

A faint, light brown topographic map of the Warburton area is visible in the background, showing various contour lines and peaks.

WARBURTON TOWNSHIP

A horizontal bar composed of six colored segments: teal, dark blue, light blue, magenta, green, and yellow.

URBAN DESIGN FRAMEWORK //

PLEASE NOTE THAT THIS CHAPTER FORMS PART OF THE WARBURTON UDF

4.0 FRAMEWORK

- 4.1 Framework Design Principles
- 4.2 Warburton Framework Plan
- 4.3 Warburton Gateway
- 4.4 Yarra Town Centre
- 4.5 Recreation
- 4.6 La La Town Centre

WARBURTON TOWNSHIP

URBAN DESIGN FRAMEWORK //
DRAFT FOR CONSULTATION 2023

4.1 Framework Design Principles

Good urban design and creating a good public environment supports the social, cultural, economic and environmental well-being of communities that live in, or are affected by urban areas. A good public realm requires care, skill and attention in its creation and management. It can always be improved.

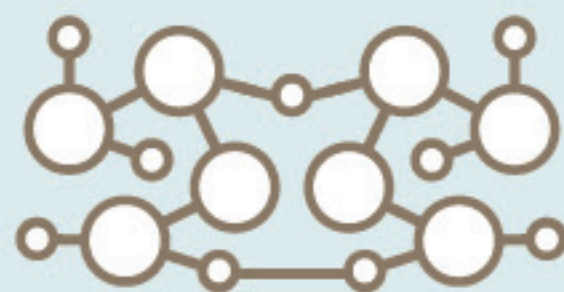
The *Urban Design Charter for Victoria* is the Victorian Government's commitment to making cities and towns in Victoria more liveable through good urban design. The Charter identifies 12 principles as essential qualities for the functioning of good public environments that are valued and significant for those who use them.

In addition to the 12 design principles identified, Indigenous Design is a critical consideration for Place within Warburton and the Yarra Ranges. Guidance for Indigenous Design advocates for design teams to consider a broad range of design opportunities when pursuing Indigenous design.

The following Framework Design Principles, derived from the *Urban Design Charter for Victoria*, and the *Indigenous Design Charter*, are essential for the effective functioning of good public environments everywhere, including Warburton. All of these principles have a part to play in making Warburton a place that is valued and significant for the community.

4.1.1. Structure & Connections

Organise places so their parts relate well to each other



A good urban structure provides a setting for diverse activities and buildings and allows access between them. It promotes engagement between people and this is important for a good public environment. A good structure supports current activities and also provides the potential for changes in use and redevelopment. Good structure allows for change while the structure itself remains stable.

4.1.2. Accessibility

Provide ease, safety and choice of access for all people



Good access depends above all on walking, but routes for bikes, prams, wheelchairs, cars and public transport are also important, as are connections between them. Visual access implies direct sightlines or unfolding views, signs or other visual cues, and being able to see other people, all of which help us to negotiate a place.

4.1.3. Legibility

Help people to understand how places work and to find their way around



'Legibility' concerns people's ability to read the urban environment – to interpret what they see, to get useful information. A well-designed city, needs to be intelligible to its audience, the public.

4.1.4. Animation

Stimulate activity and a sense of vitality in public places



Good urban design introduces, maintains and intensifies human activity within the public realm. Active building frontages are created by orienting public aspects of private land uses toward streets and other spaces. Activities in and overlooking public spaces contribute to passive surveillance, providing eyes on the street that increase personal safety and help prevent crime.

4.1.5. Fit & Function

Support the intended use of spaces while also allowing for their adaptability



'Fit' describes the extent to which something serves its purpose. In cities, it indicates whether a place works for people and makes them comfortable. An urban space can help us to do what we want safely and efficiently. Urban spaces need to accommodate varied events rather than one specialised activity.

4.1.6. Complementary mixed uses

Integrate complementary activities to promote synergies between them



Facilities located conveniently for their users are important for accessibility. Good urban design encourages complementary relationships between uses through their location in space and in time, and through the design of spaces that accommodate them. Good urban design encourages the consolidation of lively urban centres, and protection of important open spaces and rural lands.

4.1.7. Sense of Place

Recognise and enhance the qualities that give places a valued identity



Places are valued because of the individual qualities that make them distinctive from other places – because of their character. The form and character of urban areas is an expression of our needs and aspirations. In addition to our own will, it can express our respect for nature, heritage and other people. Urban design should understand, protect, develop and celebrate local character.

4.1.8. Consistency & variety

Balance order and diversity in the interests of appreciating both



Cities need a balance of individuality and community, of logic and feeling, of order and random incident. In many cases, a city's public realm provides coherence and order while countless private ventures introduce variety and interest. Natural patterns of the landscape also provide a unifying structure – with waterways and hills shaping entire urban regions.

4.1.9. Continuity & change

Maintain a sense of place and time by embracing change yet respecting heritage values



Urban design should be attentive to and maintain an awareness of past and future time. A rich cultural heritage can be seen in the layering of things from different periods. Good urban design explores possible destinies, and imagines and fulfils visions. It supports interplay between continuity and change, giving greater meaning both to our past and our future.

