

Watsonia Town Square

Consultation Update
- March 2022



Project Overview

As part of the North East Link Project, \$5.5 million in State Government funding has been allocated to design and construct a Town Square in the heart of the Watsonia Shopping Centre.

The project is required to enhance the public realm, provide for positive community outcomes and mitigate the impacts of the North East Link Project. The design of the Town Square is being carried out from January 2021 to mid-2022.

The creation of an active and vibrant town square is supported by the Picture Watsonia Vision (2014). This Vision was developed in collaboration with the community and local stakeholders, and focused on aspirations and priorities for the centre over the next 35 years. It detailed a series of short to long term objectives that can be realised through this project.

This project is further supported by the development of the Watsonia Neighbourhood Concept Plan (2019), a partnership between Council and the State Government to respond to the impacts and opportunities associated with the North East Link Project.

It is known that Watsonia will be significantly impacted over the next few years, and these planned changes and significant investment provide the opportunity to create an even better place for people to shop and enjoy.

Engagement Objectives

The engagement strategy developed for this project builds on the extensive consultation that was carried out to develop the Picture Watsonia Vision (2014).

The consultation objectives link with the stages of engagement (described below) and are to:

Stage One

- Identify stakeholder aspirations and priorities for improving Watsonia Neighbourhood Centre and to translate these priorities into a set of clearly defined design principles.

Stage Two

- Use the design principles to create four concept designs for the Watsonia Town Square with surrounding traffic treatments and civil infrastructure.
- Seek stakeholder and community feedback on the proposed concept designs and use this feedback to generate a final design for the centre; and

Stage Three

- Confirm that the final design reflects the community feedback.

Engagement Approach

Consultation Stages

This report focuses primarily on Stage Two of a three stage design development and consultation process that can be summarised as follows:

Stage One: Principles, Aspirations and Project Scope

Audience: Community Reference Group and authorities.

February - August 2021

Stage Two: Four Concept Design Options

Audience: Watsonia Community and interested stakeholders.

August - December 2021

Stage Three: Final Design Option

Audience: Watsonia Community and interested stakeholders.

January 2021 onwards

Community Reference Group

A Community Reference Group was formed to provide Council with ideas and feedback to shape the development of the Town Square and associated improvements for the Watsonia Shopping Centre. The group membership is comprised of up to 15 members and includes representation from:

- Watsonia Traders Association (2)
- Watsonia Business Person (2)
- Watsonia RSL (1)
- Yarra Plenty Regional Library Service (1)
- Watsonia Neighbourhood House (1)
- Local Church (1)
- Local Interest Group (1)
- Local Property Owner (1)
- Local Resident (3)
- Young Person (2)

The Group was formed through an expression of interest process in early February 2021. A multi-faceted consultation process was designed and adapted as per the COVID-19 restriction requirements. The five sessions included:

- Watsonia Community Reference Group Meeting (in-person): 25 May 2021
- Watsonia Community Reference Group Meeting (virtual): 22 June 2021
- Watsonia Reference Group Site Walk (in-person): 6 July 2021
- Watsonia Community Reference Group Meeting (virtual): 10 August 2021
- Watsonia Community Reference Group Meeting (virtual): 5 October 2021

In addition, members were provided with several project updates and opportunities to submit their direct feedback to the project team.

Stage One Consultation

A report that summaries the first Stage of Consultation was prepared by the projects lead design consultants Group GSA, and can be found in Attachment One.

Key highlights:

- Formation of a set of design principles that have been used to inform the concept design options. The principles can be summarised as follows:
 - Traffic and parking: Efficient and integrated traffic treatments and parking that reinforces Watsonia's place value.
 - Access: Ensure Pedestrian and cyclist priority, safety and inclusive accessibility and experience for users of all abilities.
 - Economic Growth: Promote economic growth using unique and innovative designs that encourage increased footfall and patronage to local businesses.
 - Local Identity: Create a civic and cultural heart that is welcoming and memorable. Highlight and embrace existing sites, strengths and attractions.
 - Amenities: Provide better and safer amenities that are respected and valued by the community.
 - Flexible Spaces: Explore opportunities to create additional public spaces and create flexible and multi-use areas.
 - Community: Encourage community congregation and activity through further developing Watsonia's local identity and creating innovative spaces.
 - Sustainability: Enhance and protect surrounding ecology with sustainable practices and greening.

TRAFFIC & PARKING



EFFICIENT AND INTEGRATED TRAFFIC TREATMENTS AND PARKING THAT REINFORCES WATSONIA'S PLACE VALUE

ACCESS



ENSURE PEDESTRIAN AND CYCLIST PRIORITY, SAFETY AND INCLUSIVE ACCESSIBILITY AND EXPERIENCE FOR USERS OF ALL ABILITIES

ECONOMIC GROWTH



PROMOTE ECONOMIC GROWTH USING UNIQUE AND INNOVATIVE DESIGNS THAT ENCOURAGE INCREASED FOOTFALL AND PATRONAGE TO LOCAL BUSINESSES

LOCAL IDENTITY



CREATE A CIVIC AND CULTURAL HEART THAT IS WELCOMING AND MEMORABLE. HIGHLIGHT AND EMBRACE EXISTING SITES, STRENGTHS AND ATTRACTIONS

AMENITIES

PROVIDE BETTER AND SAFER AMENITIES THAT ARE RESPECTED AND VALUED BY THE COMMUNITY

FLEXIBLE SPACES

EXPLORE OPPORTUNITIES TO CREATE ADDITIONAL PUBLIC SPACES AND CREATE FLEXIBLE AND MULTI-USE AREAS. POTENTIAL INTEGRATION OF MONOPOLES

COMMUNITY

ENCOURAGE COMMUNITY CONGREGATION AND ACTIVITY THROUGH FURTHER DEVELOPING WATSONIA'S LOCAL IDENTITY AND CREATING INNOVATIVE SPACES

SUSTAINABILITY

ENHANCE AND PROTECT SURROUNDING ECOLOGY WITH SUSTAINABLE PRACTICES AND GREENING

- Amending the project brief to include the design of new public toilet amenities and the production of an additional concept design that considers the relocation of the transmission towers and installation of slimline monopoles. The funding of monopoles is outside of the project brief (\$4.98m) and an item that Council has advocated to the State Government to fund.

