses. Most of these prominent buildings have significant areas of car parking directly accessed from the main road.

Visual character

The visual character of the area is strongly defined by the contrast between the highly visible buildings to the north and the well developed stands of mature canopy trees to the south.

Access, connections and circulation

As Kinglake West - Pheasant Creek along Whittlesea-Kinglake Road has significant commercial activity, day time car parking plays a major role in how the streetscape is accessed. A footpath on the northern side of Whittlesea-Kinglake Road runs the full length of the township's main streetscape, providing access to the bus stop near Watsons Road.

Outdoor comfort and community involvement

Given the commercial nature of the streetscape, much of the community involvement and outdoor amenity is provided by the cafes and shops.

2.3.2 Considerations and recommendations

Built form and building use

- Maintain the existing building heights and ensure any new built forms are highly sympathetic to the existing commercial and residential buildings.

Visual character

- Consider the introduction of significant planting or public space that provides a stronger sense of identity in the settlement's centre.

Access, connections and circulation

- Consider improvements to the consistency and quality of pedestrian access through the township.

Outdoor comfort and community involvement

- Consider the definition of a 'main park' that could assist with the creation of an identifiable 'town centre'.



Figure 2.3.1 The view west along the Whittlesea - Kinglake Road



Figure 2.3.2 Entrance to one of the bulky goods retail / warehouse buildings



Figure 2.3.3 The view from the 'Flying Tarts' bakery

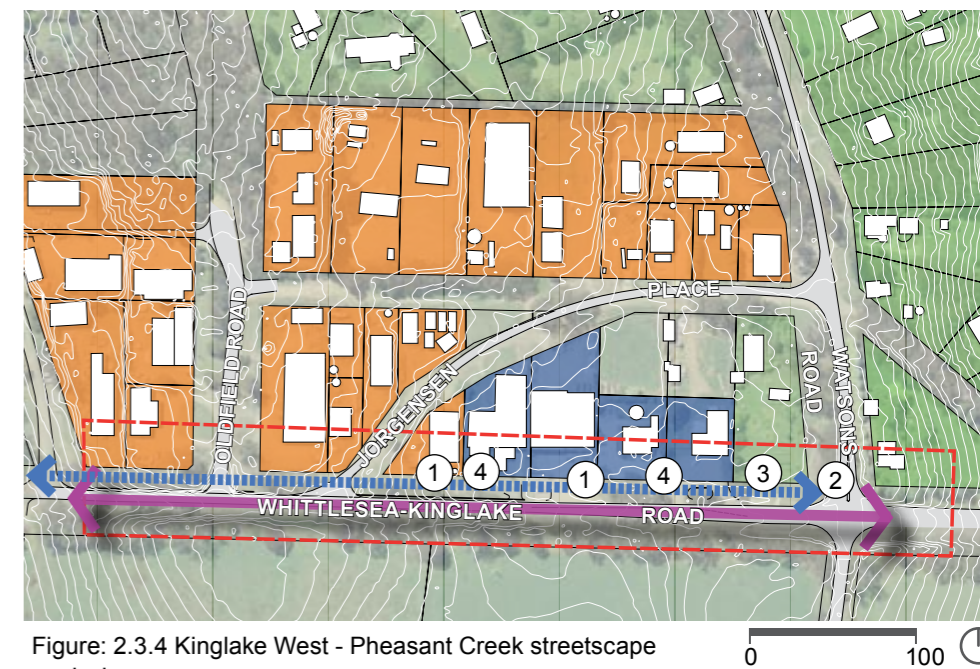


Figure 2.3.4 Kinglake West - Pheasant Creek streetscape analysis

LEGEND

PROPERTY AND LAND USE

- Retail use land
- Industrial/ commercial use land
- Residential use land
- Streetscape 'corridor'

MOVEMENT

- Existing Shared User Path
- Primary vehicular movement

OPPORTUNITIES AND CONSTRAINTS

- ① Formalise car parking area to front of commercial buildings
- ② Create a 'marker' to show the entrance of Kinglake West - Pheasant Creek
- ③ Improve the bus stop area
- ④ Improve existing places for passive recreation

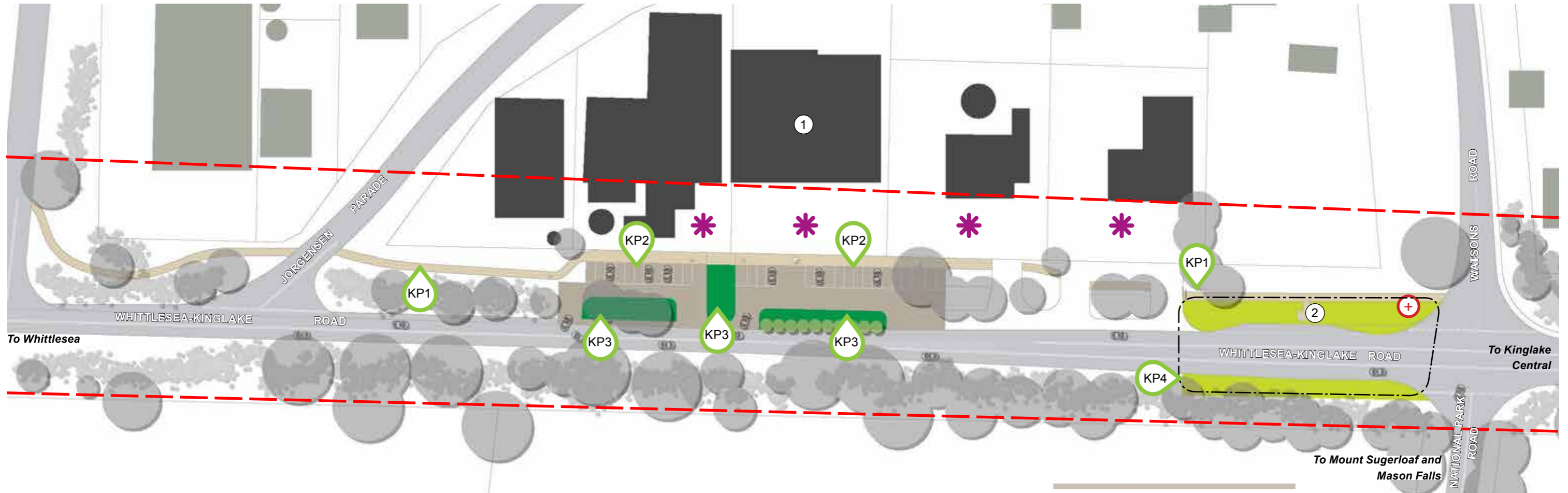

















Figure: 2.3.5 Kinglake West - Pheasant Creek proposed streetscape master plan

LEGEND

-  Master plan boundary
 -  Existing retail buildings
 -  Existing buildings
 -  Existing vegetation to be retained
 -  Proposed Water Sensitive Urban Design (WSUD) verge planting (refer Project KP3)
 -  Proposed feature planting to provide a sense of arrival to the Kinglake/Pheasant Creek township and improve bus stop setting Shared user path (refer Project KP1)
 -  Formalised car park (refer Project KP2)
 -  Proposed locality signage for Kinglake West - Pheasant Creek and information signage for Kinglake National Park, Mount Sugarloaf and Mason Falls
 -  Flying Tarts Bakery and Cafe
 -  Existing bus stop. Investigate improving shelter.
 -  Improved retail forecourts. To be undertaken in consultation with individual retail owners.
- PROJECTS**
Refer Section 3
-  Project KP1 Shared user path upgrade as required
 -  Project KP2 Formalised public car parking including resurfacing and line marking
 -  Project KP3 Proposed planted verges including WSUD and street tree planting
 -  Project KP4 Entry feature planting