4.1.10. Safety

Design spaces that minimise risks of personal harm and support safe behaviour



Safety is supported by views into and through spaces; by multiple access routes into and out of spaces; by mixed land uses that mean other people are around all the time; and by windows and activities in buildings located to overlook streets and other public spaces.

4.1.11. Inclusiveness & Interaction

Create places where all people are free to encounter each other as civic equals



Interaction, even among strangers, exposes people to cultural diversity. Good urban design supports civic interaction. It ensures equity of access throughout the public environment for all people. It encourages the orientation of activities towards the public realm. It treats citizens as the collective owners of public space, and encourages them to use it in comfort and without sanction.

4.1.12. Sensory Pleasure

Create spaces that engage the senses and delight the mind



Good urban design addresses visible and invisible dimensions of human experience. A good city provides a satisfying environment from various perspectives, ranging from passengers on public transport to pedestrians walking past shopfront windows, and from visitors with a desire to come back again and again.



4.1.13. Indigenous Design

Achieved through co-design and deep listening with local Aboriginal communities



Indigenous design attempts to actively connect to the deep history of Aboriginal occupation of country within the Yarra Ranges. This brings an indigenous voice to design outcomes, ensures that the story of the land continues, that people are part of place, and that place is part of people.

The following actions should be undertaken by delivery teams to better respond to Aboriginal narratives in the built environment:

- Align Indigenous design with the other Framework Design Principles of the UDF.
- Work with Aboriginal design practitioners, to broaden design perspectives and thinking.
- Be innovative in design thinking and consider how disciplines outside of the design professions may present opportunities for Indigenous design.
- Ensure the design team works directly with Aboriginal stakeholders through a facilitated, culturally competent process.
- Undertake a Cultural Values Assessment of the UDF area to inform design approaches and outcomes.
- Continuously engage with Aboriginal stakeholders throughout the project life-cycle to embed Aboriginal knowledge in the design and function of the project.

4.2 Warburton Framework Plan

The Urban Framework Plan aligns the opportunities drawn from the design analysis. These opportunities inform the Urban Design Framework's proposed interventions and recommendations. These opportunities can be characterised as:

Key Development Opportunities

Highlighting where existing opportunities for redevelopment, and potential new development opportunities could be located. Sites that have been identified for potential redevelopment, and new development are those on prominent landmark sites, those within proximity to the commercial core/s of Warburton, and those capable of delivering potential large scale development outcomes.

Key Movement Routes and Access

These opportunities illustrate improving access to existing trails, proposing potential connections through open space/s, new car parks that are critical to improving pedestrian access to and through Warburton. These routes focus on key view lines to ensure their value and enhance connections that pedestrians already use to move about Warburton. Movement and access opportunities within Warburton will improve access to key destination and enable more convenient movement through the Warburton area.

Key Places

The public realm is to include a number of civic spaces that provides gathering places for the community. Additionally there are a number of car parking spaces proposed to meet local and visitor demand providing improved pedestrian and vehicle linkages within Warburton.

There are four defining precincts within Warburton. The four precincts play specific roles within Warburton and each have defined characteristics. Combined the precincts provide the capability to meet the future demands for the Warburton area.

These precincts are:

4.2.1. Warburton Gateway (Precinct 1)

Precinct 1 will enhance the distinctive natural features associated with the historic development of the town, including the Yarra River, established trees, and views to features such as Mount Donna Buang, and Mount Little Joe. Opportunities for high quality buildings with an active ground floor interface should be focused on land between the Warburton Highway and the Yarra River. The scale of built form of new development will build towards the eastern edge of the precinct to link with the character of Precinct 2.

Key Development Opportunities

- A Warburton Highway Riverfront

Key Movement Routes and Access

- B Mayers Bridge Gateway
- C Warburton Highway Road Reserve (north) Access

Key Places

- D Dolly Grey Activation
- E Upper Yarra River Reserve (west) Rejuvenation

4.2.2. Yarra Town Centre (Precinct 2)

The scale of built form of new development will complement this character and the heritage within the precinct. It will also retain and enhance the distinctive natural features associated with the historic development of the town, including the Yarra River, established trees, and views to Mount Donna Buang. The Thomas Avenue interface fronting the Yarra River provides opportunities for high quality buildings with an active ground floor interface incorporating potential residential accommodation above.

Key Development Opportunities

- A** Warburton Highway/Thomas Avenue (west) Gateway
- B** Thomas Avenue Interface Activation
- C** Warburton Highway/Thomas Avenue (east) Gateway
- D** Warburton Highway Southern Interface Development

Key Movement Routes and Access

- E** Warburton Rail Trail Space Animation
- F** Warburton Highway Southern Interface Activation

Key Places

- G** Yarra Square Renewal
- H** Memorial Park Activation
- I** Warburton Water Wheel Forecourt Revitalisation
- J** Warburton Swing Bridge Forecourt Redevelopment
- K** Chisholm Park (west) Reactivation

4.2.3. Warburton Recreation (Precinct 3)

Development within the precinct has the potential to provide multi-use and multi-function spaces that encourage enhanced activity, social experiences and events in public spaces that include all people in the community. Active community spaces, that embrace diversity in people, environment and culture, and built form that protects the significant and unique natural environments and landscapes are essential to Precinct 3.