Stage Two Consultation

The community consultation period for the Watsonia Town Square Project was from 5 November – 5 December 2021 and included:

- An online information session on Tuesday 16 November*.
- Several drop-in consultation sessions on Tuesday 30 November.
- The youth outreach service on Saturday 20 November and Friday 26 November; and
- A presentation to both the North East Link Project (NELP) Business Liaison Group and NELP Community Liaison Group.

** A second online information session was scheduled on Friday 19 November, however was cancelled due to low registration numbers.*

The consultation period was advertised extensively, including:

- Mailbox drop: Approximately 2,000 postcards delivered to local households and businesses.
- Banyule Banner and News from Our Neighbourhood features – Bakewell and Grimshaw ward editions.
- In Centre Promotions: Bin wraps, A3 shopfront posters, postcards, 4 large corflute panels, 3 large paste ups, footpath decals, library walkway feature and displays at the North East Link Project Watsonia hub and the Watsonia Neighbourhood House.
- Social Media Advertising: Facebook and LinkedIn posts.

Shaping Banyule Findings

During the consultation period, the Watsonia Town Square Shaping Banyule page received 13,636 views, 160 full survey responses and 442 quick poll responses.



The survey and quick poll responses can be summarised as follows:

- The survey showed that concept option number four is the community's preferred (47%), followed by concept option number three (23%). Concept option number two and one were the community's least preferred options (17% and 12% respectively).
- The quick poll results were similar with 71% of respondents indicating that they support concept option number four. 50% support concept option number three, 31% option two and 29% for option one.
- The playground area; open flexible space; gathering and seating spaces; library extension/ outdoor learning pods and biodiversity/ sensory areas, were the features that received the strongest community support.

The response for each of the proposed features is summarised below, with the percentage of respondents that rated each item with a 4 or 5 out of 5:

Feature	% Support or Strongly support	Additional Comments
Playground area	77%	Suggestion that innovative features are explored, and sandpits avoided due to risk and maintenance considerations.
Open Flexible Space	76%	Opportunity to consolidate this space with the gathering and seating spaces/ amphitheatre.
Gathering and Seating Spaces	72%	As above.
Library extension/ outdoor learning pods	69%	The library support outdoor seating areas however are not in favour of structures that duplicate their service.
Biodiversity pods/ sensory areas	66%	Desire for trees that provide maximum shade and more greenery throughout the town square.
Waterplay features	59%	Safety concerns were expressed and the appropriateness of waterplay features in the environment.
Basketball court	50%	The community expressed concern regarding the impact on adjacent residential areas and risk considerations, being close to busy roads.
Multipurpose court	60%	As above.
Amphitheatre	56%	Strongly supported by the library to facilitate their story time.
Library story trail	53%	Strongly supported by the library and could provide an opportunity to acknowledge traditional owners and the area's history.
Bouldering	46%	
Skate features	39%	Some community members expressed safety concerns regarding the features.
Table tennis	33%	Some community members expressed risk concerns, in the feature being close to busy roads.

- 64% of community members are either supportive or very supportive in reducing car parking to allow for more public space.
- 72% of community members support Council's advocacy position to install monopolies as part of the project.



Next Steps

Preferred Design

- The Lead Design consultants are forming a preferred design that will further develop and enhance the traffic and transport treatments and car parking configurations contained in option number four.
- The design will include the following features that are supported by the community consultation: a playground area, open flexible space, gathering and seating spaces (including outside of the library), biodiversity pods/ sensory areas, library story trail, amphitheatre, bouldering and skate features.
- The following features will be omitted: Table tennis, basketball court, multipurpose court and waterplay.
- With recognition to Council's integrated transport plan and the community's stance on car parking provision in Watsonia, the preferred design will include a modest loss of car parking.
- Council has proactively advocate to the State Government to allocate the additional funding (\$4.98m) to deliver monopolies as part of the project. This advocacy has now concluded to mitigate future project delays.
- The preferred design option will be ready for Council's endorsement at a future ordinary meeting in 2022.
- Following Council's endorsement there will be a brief exhibition period, where the Watsonia community and interested stakeholders can view the final concept design(s). It is envisaged that the statutory process to discontinue Ibbottson Street will commence at the same time as the exhibition period.

Appendices

Watsonia Village Town Centre Consultation Report August 2021



WATSONIA VILLAGE TOWN CENTRE: CONSULTATION REPORT

August 2021

We acknowledge First Nations peoples and their continuing connection to land, waters and culture, because we strongly believe in reconciliation and collaborative engagement for a better future.

We pay our respects to Elders past, present and emerging, whose knowledge, traditions and stories guide custodianship on what will always be their ancestral lands.

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INTRODUCTION

01

GROUP SA

CONSULTATION SUMMARY AND APPROACH

EXECUTIVE SUMMARY

The Watsonia Town Square project is in its preliminary stages of design development with initial phases of the community and stakeholder consultation summarised within this report.

The discussions held within these consultation sessions were divided into three (3) key areas including (refer to appendix #4);

– Area One: Town Square

- + Watsonia Library & Car park
- + Existing Public Toilet
- + Town centre access to the Watsonia Railway Station

– Area Two: Intersection

- + Round-about including multiple entry-points
- + Morwell Ave
- + Watsonia Rd
- + Grace St
- + Ibbottson St

– Area Three: Morwell Avenue

- + Morwell Avenue (From Watsonia Rd to High St)

Group GSA were engaged to facilitate these three (3) sessions with community, Local Stakeholders and internal Council members in order to collect a rounded perspective that will inform the next stages of the concept development.

This consultation process took a 'clean slate' approach, and functioned as an information gathering exercise for Group GSA and the Banyule City Council project team.

Group GSA and BCC designed a multi-faceted consultation process which was adapted as per COVID-19 restriction requirements. Initial consultation was conducted over web conferencing or through opportunities for direct submissions via Council members. As Covid restrictions were lifted, we were fortunate to be able to conduct a site walk for members of the Community Reference Group (CRG) that wanted to comment further.