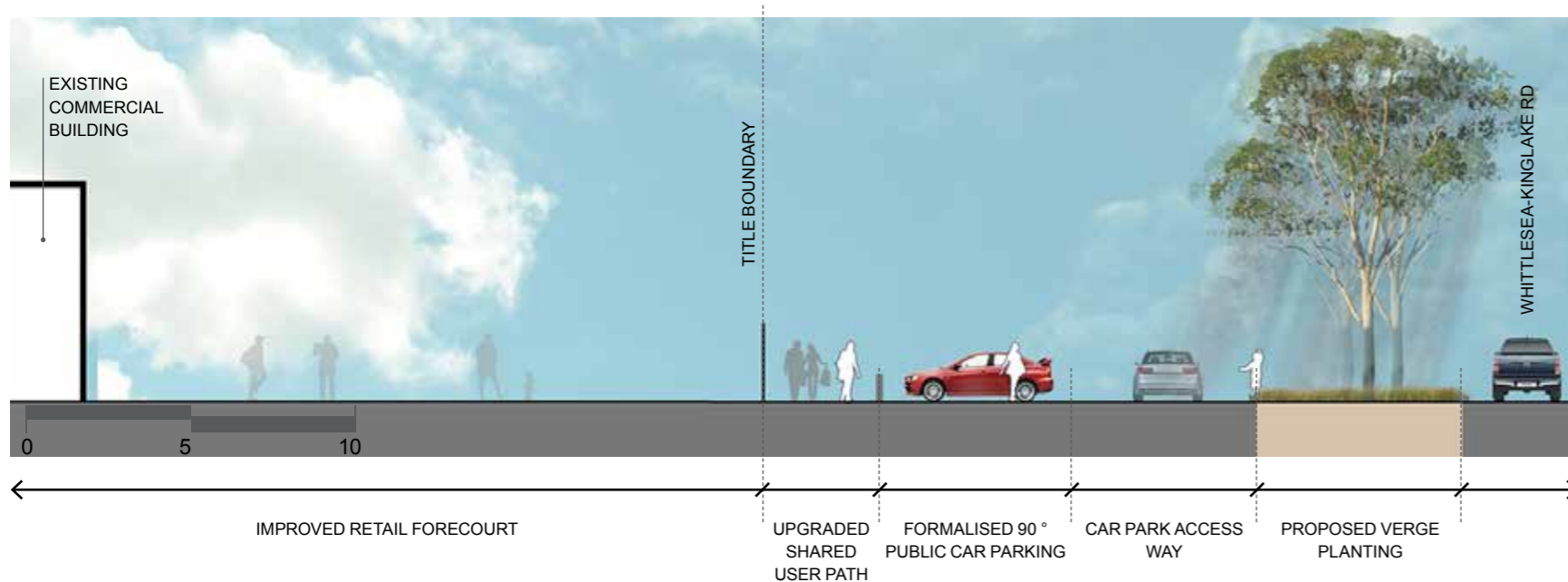
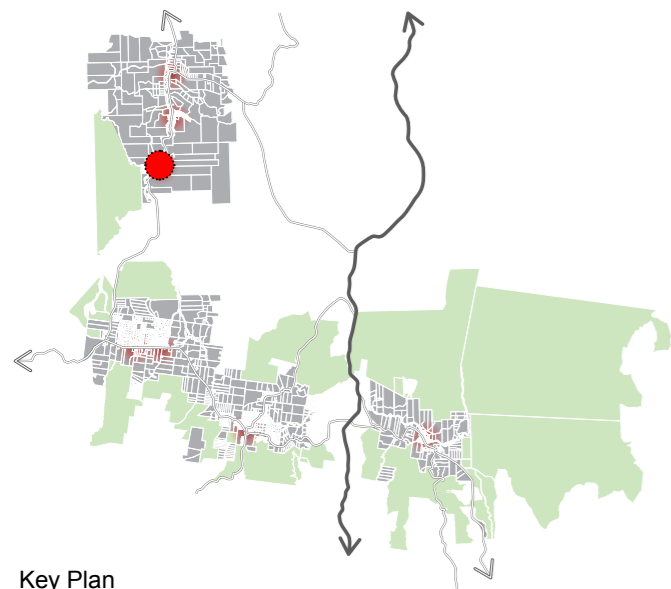


Figure: 2.3.6 Kinglake West - Pheasant Creek proposed streetscape typical section



2.4 Flowerdale South



Key Plan

2.4.1 Issues and Assessment

Built form and use

Buildings in Flowerdale South are largely hidden from the main road. The settlement has a larger number of residential buildings, although only very few are located along the main road. The buildings are predominantly residential. The Flowerdale Community House is located on Silver Creek Road some distance from the main road. All buildings are single storey and generally scattered among large trees.

Visual character

Flowerdale South has the character of a low density residential area. The tree cover is less than other nearby settlements with residential buildings and associated fencing forming the majority of the visual character. The community house's distance from the main road prevents it from providing a strong visual focus for the whole community.

Access, connections and circulation

In general, pedestrian access and cycling through the settlement is reasonable, however its visibility and continuity could be improved.

Outdoor comfort and community involvement

Given that residents have their own extensive gardens and yards, there is a lesser need for public open space. The road verge on the northern side of the Whittlesea-Yea Road provides a potential site for a public open space. The bus stops are located within this verge. There is potential to improve the bus shelters themselves and their immediate setting.

2.4.2 Considerations and recommendations

Built form and building use

- Maintain the existing building heights and ensure that any new built forms are highly sympathetic to the existing residential buildings.

Visual character

- Consider the introduction of significant planting or public space that provides a stronger sense of identity in the settlement's centre.

Access, connections and circulation

- Consider improvements to the visibility and continuity of the pedestrian access through and to the settlement.

Outdoor comfort and community involvement

- Consider the use of the Whittlesea-Yea Road verge (north side) as a more formalised public open space that can create an identifiable 'centre'.



Figure: 2.4.2 Flowerdale Community House



Figure: 2.4.1 The view from the Whittlesea - Yea Road north along Silver Creek Road



Figure: 2.4.3 The view along Silver Creek Road

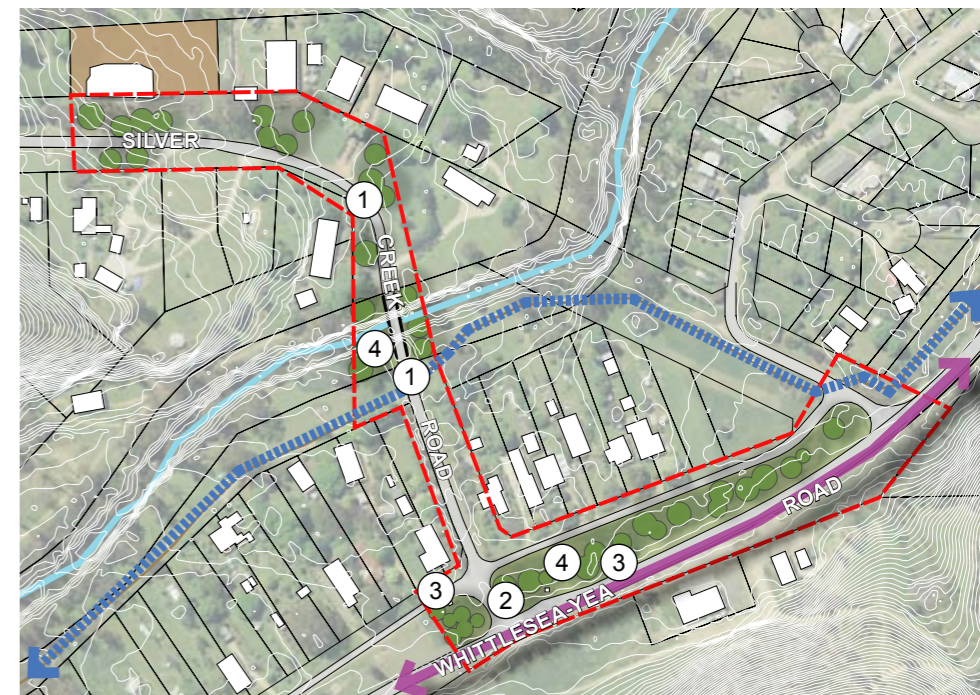


Figure: 2.4.4 Flowerdale South streetscape analysis



LEGEND

PROPERTY AND LAND USE

- Flowerdale Community House
- Streetscape 'corridor'
- Creek line

MOVEMENT

- Existing Shared User Path
- Primary vehicular movement

OPPORTUNITIES AND CONSTRAINTS

- ① Create a stronger pedestrian link/ pathway
- ② Create a 'marker' to show the entrance of Flowerdale South
- ③ Improve the bus stop area
- ④ Improve existing places for passive recreation