These three (3) sessions included;

1. 22nd of June (2:30- 3:30pm) –Internal Council Workshop (Via Teams)
2. 22nd of June (7:00- 9:00pm) – Community Reference Group Workshop (Via Zoom)
3. 6th of July (4:00 – 5:30pm)– Community Reference Group - Site Walk

Following the three sessions a draft of this document was circulated to both the internal and community reference groups for feedback.

An additional CRG session was held on the 10 August to provide members with the opportunity to provide further feedback. This report has been updated to reflect the discussion and additional direct submissions that were received via Council members.

Ultimately, this report summarises the engagement activities that took place in June – August 2021

ENGAGEMENT

GroupGSA and Banyule City Council responsibilities in recording comments received.

Unless otherwise stated, all feedback documented by Group GSA and Banyule City Council and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Input is from minuted workshops and notes from direct feedback. The notes capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in this document represent those of the participants and not necessarily those of our consultants or council.









KEY OBSERVATIONS & PRINCIPLES

02

GROUP SA

KEY OBSERVATIONS

AMENITIES

During consultation, several amenity improvement were requested to be included in the design phase of this project. These improvement works primarily related to all hours safety and comfort within the site including items such as upgrades to the existing toilet block and lighting and an increase shade throughout. Throughout the sessions, interest was raised for a playground and community garden that was seen to have the potential to increase the quality of life for local residents and traders.

LOCAL IDENTITY

Watsonia has existing strengths that should be highlighted and built on in the design stage. Long standing patrons and traders, council and community knowledge have generated integral suggestions and considerations for the design stage.

One of the strong consensus within the community is with regards to replacing the electricity transmission powerlines by monopoles.

This is something that will be made priority when moving forward with the design options.

FLEXIBLE INNOVATIVE SPACES

Events, markets, music performances and community events such as the existing Watsonia Family Fun Day activate spaces and create a stronger community. Designing flexible spaces with adaptable and movable furniture and stages, will aid the town centre in hosting these events.

These spaces can include smart technology to include i.e. Wi-fi, energy saving, and cameras for traffic study and general safety.

LOCAL ECOLOGY

Soft-scaping and ensuring the health of existing ecology is integral to the success of the site. Greening adds social, aesthetics, health value as well as environmental benefits for the community. Sustainable practices like adding more trees and retaining as many existing trees as possible and WSUD help safeguard the natural surroundings. These practices also help future-proof and accommodate future community needs.

Consultation Feedback Table

Item	Feedback	Considerations/Discussion
Playground	Requests for playground with the Library and Station Triangle	<ul style="list-style-type: none"> - Possible playground in this area may attract more users and younger demographics and stimulate the local economy - A playground should be considered to attract crowds to the town centre. They activate public spaces and encourage people to surrounding shops.
	Playgrounds attract crowds	<ul style="list-style-type: none"> - Consideration to all ages or active place spaces to be integrated within the solution.
Community garden	Requests for a community garden on site	<ul style="list-style-type: none"> - Potential and for discussion whether a community garden may be included along the back edge of the site (interfacing with the North East Link Project area) - This would promote community involvement and reap ecological design principles while enhancing local character
Toilet block	Current toilet block is old, of low standard and under-desirable	<ul style="list-style-type: none"> - Toilet block needs to be upgraded with newer and better facilities - DDA accessibility and safety is a must. Design must consider and reconsider it's current location so it is more visible. - It should have better lighting particularly at night time - Currently the area is used as an uber and taxi pick up Zone and not being used during local events - Research Eltham woolsheds toilet conversation project - A re-imagined toilet block could be used as a feature and enhance the playground/ community space concept"
Shade	More shade is needed	<ul style="list-style-type: none"> - Innovative intervention to improve amenities (such as; shade) through either technology, and soft or hard landscaping - More shade beneath the transmission lines are to be considered
Attracting people to the Town Square	Many desire lines between shopfronts and town square / Safety	<ul style="list-style-type: none"> - Use and consider existing desires lines into the Town square and shop fronts to attract people to the site - Add safety elements to the square, such as lighting, weather protection, CCTV cameras, slip resistant paving, prospect principles etc.

KEY OBSERVATIONS

Existing Trees Retain & Enhanced planting	Retain as many trees as possible	<ul style="list-style-type: none"> - Difficulty and allowances for planting new trees beneath the transmission lines to be considered - Existing trees may be impacted in construction and other design requirements - Consider the integration of approved/permitted shrub species by AusNet - Enhance planting as apart of the design strategy - Existing ecology and environmental impacts to be considered - Illawara flame trees to be transplanted due to sight-line and safety issues
Attracting Youth To Morwell Avenue	New design should encourage younger users	<ul style="list-style-type: none"> - Community would like to see a younger demographic (between 12-24yrs old) using and interacting with the space - The car parking attracts people and creates traffic currently for the site and must be considered if some parking is to be removed - Inclusion of Wi-fi connection in strategic points of the site, apart from Library outdoors
Area 1 amenities (Library)	Amenities at Area 1 and upgrade	<ul style="list-style-type: none"> - Great meeting place that offers outdoors learning spaces and Wi-fi connection. - Library patrons parking must be considered as well as safe accessibility at all hours of the day; introducing better lighting at night - Consider extending library out and remove power pylons if possible - Should extend this area to include the Anglican Church buildings, if this is on the card to acquire/redevelop. We only get once chance to do this properly. - Some type of play equipment if not already planned for southern end of Area 3 - Consider some covered area, exercise equipment and a drinking fountain

ACCESSIBILITY

Creating better paths and accessibility within the town centre will connect and bring more people to the site.

The new design will require the prioritisation of pedestrian connections and consider all patrons to increase accessibility to and within the site. Cycle paths will be included to facilitate and encourage more forms of transportation to the site. All future works related to Shared User Path development and NELP works are to be considered through the development of the next phases of design.

DDA compliance and consideration of all demographics including the youth and elderly neighbours will be included in the design phase.

The site should be inclusive for all abilities and so accessibility should also be expanded to include sensory experiences and alike for people with intellectual disabilities.

ECONOMIC GROWTH

The Watsonia Town Square has potential to thrive as the local trading centre. The combination of design principles such as; accessibility, safety, improved aesthetics and character of site will attract more visitors and traders. Highlighting existing traders and enticing new ones to the area will ensure the success of economic growth.

Recommendations from these consultation sessions has urged that certain design outcomes will benefit all users. Retaining the number of parking numbers is believed to draw in more users after circulating the area. While car parking provision is important, it will also need to be balanced with the desire to achieve other key aspirations. This will be explored by One Mile Grid (Traffic Engineers) and Group GSA through the design development phases. Better amenities and flexible spaces that can hold events will stimulate the local economy as well as the night-time economy through activating the site.

Item	Feedback	Considerations/Discussion
Access To Watsonia Station	Station is not DDA compliant	DDA accessibility and inclusivity to be included in design. Connections are to be considered however station upgrade is outside of scope of works.
Access To Town Square	Limited access through to Community House	- Improve access and consider elderly Residents
Cycling Paths in Town Square	Not enough cycling amenities	The design should explore the best positioning of the cycling cage on site. while other cycling facilities are to be included such as bike repair station.
Site Inclusivity and Accessibility	Ensure that site is all-ability friendly	<ul style="list-style-type: none"> - Design accommodates for all abilities with, but not limited to the following; - Additional Disabled Parking Spaces within Car park - Kerbs removal at sections for easy wheelchair access - Way-finding signage - Equitable access to all (e.g. Children, elderly, wheel-chair bound, parents with prams, temporarily injured.) - Accessibility to this place need to consider all disability groups (mobility and intellectually wise)

KEY OBSERVATIONS

TRAFFIC

There were several key considerations and messages from consultation feedback regarding the need for better traffic control and improved road safety.

The Watsonia Community Reference Group and Watsonia Internal Group determined different sections that need traffic intervention. One Mile Grid (Traffic Engineer) and Group GSA will be assessing traffic levels and will explore improvement works through the design development phases. The main intersection is vehicle heavy and dangerous for both pedestrians and drivers. Morwell Avenue traffic moves slowly but needs to consider all users. Suggestions for the closure of adjacent streets and road restructuring to increase pedestrian mobility and prioritise cyclists and pedestrians were overall popular suggestions within the community. Signalisation of intersections and signage will also improve road safety.

PARKING

Parking will be explored through the design phases to be integrated whilst retaining capacity across the site. The present perception shows that car parking is always full at peak times by community, but is being assessed by a car parking occupancy study to inform the design decision making process.

Certain areas such as the Morwell Avenue car park and the library carpark are being used by many different patrons from; traders, library patrons to RSL patrons and generally by commuters and residents. Parking numbers will therefore be retained as much as required to ensure availability for all users. Parking was also seen as important as a draw-card for the site.

DDA parking space numbers are currently low, and the new design will make more parking spaces DDA accessible. Better car parking layouts will improve access to the sites.

Car Parking provision in the centre will need to be considered alongside the fulfilment of other aspirations outlined in the design principles.

Consultation Feedback Table

Item	Feedback	Considerations/Discussion
Traffic On Morwell Avenue	Better integration of the intersection and design for all users	<ul style="list-style-type: none"> - Consider ideas generated in previous plans to connect Morwell Avenue to Grace Street and simplify intersection - Consider the inclusion of cycling facilities. Proposed bike lanes however are to be kept away from footpaths because of elderly residents and to improve safety - Inclusivity and DDA accessibility should be a main consideration in design proposal - Path network and parking arrangement should work together to create a easily navigated space - Consider the site from its boundaries as opposed to the existing roads. Suggestions from community to open the middle - Previously completed master plan for Morwell Avenue are to be taken into consideration in concept design generation - Prioritise local traffic. Prioritise pedestrian traffic in grade, re-orient the footpaths and signs - Improve lighting for better security - Minimise the difficulty for pedestrians crossing Watsonia Road
Traffic At Intersection	Intersection is vehicle dominated and causes traffic	<ul style="list-style-type: none"> - Consider a shared zone and balance intersection to consider all three users; drivers, pedestrians and cyclists and priorities pedestrians and cyclists - Effective traffic redirection and filtering to be considered
Traffic At Intersection	Pedestrians and cyclist feel unsafe and intimidated	<ul style="list-style-type: none"> - Make the intersection shared zone or prioritise pedestrians. Vehicle numbers may not support this structure and more information required - Simplify intersection by removing round-about - Removing the round-about and including a red light instead for example could provide more viewing time of the shops and traders from passengers and drivers and therefore have potential economic benefits. - Traffic Surveys are to be Multi Modal in order to capture all users

KEY OBSERVATIONS

Traffic At Intersection	Pedestrians and cyclist feel unsafe and intimidated	<ul style="list-style-type: none"> - Readdress the control points of intersection and consider signalling intersection - Improve pedestrian and vehicle site lines and consider planting corners in new design - Discussion to be had around closing the end of Ibbottson Street. This would increase pedestrian mobility - Crossing to the BP Service Station to be reconsidered due to previous incidents
Parking On Morwell Avenue	Car parking is always full and not enough DDA parking bays	<ul style="list-style-type: none"> - Consideration for trader staff parking include; those traders who currently have on-site parking and those who do not use the all-days parking on Morwell Avenue. The limited number of car parking availability mean the avenue receives less traffic and people coming to the site. - Suggestions to add more or same number of car park should be retained - More DDA parking Bays to be included and accessibility should be considered - Inclusion of cycling facilities may promote other modes of transportation and support the current cyclists - 2 hour parking limitations may concern certain users on site such as RSL patrons
Parking Within the Town Square	Car parking always full	<ul style="list-style-type: none"> - Community does not want to lose car parking – however removing car parks within the Town Square will be acceptable if it encourages an increase in public domain - The car parking attracts people and creates traffic currently for the site and must be considered if some parking is to be removed - Library patrons parking must be considered as well as safe accessibility at all hours of the day
RSL Car Park	Upgrading the RSL Car Park	<ul style="list-style-type: none"> - Include a grand, modern playground, covered if possible - Reconfigure parking of whole RSL car park. Consider bike path in middle, consider bold, progressive (aggressive) design - Redirect Morwell Ave traffic, divert through to Grace Street, recapture plenty of public space, use some for new Monopoles - Consider electric car charging station/s - Improve lighting for security, especially as this car park is often used at night for RSL events