LEGEND

- Master plan boundary
- Existing buildings
- Existing vegetation to be retained
- Proposed parkland vegetation (refer Projects)
- Proposed riparian vegetation (refer Projects)
- Proposed streetscape planting (refer Projects)
- Shared user path
- Flowerdale Community House
- CFA
- Existing bus stops. Investigate improvement of shelter
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

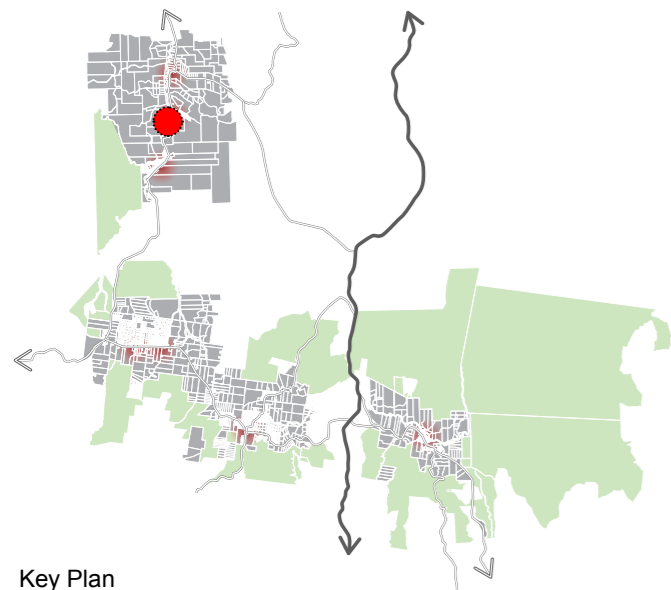
PROJECTS
Refer Section 3

- Individual project boundary
- Project FS1
Enhancement of Flowerdale Community House street interface with streetscape planting
- Project FS2
Enhancement of creek environs with riparian planting and seating to encourage passive recreation. Improve creek corridor interface with Silver Creek Road with streetscape planting
- Project FS3
Whittlesea-Yea Road Median
Improve parkland planting and maintenance of verge (north side) along Whittlesea-Yea Road including seating for passive recreation
- Project FS4
Shared user path upgrade as required

Figure: 2.3.6 Flowerdale South proposed streetscape master plan



2.5 Flowerdale Central



Key Plan

2.5.1 Issues and Assessment

Built form and use

The small number of buildings in Flowerdale Central are all single storey and generally scattered among large trees. The Hazledene General Store is the most prominent, however is not easily seen from the main road.

Visual character

The creek parkland character strongly defines this settlement. As the buildings are located over 100 metres from the main road, the settlement is 'hidden' and has a 'hamlet' type character. The dominance and quality of the bus stop and parking area significantly detracts from the visual character.

Access, connections and circulation

The 'main street' is a cul-de-sac and sits behind Whittlesea-Yea Road to the west. It does not permit through traffic, greatly reducing the need for access through the streetscape. The main road bus stop and bus parking area do not afford a great deal of pedestrian access to the shops.

Outdoor comfort and community involvement

The streetscape is located alongside King Parrot Creek and is afforded an excellent series of public open spaces. The main road bus stop and toilet do not afford much visual amenity.

2.5.2 Considerations and recommendations

Built form and building use

- Maintain the existing building heights and ensure that any new built forms are highly sympathetic to the existing residential and retail buildings.

Visual character

- Focus attention on improvements to the bus stop, toilet General Store parking area so that the area better responds to the 'creek parkland' character.

Access, connections and circulation

- Improve the pedestrian access and directional signage between the retail buildings and bus stop across the existing bridge.

Outdoor comfort and community involvement

- Consider improvements to the basic amenity items along the creek parkland corridor.



Figure: 2.5.2 The bridge between Broome Road and Whittlesea - Yea Road



Figure: 2.5.1 The Hazledene General Store in Flowerdale Central



Figure: 2.5.3 The bus stop and toilet on the Whittlesea - Yea Road at Flowerdale Central

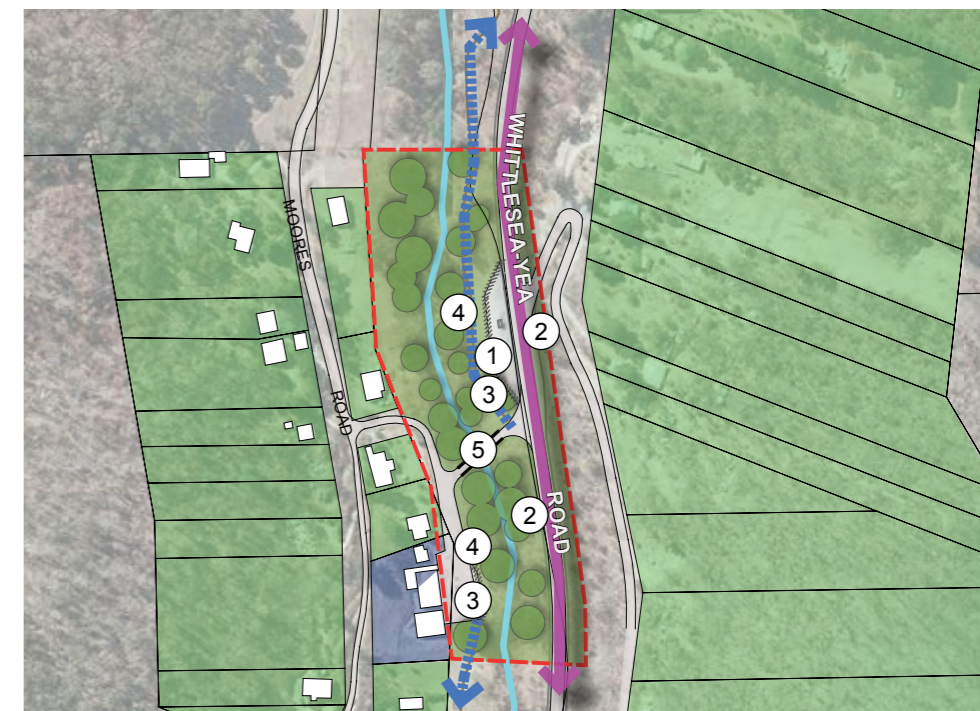


Figure: 2.5.4 Flowerdale Central Streetscape Analysis

LEGEND

PROPERTY AND LAND USE

- Hazledene General Store
- Residential use land
- Streetscape 'corridor'

- Creek line

MOVEMENT

- ⇄ Existing Shared User Path
- ⇄ Primary vehicular movement

OPPORTUNITIES AND CONSTRAINTS

- ① Formalise access and improve the amenity of the bus stop and toilet area
- ② Create a 'marker' to show the entrance of Flowerdale Central
- ③ Rejuvenate the landscape in key areas
- ④ Improve existing places for passive recreation
- ⑤ Improve pedestrian access between the bus stop and the store