DESIGN PRINCIPLES

TRAFFIC & PARKING



EFFICIENT AND INTEGRATED TRAFFIC TREATMENTS AND PARKING THAT REINFORCES WATSONIA'S PLACE VALUE

ACCESS



ENSURE PEDESTRIAN AND CYCLIST PRIORITY, SAFETY AND INCLUSIVE ACCESSIBILITY AND EXPERIENCE FOR USERS OF ALL ABILITIES

ECONOMIC GROWTH



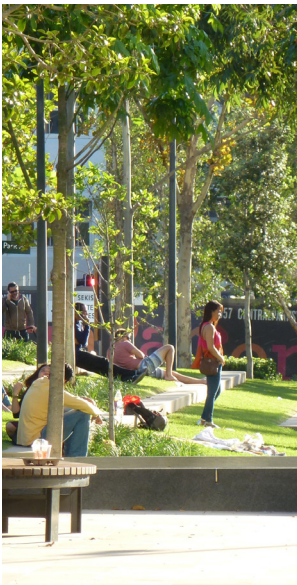
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LOCAL IDENTITY



CREATE A CIVIC AND CULTURAL HEART THAT IS WELCOMING AND MEMORABLE. HIGHLIGHT AND EMBRACE EXISTING SITES, STRENGTHS AND ATTRACTIONS

AMENITIES



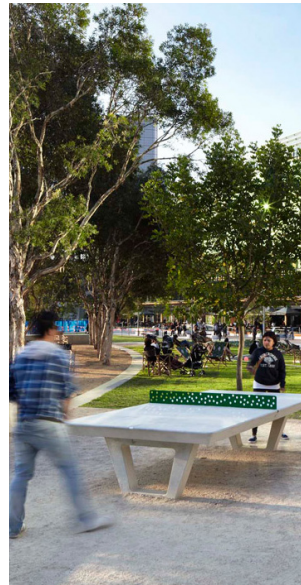
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FLEXIBLE SPACES



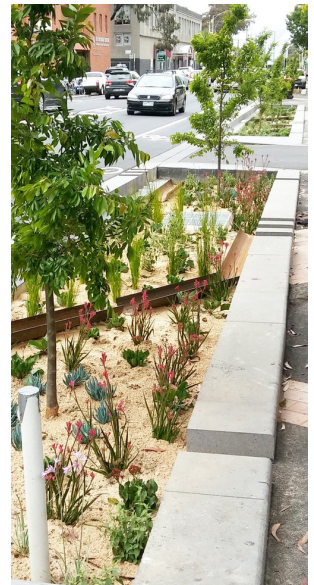
EXPLORE OPPORTUNITIES TO CREATE ADDITIONAL PUBLIC SPACES AND CREATE FLEXIBLE AND MULTI-USE AREAS. POTENTIAL INTEGRATION OF MONOPOLES

COMMUNITY



ENCOURAGE COMMUNITY CONGREGATION AND ACTIVITY THROUGH FURTHER DEVELOPING WATSONIA'S LOCAL IDENTITY AND CREATING INNOVATIVE SPACES

SUSTAINABILITY



ENHANCE AND PROTECT SURROUNDING ECOLOGY WITH SUSTAINABLE PRACTICES AND GREENING



www.groupgsa.com

SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 1, 104 Exhibition Street
Melbourne VIC 3000
Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

HO CHI MINH CITY

19th Floor – Havana Tower, 132 Ham Nghi,
Ben Thanh Ward, District 1, Ho Chi Minh City
Vietnam



Concept design options

November 2021

Concept Design Number One

CONCEPT OPTION 1

LEGEND

EXTENT OF WORKS

EXISTING POWER LINES

TREES

EXISTING TREES

PROPOSED TREES

RELOCATED FEATURE TREES (ILLAWARRA FLAME)

SURFACE

ASPHALT

APA GAS MAIN

HARD SURFACE TREATMENT

FEATURE PAVING

SOFT PAVING / SOFTFALL

FEATURE GARDEN BED / PLANTING

TURF / NATURAL STRIP

SHARED PATH (PEDESTRIAN AND BICYCLE)

BICYCLE PATH

PROPOSED SHARED CROSSING (20Km LIMIT)

ANGLICAN CHURCH LAND

VICTRACK LAND

FURNITURE

PARK SEATS

DRINKING FOUNTAIN

BIKE RACKS

BIN

BOLLARDS

PROPOSED PICNIC TABLE

INDICATIVE TRAFFIC LIGHTS & POS

KEY STRATEGY

①

PROPOSED CAR PARK

②

PROPOSED BIKE FIX STATION

③

OPEN FLEXIBLE SPACE

④

GATHERING / SEATING SPACES

⑤

PROPOSED AMPHITHEATRE

⑥

ACTIVE SPACE WITH TABLE TENNIS AND BOULDERING

⑦

BIODIVERSITY PODS / SENSORY AREA

⑧

PROPOSED TOILET BLOCK LOCATION

⑨

LEARNING POD / STORY WALK

⑩

MULTIPURPOSE COURT

⑪

PROPOSED BIKE SHED

⑫

PLAYGROUND AREA

⑬

TAXI RANK / POTENTIAL NEW BUS STOP

⑭

PROPOSED BUS STOPS LOCATION TO EXISTING ROUTE

⑮

POTENTIAL BUS TERMINATION / U-TURN POINT

⑯

EXISTING ELECTRICAL SUBSTATION

⑰

POTENTIAL NEW CAR ACCESS TO ANGLICAN CHURCH

CONNECTION TO EXISTING / FUTURE BIKE SYSTEM

KEY URBAN DESIGN STRATEGIES

Re-design of Morwell carpark to allow for a wide pedestrian connection to RSL and shared path through all areas and activities. Morwell Ave. side is the main square space.

Maximization of Morwell pedestrianise spaces, inclusive of open/gathering and active areas. North-South connection through shopping strip.

Library extension inclusive of learning areas, sensory garden and an open plaza to allow for pop up markets / book sales / story walks etc.

South Library area to include seating areas within existing significant vegetation and additional planting. Use of topography for play and extension of carparking.

KEY TRAFFIC CHANGES

Morwell Ave. is consolidated to an undivided carriage way at the north side.