Key Plan

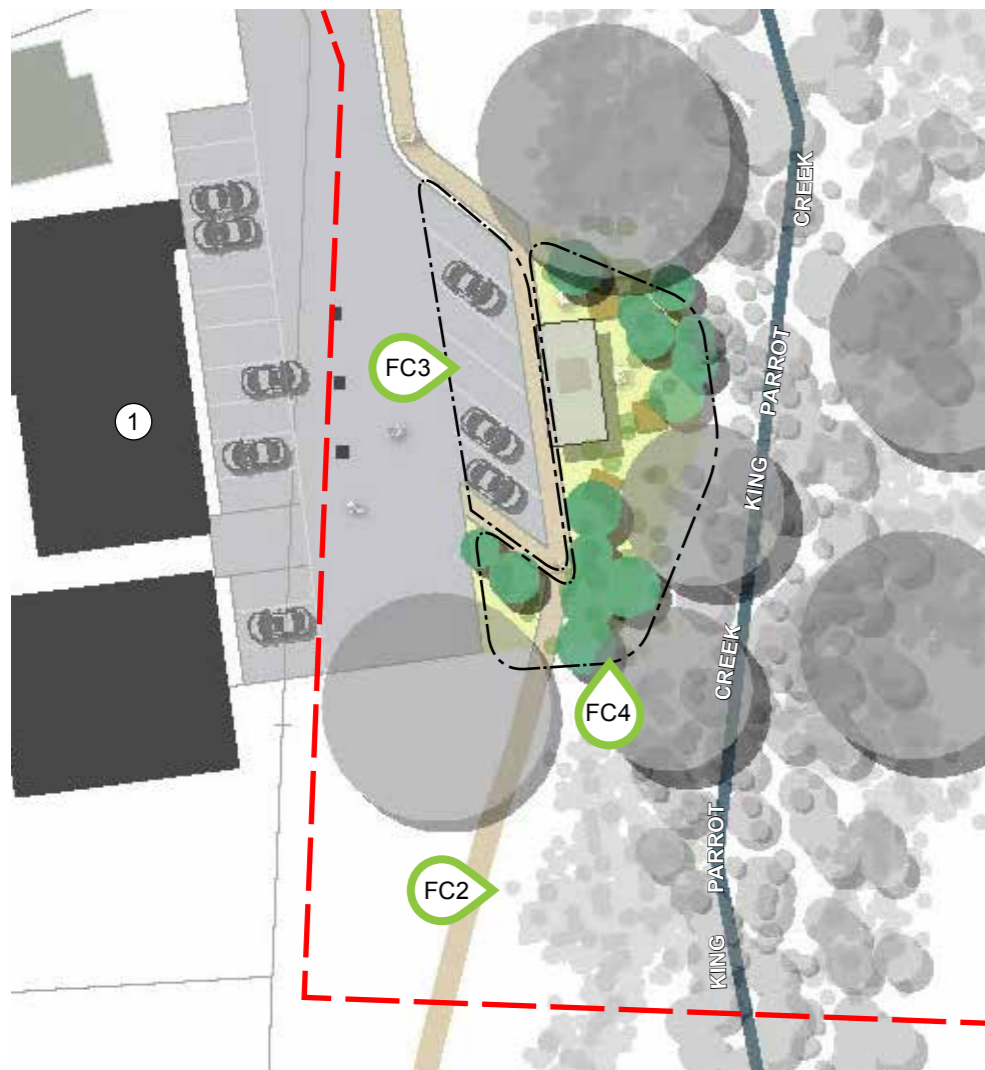


Figure: 2.5.5 Flowerdale Central proposed streetscape master plan (south)



Figure: 2.5.6 Flowerdale Central proposed streetscape master plan (north)

LEGEND

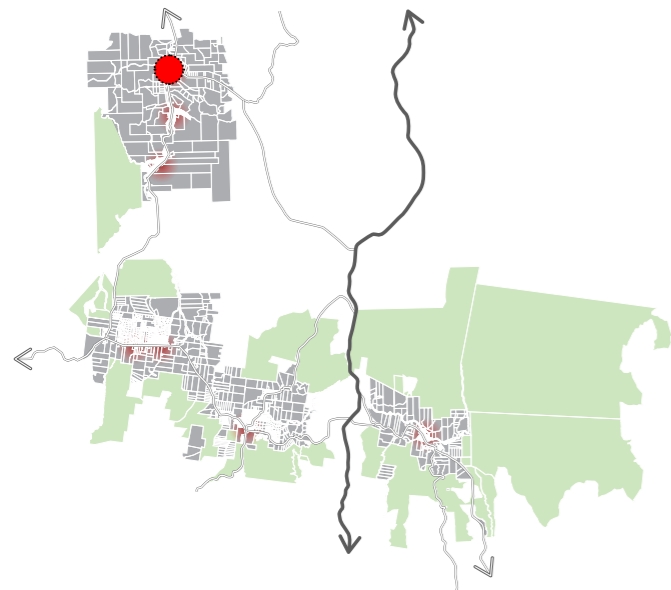
- Master plan boundary
- Existing vegetation to be retained
- Existing commercial building
- Existing buildings (other)
- Proposed riparian vegetation
- Proposed shelter and picnic amenity area (see Project FC4)
- Shared user path
- Hazeldene General Store
- Existing bus stop. Investigate improvement to shelter
- Public toilet
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

PROJECTS
Refer Section 3

- Individual project boundary
- Project FC1
Improvement and formalisation of bus stop and toilet area including parkland planting and resurfacing of hardstand
- Project FC2
Shared user path upgrade as required
- Project FC3
Formalised shop car park including resurfacing and line marking
- Project FC4
Rejuvenated public open space amenity including riparian planting, shelter, picnic tables and BBQ



2.6 Flowerdale North



2.6.1 Issues and Assessment

Built form and use

The buildings of Flowerdale North are located around a wide sweeping bend on the main road with most of the main buildings on the northern side hidden from view. The buildings on the southern side of the bend near Broadford-Flowerdale Road are quite prominent buildings are all used for community or commercial uses.

Visual character

As many of the buildings are largely hidden from view, the visual character as experienced from the road is of the road itself and associated embankments. When experienced from the school and hotel, the visual character shifts to one dominated by mid storey canopy vegetation and moderately undulating topography.

Access, connections and circulation

The main road serves as a significant barrier to pedestrian movement, with the only crossing possible at the north eastern part of the streetscape. There are pedestrian pathways away from the main road with a connection into the shared user path network.

Outdoor comfort and community involvement

Given the dispersed nature and public use of the buildings, much of the public space amenity is provided for within the key buildings. The community centre, school and hotel fulfil some of the needs for public outdoor space.

2.6.2 Considerations and recommendations

Built form and building use

- Maintain existing building heights and ensure that any new built forms are highly sympathetic to the existing buildings.

Visual character

- Re-vegetate the roadside and general road corridor area.
- Consider the introduction of significant planting or public space that provides a stronger sense of identity in the settlement's centre.

Access, connections and circulation

- Consider improvements to pedestrian access, particularly between the school and the community hall.

Outdoor comfort and community involvement

- Investigate improvement of amenity along the pedestrian path between the school and the hotel and connection to King Parrot Creek as a key recreational link.



Figure: 2.6.2 View looking north along the Whittlesea - Yea Road service road toward the Flowerdale Hotel



Figure: 2.6.1 View looking east along the Whittlesea - Yea Road service road toward the Flowerdale Primary School



Figure: 2.6.3 View looking south from Broadford - Flowerdale Road, across the Whittlesea - Yea Road toward the Flowerdale Community Hall

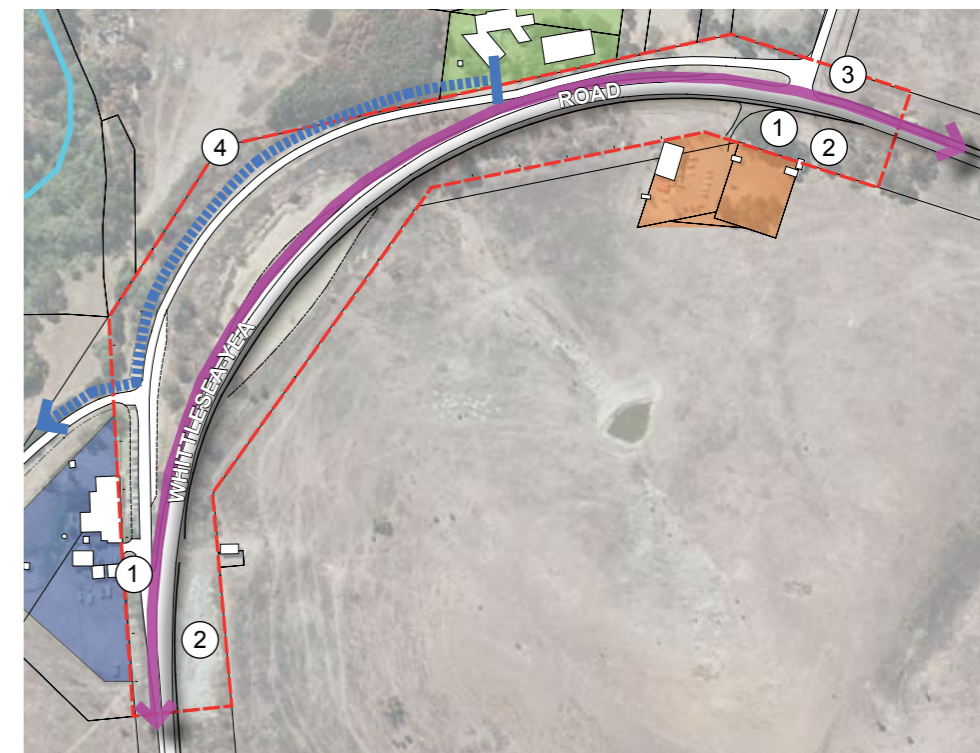


Figure: 2.6.4 Flowerdale North streetscape analysis

LEGEND

PROPERTY AND LAND USE

- Flowerdale Hotel
- Flowerdale Primary School
- Flowerdale Community Hall
- Streetscape 'corridor'

MOVEMENT

- Existing Shared User Path
- Primary vehicular movement

OPPORTUNITIES AND CONSTRAINTS

- ① Create a 'marker' structure to provide identity to the settlement's entrance
- ② Re-vegetate the roadsides and road corridor.
- ③ Improve the pedestrian connection between the school and community hall
- ④ Improve existing pedestrian paths for passive recreation



LEGEND

- Existing vegetation to be retained
- Existing buildings
- Proposed parkland vegetation (refer Project FN1)
- Shared user path (refer Project FN2)
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.
- Traffic management treatment to pedestrian crossing (refer Project FN3)
- Investigate an area of improved amenity along the shared user path
- 1 The Flowerdale Hotel
- 2 Flowerdale Primary School, Kindergarten and Maternal And Child Health Centre
- 3 Flowerdale Community Hall
- 4 Flowerdale Youth Space

PROJECTS

- Refer Section 3
- Individual project boundary
 - Project FN1
Planting to denuded areas
 - Project FN2
Shared user path upgrade as required
 - Project FN3
Improved pedestrian crossing

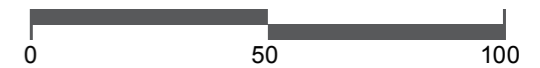


Figure: 2.6.5 Flowerdale North proposed streetscape master plan

3.1 Projects

The following projects relate to and should be read in conjunction with the drawings provided in Section 2. All costs are opinions of probable costs only and will need to be verified. All works are subject to funding availability. Works within areas overseen by VicRoads areas must be done in consultation and agreement with VicRoads.

TOOLANGI

PROJECT CODE AND NAME	DESCRIPTION	COMMENTS	QUANTITY	PRIORITY	TIME FRAME	COST RANGE		
TO1	Shared user path upgrade							
		<i>Hardscape</i>						
	1	Resurfacing and widening of existing shared user path	Gravel resurfacing to 2.5m in width	150 lin. m. NOM.	High	TBA	\$30/m2	
TO2	Enhance Northern Entrance to create better amenity and a 'gateway' to the entrance of the township							
		<i>Softscape</i>						
		1	Street Trees	Refer to street planting schedule	40 no. trees	Medium	TBA	\$100 ea.
		2	Street Planting	Refer to street planting schedule	500 m2 NOM.	Medium	TBA	\$20/m2
		3	Parkland Trees	Refer to park planting schedule	40 no. trees	Low		\$100 ea.
		4	Parkland Planting	Refer to park planting schedule	200 m2 NOM.	Low	TBA	\$20/m2
		6	Path	Gravel path to 2.0m in width	150 lin. m. NOM.	Low	TBA	\$30/m2
		<i>Furniture</i>						
7	Seating - bench with back and arm rest	Refer furniture schedule	2 no. item	Medium	TBA	\$3000 ea.		
TO3	Enhancement of community building streetscape interface							
		<i>Softscape</i>						
		1	Street Tree planting	Refer to street planting schedule	20 no. trees	Medium	TBA	\$100 ea.
	2	Street Planting	Refer to street planting schedule. Specific to the Community Centre Only. Exact planting design and selection to be undertaken in consultation with Community Centre management.	450 m2 NOM.	Medium	TBA	\$20/m2	

Further actions for Toolangi

- Investigate a location for and the feasibility of long-vehicle parking to support existing bridle trails
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

It is recommended that a separate way finding and signage strategy be prepared to provide further detail and guidance for all signage proposed in this report. This strategy would be in line with existing town entrance signage across the broader municipality.

KINGLAKE							
PROJECT CODE AND NAME	DESCRIPTION	COMMENTS	QUANTITY	PRIORITY	TIME FRAME	COST RANGE	
KL1	Glenburn Road and Whittlesea-Kinglake Road Roundabout						
	<i>Road Works (In consultation with VicRoads)</i>						
	1	Construction of roundabout		1. no. item	Medium	TBA	\$
KL1	<i>Softscape</i>						
	3	Feature Planting	Refer to feature planting schedule	500 m2 NOM.	Medium	TBA	\$20/m2
KL2	Enhancement of 'High Street'						
	<i>Road Works (In consultation with VicRoads)</i>						
	1	Kerb Realignment	Realign kerb to incorporate changes to proposed public realm design.	300 lin. m. NOM.	High	TBA	\$
	2	Car parking	Gravel resurfacing of 34 no. car parks	700 m2 NOM.	High	TBA	\$
	<i>Softscape</i>						
	4	Street Tree Planting	Refer to WSUD planting schedule	25 no. trees	High	TBA	\$100 per tree
	5	WSUD Planting	Refer to WSUD planting schedule	300 m2 NOM.	High	TBA	\$20/m2
	<i>Hardscape</i>						
	6	Feature paving	Exposed aggregate concrete	800 m2 NOM.	High	TBA	\$100/m2
	<i>Furniture</i>						
7	Seating - bench	Refer furniture schedule	10 no.	High	TBA	\$2500 ea.	
8	Bin	Refer furniture schedule	4 no.	High	TBA	\$2500 ea.	
9	Temporary visual screening	...	1. no. item	High	TBA	\$	
KL3	Enhancement of the Healesville-Kinglake Road Intersection						
	<i>Softscape</i>						
1	Feature Planting (Town entrances)	Refer to street planting schedule	1000 m2 NOM.	Low	TBA	\$20/m2	