Few changes from a traffic perspective, with existing road network connections largely maintained.

Roundabout at Watsonia Road / Morwell Avenue / Grace Street / Ibbottson Street intersection still results a number of intersections, pedestrians would need to cross, however raising the roundabout would help improve pedestrian safety.

Grace Street west leg of the Watsonia Road / Morwell Avenue / Grace Street / Ibbottson Street intersection needs to be realigned slightly, interfacing with the circulating carriageway rather than the Watsonia Road south leg for better traffic outcomes.

	KEY STATISTICS													
	CARPARKING		PED / CAR CROSSINGS		BIKE PARKING		OPEN USABLE SPACE		SPORTS / PLAY		SHADE STRUCTURE/ TREES (CA)		HARD VS SOFT SURFACE	
	CURRENT	FUTURE / DISABLED	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	HARD	SOFT
Area 1 Library	52	33 / 2	2	2	1 shed	1 shed + 9 bike racks	1890 m2	2290 m2	0	420 m2	30T	2 SS / 23T	2875m2	2980m2
Area 2 Intersection	-	-	6	5	-	-	-	250 m2	-	-	1T	2T	2371m2	194 m2
Area 3 Morwell Ave.	160	141 / 3	1	3	0	9 bike racks	1107 m2	1130 m2	0	245 m2	13T	86T	9156m2	1800m2

CONCEPT OPTION 1 - LIBRARY AREA



CONCEPT OPTION 1 - MORWELL AVE.



Concept Design Number Two

CONCEPT OPTION 2

LEGEND

EXTENT OF WORKS

EXISTING POWER LINES

TREES

EXISTING TREES

PROPOSED TREES

RELOCATED FEATURE TREES (ILLAWARRA FLAME)

SURFACE

ASPHALT

APA GAS MAIN

HARD SURFACE TREATMENT

FEATURE PAVING

SOFT PAVING / SOFTFALL

FEATURE GARDEN BED / PLANTING

TURF / NATURAL STRIP

SHARED PATH (PEDESTRIAN AND BICYCLE)

BICYCLE PATH

PROPOSED SHARED CROSSING (20Km LIMIT)

ANGLICAN CHURCH LAND

VICTRACK LAND

FURNITURE

PARK SEATS

DRINKING FOUNTAIN

BIKE RACKS

BIN

BOLLARDS

PROPOSED PICNIC TABLE

INDICATIVE TRAFFIC LIGHTS & POS

KEY STRATEGY

①

PROPOSED CAR PARK

②

PROPOSED BIKE FIX STATION

③

OPEN FLEXIBLE SPACE

④

GATHERING / SEATING SPACES

⑤

PROPOSED AMPHITHEATRE

⑥

ACTIVE SPACE WITH TABLE TENNIS AND BOULDERING

⑦

BIODIVERSITY PODS / SENSORY AREA

⑧

PROPOSED TOILET BLOCK LOCATION

⑨

LEARNING POD / STORY WALK

⑩

MULTIPURPOSE COURT

⑪

PROPOSED BIKE SHED

⑫

PLAYGROUND AREA

⑬

TAXI RANK / POTENTIAL NEW BUS STOP

⑭

PROPOSED BUS STOPS LOCATION TO EXISTING ROUTE

⑮

POTENTIAL BUS TERMINATION / U-TURN POINT

⑯

EXISTING ELECTRICAL SUBSTATION

⑰

POTENTIAL NEW CAR ACCESS TO ANGLICAN CHURCH

CONNECTION TO EXISTING / FUTURE BIKE SYSTEM

KEY URBAN DESIGN STRATEGIES

Re-design of Morwell carpark to allow for a wide connection to RSL and shared path through the new carpark.

Maximization of both Morwell and Library pedestrianise spaces, linked by surface treatments. Clear North-South connection through shopping strip.

Library extension inclusive of learning pods, story walks, gathering open, and actives areas. Library outdoors to be main square space.

South Library area to include gathering picnic areas and shade structures with new vegetation and topography to include planting terraces. Extension of carparking.

KEY TRAFFIC CHANGES

Morwell Ave. is consolidated to an undivided carriage way at the south side, connecting directly to Grace St instead of Watsonia Rd.

Removal of Ibbottson St connection. Some re-distribution of traffic due to these changes. Removal of roundabout and replacement by elongated median strip providing pedestrian refuge and safe crossing between areas.

Movements between Grace Street and Watsonia Road would be restricted to left in / left out. Can be explored allowing right turns from road/streets as design options progresses.

Ibbottson Street closure will need to be assessed as design progresses to allow for appropriate turn around area for Council waste truck.

	KEY STATISTICS													
	CARPARKING		PED / CAR CROSSINGS		BIKE PARKING		OPEN USABLE SPACE		SPORTS / PLAY		SHADE STRUCTURE/ TREES (CA)		HARD VS SOFT SURFACE	
	CURRENT	FUTURE / DISABLED	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	HARD	SOFT
Area 1 Library	52	40 / 2	2	1	1 shed	1 shed + 5 bike racks	1890 m2	2482 m2	0	248 m2	30T	5 SS/ 9T	2691m2	3474m2
Area 2 Intersection	-	-	6	3	-	-	-	487 m2	-	-	1T	4T	973m2	152m2
Area 3 Morwell Ave.	160	160 / 3	1	2	0	9 bike racks	1107 m2	1224 m2	0	150 m2	13T	91t	8212m2	3074m2

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FOR BANYULE COUNCIL

01020406080100

1:1000 METRES

DRAWING

Overall Plan

NUMBER

CONCEPT 02

REVISION

A

DATE

19/10/2021

SCALE

1:1000 @ A3

NORTH

WATSONIA TOWN CENTRE

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CONCEPT OPTION 2 - LIBRARY AREA



CONCEPT OPTION 2 - MORWELL AVE.