* Subject to funding availability or a special charge scheme

KL4	Kinglake Pub car park and surrounds						
	<i>Hardscape</i>						
	1	Car parking	Gravel resurfacing of 23 no. car parks	1000 m2 NOM.	Medium	TBA	\$
	<i>Softscape</i>						
	2	WSUD Planting	Refer to WSUD planting schedule	300 m2 NOM.	High	TBA	\$20/m2
3	Street Tree planting	Refer to street planting schedule	5 no. trees	Medium	TBA	\$100 ea.	
<i>Furniture</i>							
4	Bike Parking	Refer furniture schedule	15 no.	Medium	TBA	\$500 ea.	
KL5	Shared user path upgrade						
	<i>Hardscape</i>						
	1	Resurfacing and widening of existing shared user path	Concrete resurfacing to 2.5m in width	500 lin. m. NOM.	High	TBA	\$60/m2
<i>Softscape</i>							
2	Make good areas around shared user path with native grasses in mulched areas		1000 m2 NOM.	Medium	TBA	\$10/m2	
KL6	Streetscape enhancement						
	<i>Hardscape</i>						
	1	Red brick pavement	Extend red brick paving around existing litter and recycling bins	20 m2 NOM.	High	TBA	\$220/m2
<i>Softscape</i>							
2	Make good areas around pavement to back of kerb with native grasses in mulched areas		1000 m2 NOM.	Medium	TBA	\$10/m2	
KL7	Recreation/ Tourist Shelter Area Upgrade						
	<i>Hardscape</i>						
	1	Expanding of existing pavement areas	Concrete resurfacing to 2.5m in width	20 m2. NOM.	Low	TBA	\$60/m2
	2	Seating - bench	Refer furniture schedule	4 no.	Low	TBA	\$2500 ea.
	3	Bin	Refer furniture schedule	2 no.	Low	TBA	\$2500 ea.
	<i>Softscape</i>						
4	Feature Planting	Refer to feature planting schedule	500 m2 NOM.	Low	TBA	\$20/m2	
5	Shade Tree Planting	Refer to WSUD planting schedule	8 no. trees	Low	TBA	\$100 per tree	

Further actions for Kinglake

- Investigate the upgrade of the picnic area and playground.
- Proposed signage including information on the locality, other nearby settlements and features of the area.

It is recommended that a separate way finding and signage strategy be prepared to provide further detail and guidance for all signage proposed in this report. This strategy would be in line with existing town entrance signage across the broader municipality.

Kinglake West - Pheasant Creek

PROJECT CODE AND NAME	DESCRIPTION	COMMENTS	QUANTITY	PRIORITY	TIME FRAME	COST RANGE	
KP1	Shared user path upgrade						
	<i>Hardscape</i>						
	1	Resurfacing and widening of existing shared user path	Gravel resurfacing to 2.5m in width	500 lin. m. NOM.	High	TBA	\$30/m2
KP2	Formalised public car parking						
	<i>Hardscape</i>						
	1	Re-surfacing and marking of car park	Asphalt resurfacing of 30 no. car parks	1000 m2 NOM.	Medium	TBA	\$
KP3	Proposed planted verges						
	<i>Softscape</i>						
		1	WSUD Tree Planting	Refer to WSUD planting schedule	40 no. trees	Medium	TBA
	2	WSUD Planting	Refer to WSUD planting schedule	500 m2 NOM.	Medium	TBA	\$20/m2
KP4	Entry feature planting						
	<i>Softscape</i>						
	1	Feature Planting	Refer to feature planting schedule	500 m2 NOM.	Medium	TBA	\$20/m2

Further actions for Kinglake West - Pheasant Creek

- Improved retail forecourts. To be undertaken in consultation with individual retail owners.
- Investigate improvement to existing bus stop shelter.
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area (notably Kinglake West - Pheasant Creek and information signage to Kinglake National Park, Mount Sugarloaf and Mason Falls).

It is recommended that a separate way finding and signage strategy be prepared to provide further detail and guidance for all signage proposed in this report. This strategy would be in line with existing town entrance signage across the broader municipality.

FLOWERDALE SOUTH

PROJECT CODE AND NAME	DESCRIPTION	COMMENTS	QUANTITY	PRIORITY	TIME FRAME	COST RANGE	
FS1	Enhancement of Flowerdale Community House street interface						
	<i>Softscape</i>						
	1	Street Tree Planting	Refer to street planting schedule.	10 no trees.	Medium	TBA	\$100 per tree
	2	Streetscape Planting	Refer to street planting schedule. Specific to the Community Centre Only. Exact planting design and selection to be undertaken in consultation with Community Centre management.	500 m2 NOM.	Medium	TBA	\$20/m2
FS2	Enhancement of creek environs						
	<i>Softscape</i>						
	1	Street Tree planting	Refer to street planting schedule	30 no. trees	Medium	TBA	\$100 per tree
	2	Streetscape planting	Refer to street planting schedule	300 m2 NOM.	Medium	TBA	\$20/m2
	3	Riparian Tree planting	Refer to parkland planting schedule	50 no. trees	Low	TBA	\$100 per tree
	4	Riparian planting	Refer to parkland planting schedule	5000 m2 NOM.	Low	TBA	\$20/m2
	<i>Furniture</i>						
3	Seating - bench	Refer furniture schedule	3 no.	Low	TBA	\$2000 ea.	
4	Seating - bench with back and arm rest	Refer furniture schedule	3 no.	Low	TBA	\$2500 ea.	
FS3	Whittlesea-Yea Road median						
	<i>Softscape</i>						
	1	Parkland planting	Refer to parkland planting schedule	5000 m2 NOM.	Medium	TBA	\$20/m2
<i>Furniture</i>							
7	Seating - bench with back and arm rest	Refer furniture schedule	2 no. item	Medium	TBA	\$3000 ea.	
FC2	Shared user path upgrade						
	<i>Hardscape</i>						
1	Resurfacing and widening of existing shared user path	Gravel resurfacing to 2.5m in width	150 lin. m.	High	TBA	\$30/m2	

Further actions for Flowerdale South

- Investigate improvement to existing bus stop shelter.
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

It is recommended that a separate way finding and signage strategy be prepared to provide further detail and guidance for all signage proposed in this report. This strategy would be in line with existing town entrance signage across the broader municipality.

FLOWERDALE CENTRAL

PROJECT CODE AND NAME	DESCRIPTION	COMMENTS	QUANTITY	PRIORITY	TIME FRAME	COST RANGE	
FC1	Improvement and formalisation of bus stop and toilet area						
	<i>Hardscape</i>						
	1	Hard paving	Concrete hard paving to bus stop area and path connection to toilet	300 m2 NOM.	Medium	TBA	\$100/m2
	<i>Softscape</i>						
	1	Riparian tree planting	Refer to parkland planting schedule	100 no. trees	Medium	TBA	\$100 per tree
	2	Riparian planting	Refer to parkland planting schedule	2000 m2 NOM.	Medium	TBA	\$20/m2
FC2	Shared user path upgrade						
	<i>Hardscape</i>						
	1	Resurfacing and widening of existing shared user path	Gravel resurfacing to 2.5m in width	150 lin. m.	High	TBA	\$30/m2
FC3	Formalised general store car park						
	<i>Hardscape</i>						
	1	Asphalt resurfacing of 6 no. car parks		200 m2 NOM.	Medium	TBA	\$
FC4	Rejuvenated public open space amenity						
	<i>Hardscape</i>						
	1	Hard paving	Concrete paving under shelter	50 m2 NOM.	Medium	TBA	\$60/m2
	<i>Softscape</i>						
	1	Riparian tree planting	Refer to parkland planting schedule	20 no. trees	Low	TBA	\$100 per tree
	2	Riparian planting	Refer to parkland planting schedule	200 m2 NOM.	Low	TBA	\$20/m2
	<i>Furniture</i>						
	1	Shelter	Refer furniture schedule	1 no. item	Medium	TBA	\$40,000 ea.
2	BBQ	Refer furniture schedule	1 no. item	Medium	TBA	\$8000 ea.	
3	Picnic setting	Refer furniture schedule	4 no. item	Medium	TBA	\$6000 ea.	