Concept Design Number Three

CONCEPT OPTION 3

LEGEND

EXTENT OF WORKS

EXISTING POWER LINES

TREES

EXISTING TREES

PROPOSED TREES

RELOCATED FEATURE TREES (ILLAWARRA FLAME)

SURFACE

ASPHALT

APA GAS MAIN

HARD SURFACE TREATMENT

FEATURE PAVING

SOFT PAVING / SOFTFALL

FEATURE GARDEN BED / PLANTING

TURF / NATURAL STRIP

SHARED PATH (PEDESTRIAN AND BICYCLE)

BICYCLE PATH

PROPOSED SHARED CROSSING (20Km LIMIT)

ANGLICAN CHURCH LAND

VICTRACK LAND

FURNITURE

PARK SEATS

DRINKING FOUNTAIN

BIKE RACKS

BIN

BOLLARDS

PROPOSED PICNIC TABLE

INDICATIVE TRAFFIC LIGHTS & POS

KEY STRATEGY

①

PROPOSED CAR PARK

②

PROPOSED BIKE FIX STATION

③

OPEN FLEXIBLE SPACE

④

GATHERING / SEATING SPACES

⑤

PROPOSED AMPHITHEATRE

⑥

ACTIVE SPACE WITH TABLE TENNIS AND BOULDERING

⑦

BIODIVERSITY PODS / SENSORY AREA

⑧

PROPOSED TOILET BLOCK LOCATION

⑨

LEARNING POD / STORY WALK

⑩

MULTIPURPOSE COURT

⑪

PROPOSED BIKE SHED

⑫

PLAYGROUND AREA

⑬

TAXI RANK / POTENTIAL NEW BUS STOP

⑭

PROPOSED BUS STOPS LOCATION TO EXISTING ROUTE

⑮

POTENTIAL BUS TERMINATION / U-TURN POINT

⑯

EXISTING ELECTRICAL SUBSTATION

⑰

POTENTIAL NEW CAR ACCESS TO ANGLICAN CHURCH

KEY URBAN DESIGN STRATEGIES

Re-design of Morwell carpark to allow for a wide pedestrian connection to RSL and shared path through all areas and activities. Morwell Ave. side is the main square space.

Maximization of Morwell pedestrian spaces, with of gathering and active areas, with a large shared zone connecting to Library side. North-South connection through shopping strip.

Library extension inclusive of learning areas, story walks and open green spaces. Library area to work as a green pod with new vegetation

South Library area to include planting terraces and extension to carparking.

KEY TRAFFIC CHANGES

Morwell Ave. extent to provide connections to existing driveway and accessible through shared zone from Grace St only, instead of Watsonia Rd.

Most significant change to traffic arrangements – volumes on High Street and Grace Street to be reviewed.

Shared Zone crossing on Watsonia Road will require further review. Traffic volumes are likely to be high for a formal Shared Zone, however alternative crossing treatments could be explored in line with the broader concept

Ibbotson Street closure will need to be assessed as design progresses to allow for appropriate turn around area for Council waste truck.

Shared Zone connection from Grace Street to Morwell Avenue expected to meet volume requirements.

	KEY STATISTICS													
	CARPARKING		PED / CAR CROSSINGS		BIKE PARKING		OPEN USABLE SPACE		SPORTS / PLAY		SHADE STRUCTURE/ TREES (CA)		HARD VS SOFT SURFACE	
	CURRENT	FUTURE / DISABLED	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	HARD	SOFT
Area 1 Library	52	44 / 2	2	2	1 shed	1 shed + 18 bike racks	1890 m2	2351 m2	0	200 m2	30T	1 SS / 15T	4104m2	2061m2
Area 2 Intersection	-	-	6	2	-	-	-	495m2	-	-	1T	6T	1200m2	100m2
Area 3 Morwell Ave.	160	119 / 3	1	2	0	16 bike racks	1107 m2	2155 m2	0	740 m2	13T	75T	8251m2	3035m2