Further actions for Flowerdale Central

- Investigate improvement to existing bus stop shelter.
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

It is recommended that a separate way finding and signage strategy be prepared to provide further detail and guidance for all signage proposed in this report. This strategy would be in line with existing town entrance signage across the broader municipality.

FLOWERDALE NORTH

PROJECT CODE AND NAME	DESCRIPTION	COMMENTS	QUANTITY	PRIORITY	TIME FRAME	COST RANGE	
FN1	Planting to denuded areas						
	<i>Softscape</i>						
	1	Parkland Tree planting	Refer to parkland planting	50 no. trees	Low	TBA	\$100 ea.
	2	Parkland planting	Revegetation of denuded areas as indicated on drawings with local species. Refer parkland planting schedule	5000m2 NOM.	Low	TBA	\$20/m2
FN2	Shared user path upgrade						
	<i>Hardscape</i>						
	1	Resurfacing and widening of existing shared user path	Gravel resurfacing to 2.5m in width	600 lin. m. NOM.	High	TBA	\$30/m2
FN3	Improved pedestrian crossing						
	<i>Road Works (In consultation with VicRoads)</i>						
	1	Signalised pedestrian crossing	Provide a traffic management treatment to the pedestrian crossing across Whittlesea-Yea Road on the eastern side of Broadford-Flowerdale Road	1 no. item	Medium	TBA	\$

Further actions for Flowerdale North

- Investigate an area of improved amenity along the shared user path
- Proposed entrance signage including information on the locality, other nearby settlements and features of the area.

It is recommended that a separate way finding and signage strategy be prepared to provide further detail and guidance for all signage proposed in this report. This strategy would be in line with existing town entrance signage across the broader municipality.

4.1 Typical Vegetation Mixes

The following vegetation mixes relate to the planting areas proposed in the streetscape master plans and associated projects presented in Section 2 and 3 of this report. They are intended as a guide only.

PARKLAND MIX

The parkland vegetation mix is proposed in larger areas of open space that are set back from the road. They are to consist predominately of large canopy trees that will provide shade to users, and native grasses. Smaller areas of understory and medium shrub planting will create visual interest and biodiversity for native fauna.

BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE	DENSITY /m2
Trees			
<i>Eucalyptus viminalis</i>	Manna Gum	45L	0.1 (or as indicated)
<i>Eucalyptus radiata</i>	Narrow-leaf Peppermint	45L	0.1 (or as indicated)
<i>Eucalyptus melliodora</i>	Yellow Box	45L	0.1 (or as indicated)
Understory Tree			
<i>Acacia dealbata</i>	Silver Wattle	45L	0.5
<i>Pomaderris vacciniifolia</i>	Round-leaf Pomaderris	150mm	3
Medium Shrub			
<i>Goodenia ovata</i>	Hop Goodenia	150mm	4
<i>Correa reflexa</i>	Common Correa	150mm	4
Grasses, Rushes and Sedges			
<i>Dianella revoluta</i>	Black-anther Flax-lily	150mm	7
<i>Dianella tasmanica</i>	Tasman Flax-lily	150mm	7
<i>Lomandra longifolia</i>	Spiny-headed Mat-rush	150mm	7
<i>Poa labillardierei</i>	Common Tussock-grass	150mm	7

STREETSCAPE MIX

The streetscape vegetation mix is proposed along and within road reserves and consists of a mix of large canopy trees and low, native grasses. Consideration in the species selection has been given to the potential of leaf litter, hardiness and the likely conditions the plants will need to survive in, such as soil compaction. A simple palette has been chosen to create a strong and consistent visual character to the streetscape.

BOTANICAL NAME	COMMON NAME		
Trees			
<i>Eucalyptus melliodora</i>	Yellow Box	45L	0.1 (or as indicated)
<i>Eucalyptus viminalis</i>	Manna Gum	45L	0.1 (or as indicated)
Grasses, Rushes and Sedges			
<i>Dianella revoluta</i>	Black-anther Flax-lily	150mm	7
<i>Dianella tasmanica</i>	Tasman Flax-lily	150mm	7
<i>Lomandra longifolia</i>	Spiny-headed Mat-rush	150mm	7
<i>Poa labillardierei</i>	Common Tussock-grass	150mm	7



Eucalyptus viminalis



Goodenia ovata



Acacia dealbata



Cyathea australis



Anigozanthos sp.

FEATURE PLANTING MIX

Intended to visually signify the entry to a township and provide a sense of arrival, the feature planting mix consists of a species list that provides differing foliage and floral colour and texture.

BOTANICAL NAME	COMMON NAME		
Medium Shrub			
<i>Correa alba</i>	White Correa	150mm	6
Grasses, Rushes and Sedges			
<i>Anigozanthos sp.</i>	Kangaroo Paw	150mm	6
<i>Chrysocephalum apiculatum</i>	Yellow Buttons	150mm	4
<i>Dianella tasmanica</i>	Tasman Flax-lily	150mm	4

WSUD MIX

The Water Sensitive Urban Design (WSUD) planting areas are intended to capture storm water run-off from hard surfaces (predominately roads) and filter it before entering the conventional 'pit and pipe' system. Species selected are proved to have the capability of filtering gross pollutants found in water run-off and can withstand both inundation and drier periods.

BOTANICAL NAME	COMMON NAME		
Trees			
<i>Eucalyptus ovata</i>	Swamp Gum	45L	0.1 (or as indicated)
Grasses, Rushes and Sedges			
<i>Carex appressa</i>	Tall Sedge	150mm	7
<i>Dianella tasmanica</i>	Tasman Flax-lily	150mm	7
<i>Lomandra longifolia</i>	Spiny-headed Mat-rush	150mm	7
<i>Lomandra filiformis</i>	Wattle Mat-rush	150mm	7

RIPARIAN MIX

The riparian mix, similar to the parkland mix, is proposed in larger areas of open space that are set back from the road. The species selected are proposed near creeks, specifically King Parrot Creek, and are based on riparian vegetation classes indigenous to the area.

BOTANICAL NAME	COMMON NAME		
Trees			
<i>Eucalyptus viminalis</i>	Manna Gum	45L	0.1 (or as indicated)
<i>Eucalyptus ovata</i>	Swamp Gum	45L	0.1 (or as indicated)
Understory Tree			
<i>Acacia dealbata</i>	Silver Wattle	45L	0.5
<i>Acacia melanoxylon</i>	Blackwood	45L	0.5
<i>Pomaderris vacciniifolia</i>	Round-leaf Pomaderris	150mm	3
Ferns			
<i>Cyathea australis</i>	Rough Tree-fern	150mm	0.5
<i>Dicksonia antarctica</i>	Soft Tree-fern	150mm	0.5
Medium Shrub			
<i>Goodenia ovata</i>	Hop Goodenia	150mm	3
Grasses, Rushes and Sedges			
<i>Carex appressa</i>	Tall Sedge	150mm	7
<i>Gahnia sieberiana</i>	Red-fruit Saw-sedge	150mm	7
<i>Dianella tasmanica</i>	Tasman Flax-lily	150mm	7



Carex appressa



Lomandra longifolia

4.2 Furniture Types

The furniture examples shown on this page are intended to set a benchmark for the type of furniture that is recommended in each streetscape master plan. All furniture must be aluminium for ease of maintenance and it is preferable to use locally designed and manufactured furniture items.

Two suites of furniture have been proposed for the streetscape master plans. These are:

Urban Suite

This suite is proposed for more urban streetscapes (i.e. Kinglake). It consists of a bench seat for resting or waiting, bike parking and litter bins as more rubbish is expected due the proximity of food stores.

Parkland Suite

This suite of furniture has been selected based on it being proposed for areas where people are expected to spend longer periods of time. In some parkland instances a simple distribution of seats with back rests and arm rests has been proposed to provide amenity for people to sit and talk, read a book or for solitary peace and quite.

In other parkland instances picnic facilities are proposed that consist of picnic tables, a shelter and BBQ. These are intended for spaces that provide for groups of people, friends and family, to gather.

Urban Suite



U1 Bench seat



U2 Bike parking



U3 Litter bin

Parkland Suite



P1 Seat with back rest and arms



P2 Picnic setting



P3 Shelter



P4 BBQ

4.2 Road Design Notes (VicRoads)

VicRoads North Eastern Region reviewed an advanced draft of streetscape master plans report in late 2015. As this document aims to provide a broad overview of the strategic direction for a series of streetscape environment upgrade proposals VicRoads were only able to provide higher level commentary at this time. It was recognised that as individual projects are developed from this report and road designs commence VicRoads will be provided the relevant level of information so that they are able to provide further and more detailed commentary, guidance and direction.

Through the development of this report the broader aspects of VicRoads landscape architectural and urban design approaches have been taken into account. These were established at the commencement of the streetscape master planning process (2014) and include the VicRoads Section 720 (Landscape). As this masterplan document seeks primarily to describe how the broader road and streetscape corridors and road environment may respond to future urban development, to provide greater amenity and intensity we have drawn from these broader design aspects.

4.4 Maintenance

The maintenance items listed below are recommendations for the proposed softscape works in each streetscape master plan only and should be incorporated and considered along side Council's current maintenance regimes and work practices.

TOOLANGI

The following maintenance items for Toolangi relate to the proposed softscape works in Projects TO2 and TO3.

Maintenance Item	Description
<i>Softscape</i>	
1 Streetscape/parkland planting areas	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required

KINGLAKE

The following maintenance items for Kinglake relate to the proposed softscape works in Project KL1, KL2, KL3 and KL4.

Maintenance Item	Description
<i>Softscape</i>	
1 Streetscape/parkland planting areas	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required

2 Water Sensitive Urban Design (WSUD) planting areas	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required
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Kinglake West - Pheasant Creek

The following maintenance items for Kinglake West - Pheasant Creek relate to the proposed softscape works in Project KP3.

Maintenance Item	Description
<i>Softscape</i>	
1 WSUD planting areas	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required Removal of debris as required

FLOWERDALE SOUTH

The following maintenance items for Flowerdale South relate to the proposed softscape works in Projects FS1, FS2 and FS3.

Item	Description
<i>Softscape</i>	
1 Streetscape/Parkland planting areas	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required

FLOWERDALE CENTRAL

The following maintenance items for Flowerdale Central relate to the proposed softscape works in Projects FC1 and FC4.

Item	Description
<i>Softscape</i>	
1 Parkland planting	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required

FLOWERDALE NORTH

The following maintenance items for Flowerdale North relate to the proposed softscape works in Project FN1.

Item	Description
<i>Softscape</i>	
1 Parkland planting	Watering during establishment period only or on an as needs basis following establishment period Weed control – manual weed removal when required Pruning/slashing when required Plant replacement as required Plant replacement as required

A.1 Community Consultation 26 November 2014, Kinglake

Two community consultation sessions were held in November and December, 2014. These were 'drop-in' sessions hosted by Council and the consultants to give the community the opportunity to have involvement in the streetscape master plans of their townships. The tables below are a summary of what we heard.

KINGLAKE

Cyclists

- Very busy on weekends. Need to accommodate cyclists
- Storage/parking
- Water source to fill drink bottles
- Possible location for storage and fill point at vacant block on west side of the main street

Signage

- Street names: Main Road, Whittlesea-Kinglake Road, Highway Road
- Emergency Services
- The need for tourist information sign or signage (e.g. to direct to Frank Thomson Reserve)
- Gateway marker, statement sign, planting at entrances of main street

Traffic Movement

- Central median needed to guide truck movement and loading (e.g. Bright main Street)
- Improve functional - loading goods
- Improve access to shops and car parking
- Somewhere to turn in main street
- Bus bay adjacent to pub
- Aitken Crescent alternative access? Extend the road reserve?

Built form

- Example given of Yackandandah, roofline and verandah
- New development to west of the main street to be more open

Generally

- Visibility versus mounding/landscape interfering at southern roundabout
- Council maintenance costs
- Parks Victoria building - better community use
- Existing playground/open space area should have more of the feel of Bollygum. This is a critical area.
- Lighting. Blairgowrie.
- Creek to Bollygum Park walking trail
- Bollygum community market
- Other community market takes place near playground

Kinglake West - Pheasant Creek

Whittlesea-Kinglake Road

- Needs enhancement
- Potholes and drainage issues
- VicRoads responsible for maintenance and management
- Road configuration slip lane needed turning right into shops further along road
- Long vehicles pulling into car parking
- Signage, right/wrong place?

Primary School

- Traffic arrangement conflict at turns from main road and recreation road
- Signage instruction



Built form: Yackandandah main street



Bollygum Park - precedent for Kinglake playground



Healesville - a strong example of a high quality main street

Corner Whittlesea-Kinglake Road/Watson Road

- A lot of gravel
- Gateway marker/planting
- Signage to Masons Falls
- Car accidents/site visibility issues from cars approaching from the south
- Simplify turning lane heading east
- Pedestrian crossing over W-K Road west side of intersection

Street Trees

- Colour
- Identity (avenue - entrance/entry)
- Fire risk
- Visual interest
- Species selection
- Pineridge Road example: exotics planted recently (not ideal)

Precedents liked by community

- Marysville
- Healesville
- Badgers Creek
- Mt. Macedon and Gardens

Generally

- Gateway to Shire
- Shire sign, location
- Bike jumps wanted by local youth (for BMX bikes)
- Pedestrian crossing and gateway approach

A.2 Community Consultation 16 December 2014, Toolangi and Flowerdale North

FLOWERDALE SOUTH

Creek

- Enhance creek environs to encourage people to access it
- Currently overgrown, snakes
- Maintenance needed
- Walking circuit/space to kick a football
- Enhance the vista of the creek (can only be seen once on the bridge)
- Opportunity for community and visitors to use creek side areas and be proud of the area they live in (i.e. completely mowed so can sit and see creek, walk paths and play ball)

General

- Enhance three 'spines' with vegetation
- Peace and quiet, nature and no retail
- No 'Township'
- Unfortunately Flowerdale is not a town or township it is more a locality and most residents like it that way
- Maintenance of road sides and creek sides around Silver Creek Road. Service Road. and King Parrot Creek, Flowerdale
- Regularly mowed to encourage community to use and add their bit to. This way the area in beautiful and both Council and community look after

FLOWERDALE CENTRAL

- Barrier at bridge between Broome Road and Whittlesea-Yea Road being damaged and bent - reflectors, timber ones earlier, then painted, then removed
- Relocate toilet

FLOWERDALE NORTH

- Slip lane to slow traffic turning into community building, coming from the east
- Extend community building into community hall
- Precedent: Moores Road Reserve, Bushfire Memorial and Public Space

TOOLANGI

Maintenance

- Property management of front gardens - especially during fire danger period
- Landscape over 4m need specialist pruning

Trails

- Float and general car parking needed to support the local bridle trail, Silver Creek Road potential location
- Horse bypass around back of township (southern side)
- Trail maintenance is good, phone app. for maintenance work effectively
- Tall trees trail

General

- Dunstan's track blocked
- Forest Discovery Centre (Parks Victoria) - alternative use (zip line business?)



November Community Consultation, Kinglake



Bright main street central median example for the Kinglake main street