GROUP GSA

FOR BANYULE COUNCIL

01020406080100

1:1000 METRES

DRAWING
Overall Plan

NUMBER
CONCEPT 03

REVISION
A

DATE
19/10/2021

SCALE
1:1000 @ A3

NORTH

WATSONIA
TOWN CENTRE
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CONCEPT OPTION 3 - LIBRARY AREA

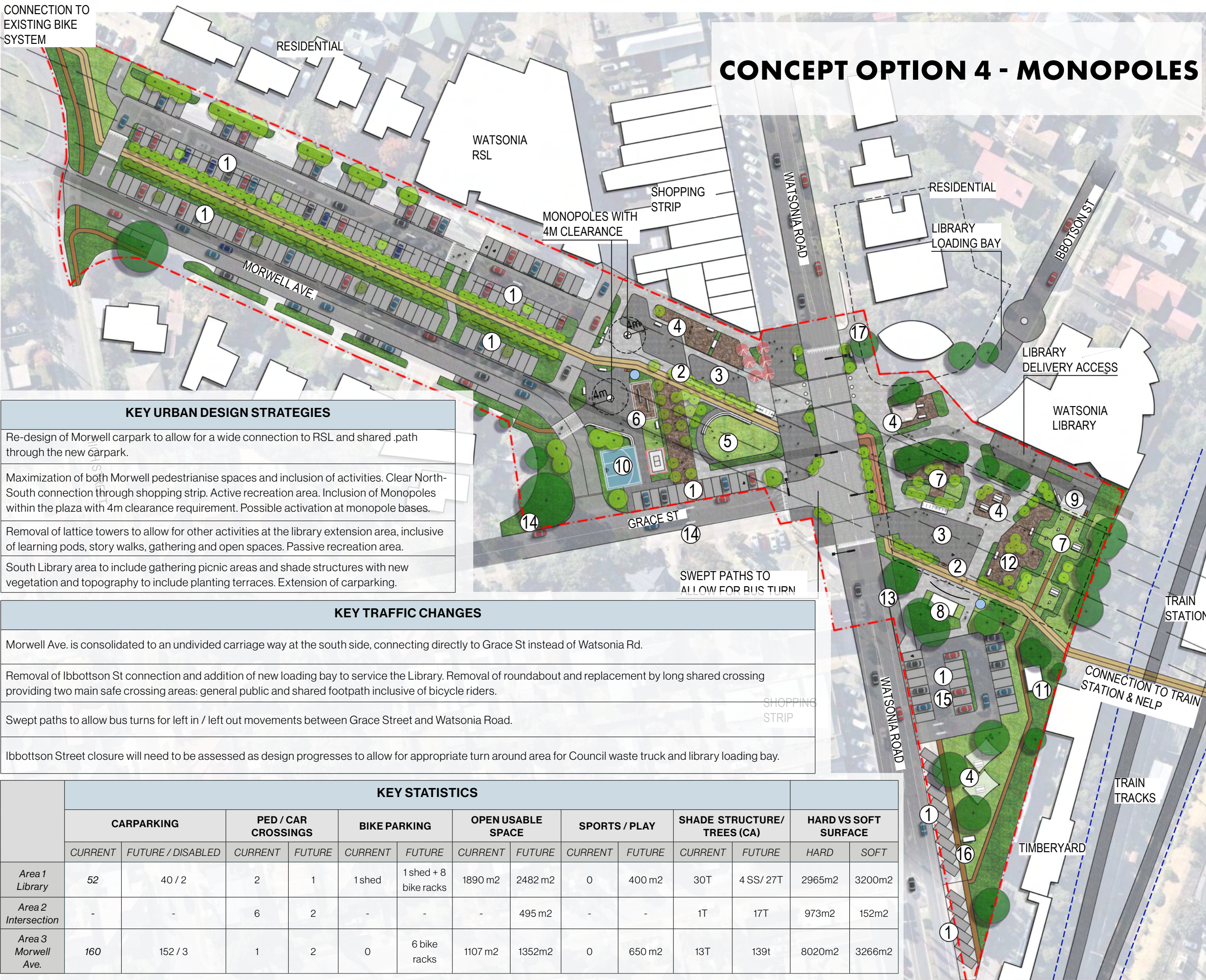


CONCEPT OPTION 3 - MORWELL AVE.



Concept Design Number Four

CONNECTION TO
EXISTING BIKE
SYSTEM



CONCEPT OPTION 4 - MONOPOLES

LEGEND

- EXTENT OF WORKS
- EXISTING POWER LINES
- TREES**
 - EXISTING TREES
 - PROPOSED TREES
 - RELOCATED FEATURE TREES (ILLAWARRA FLAME)
- SURFACE**
 - ASPHALT
 - HARD SURFACE TREATMENT
 - FEATURE PAVING
 - SOFT PAVING / SOFTFALL
 - FEATURE GARDEN BED / PLANTING
 - TURF / NATURAL STRIP
 - SHARED PATH (PEDESTRIAN AND BICYCLE)
 - BICYCLE PATH
 - PROPOSED SHARED CROSSING
 - ANGLICAN CHURCH LAND
 - VICTRACK LAND
- FURNITURE**
 - PARK SEATS
 - DRINKING FOUNTAIN
 - ||| BIKE RACKS
 - BIN
 - BOLLARDS
 - PROPOSED PICNIC TABLE
 - INDICATIVE TRAFFIC LIGHTS & POS
- KEY STRATEGY**
 - ① PROPOSED CAR PARK
 - ② PROPOSED BIKE FIX STATION
 - ③ OPEN FLEXIBLE SPACE FOR EVENTS / POTENTIAL WATER FEATURE
 - ④ GATHERING / SEATING SPACES
 - ⑤ PROPOSED AMPHITHEATRE
 - ⑥ ACTIVE SPACE WITH TABLE TENNIS / BOULDERING AND SKATE FACILITIES
 - ⑦ BIODIVERSITY PODS / SENSORY AREA / LIBRARY AND STORY WALK
 - ⑧ PROPOSED TOILET BLOCK LOCATION
 - ⑨ LEARNING POD / LIBRARY EXTENSION
 - ⑩ MULTIPURPOSE COURT
 - ⑪ PROPOSED BIKE SHED
 - ⑫ PLAYGROUND AREA
 - ⑬ TAXI RANK / POTENTIAL NEW BUS STOP
 - ⑭ PROPOSED BUS STOPS LOCATION TO EXISTING ROUTE
 - ⑮ POTENTIAL BUS TERMINATION / U-TURN POINT
 - ⑯ EXISTING ELECTRICAL SUBSTATION
 - ⑰ POTENTIAL NEW CAR ACCESS TO ANGLICAN CHURCH

WATSONIA
TOWN CENTRE
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KEY URBAN DESIGN STRATEGIES

Re-design of Morwell carpark to allow for a wide connection to RSL and shared path through the new carpark.

Maximization of both Morwell pedestrianise spaces and inclusion of activities. Clear North-South connection through shopping strip. Active recreation area. Inclusion of Monopoles within the plaza with 4m clearance requirement. Possible activation at monopole bases.

Removal of lattice towers to allow for other activities at the library extension area, inclusive of learning pods, story walks, gathering and open spaces. Passive recreation area.

South Library area to include gathering picnic areas and shade structures with new vegetation and topography to include planting terraces. Extension of carparking.

KEY TRAFFIC CHANGES

Morwell Ave. is consolidated to an undivided carriage way at the south side, connecting directly to Grace St instead of Watsonia Rd.

Removal of Ibbotson St connection and addition of new loading bay to service the Library. Removal of roundabout and replacement by long shared crossing providing two main safe crossing areas: general public and shared footpath inclusive of bicycle riders.

Swept paths to allow bus turns for left in / left out movements between Grace Street and Watsonia Road.

Ibbotson Street closure will need to be assessed as design progresses to allow for appropriate turn around area for Council waste truck and library loading bay.

	KEY STATISTICS													
	CARPARKING		PED / CAR CROSSINGS		BIKE PARKING		OPEN USABLE SPACE		SPORTS / PLAY		SHADE STRUCTURE/ TREES (CA)			
	CURRENT	FUTURE / DISABLED	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	CURRENT	FUTURE	HARD	SOFT
Area 1 Library	52	40 / 2	2	1	1shed	1shed + 8 bike racks	1890 m2	2482 m2	0	400 m2	30T	4 SS/ 27T	2965m2	3200m2
Area 2 Intersection	-	-	6	2	-	-	-	495 m2	-	-	1T	17T	973m2	152m2
Area 3 Morwell Ave.	160	152 / 3	1	2	0	6 bike racks	1107 m2	1352m2	0	650 m2	13T	139t	8020m2	3266m2

CONCEPT OPTION 4 - LIBRARY AREA



CONCEPT OPTION 4 - MORWELL AVE.