Key Development Opportunities

- A** Warburton Recreation Reserve Pavilion Redevelopment

Key Movement Routes and Access

- B** Warburton Recreation Reserve/Warburton Sanitarium link

Key Places

- C** Warburton Recreation Reserve Revitalisation

4.2.4. La La Town Centre (Precinct 4)

Precinct 4 offers opportunities for improved residential accommodation to meet both local and tourist demand, with the local commercial and retail development expanding to support this residential growth. Development, incorporating potential residential accommodation, is scaled and sited appropriately to maintain the natural feel of the Warburton Township and create a residential neighbourhood to activate La La Town Centre.

Key Development Opportunities

- A** Warburton Sanitarium Redevelopment
- B** IGA Supermarket Development

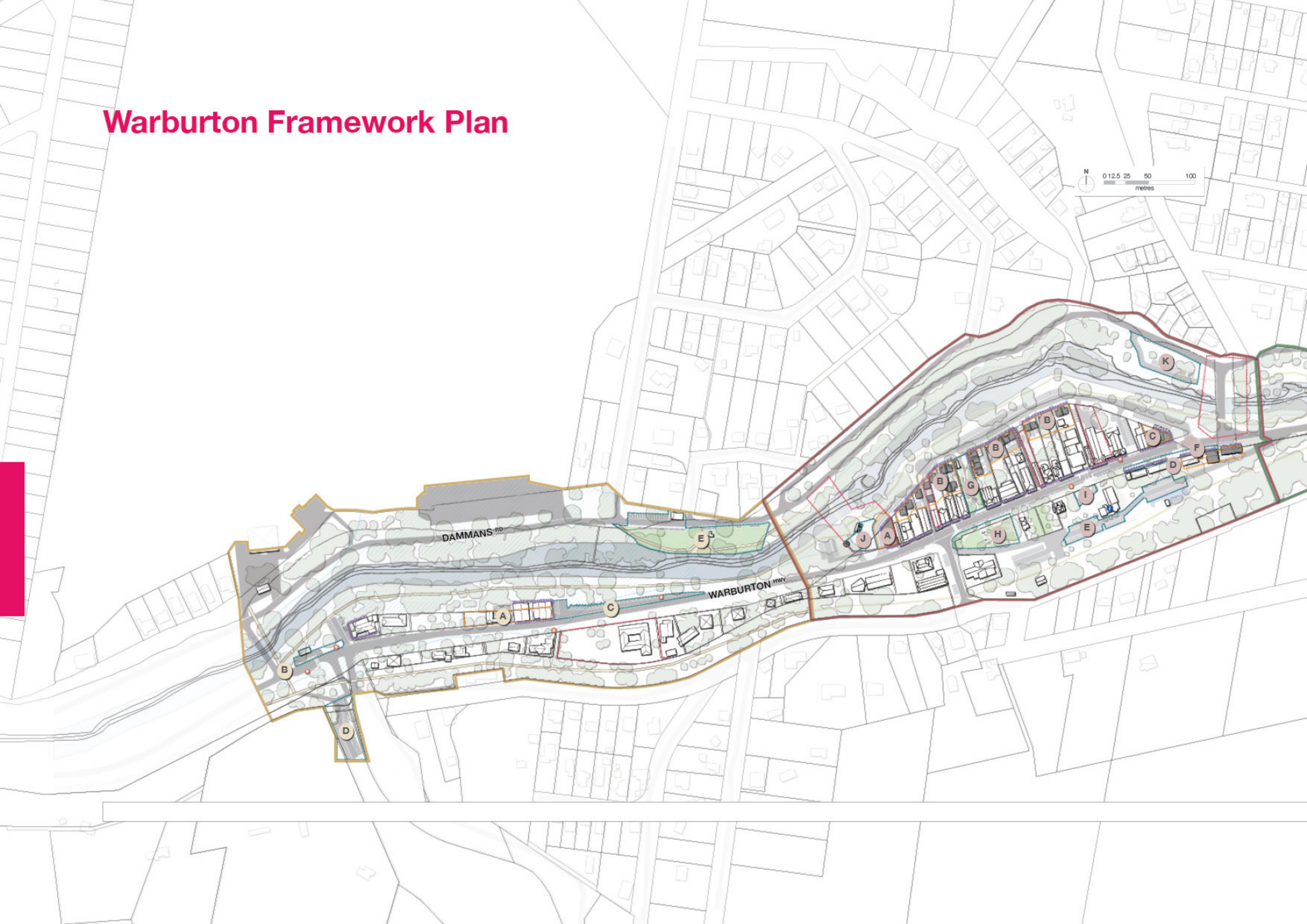
Key Movement Routes and Access

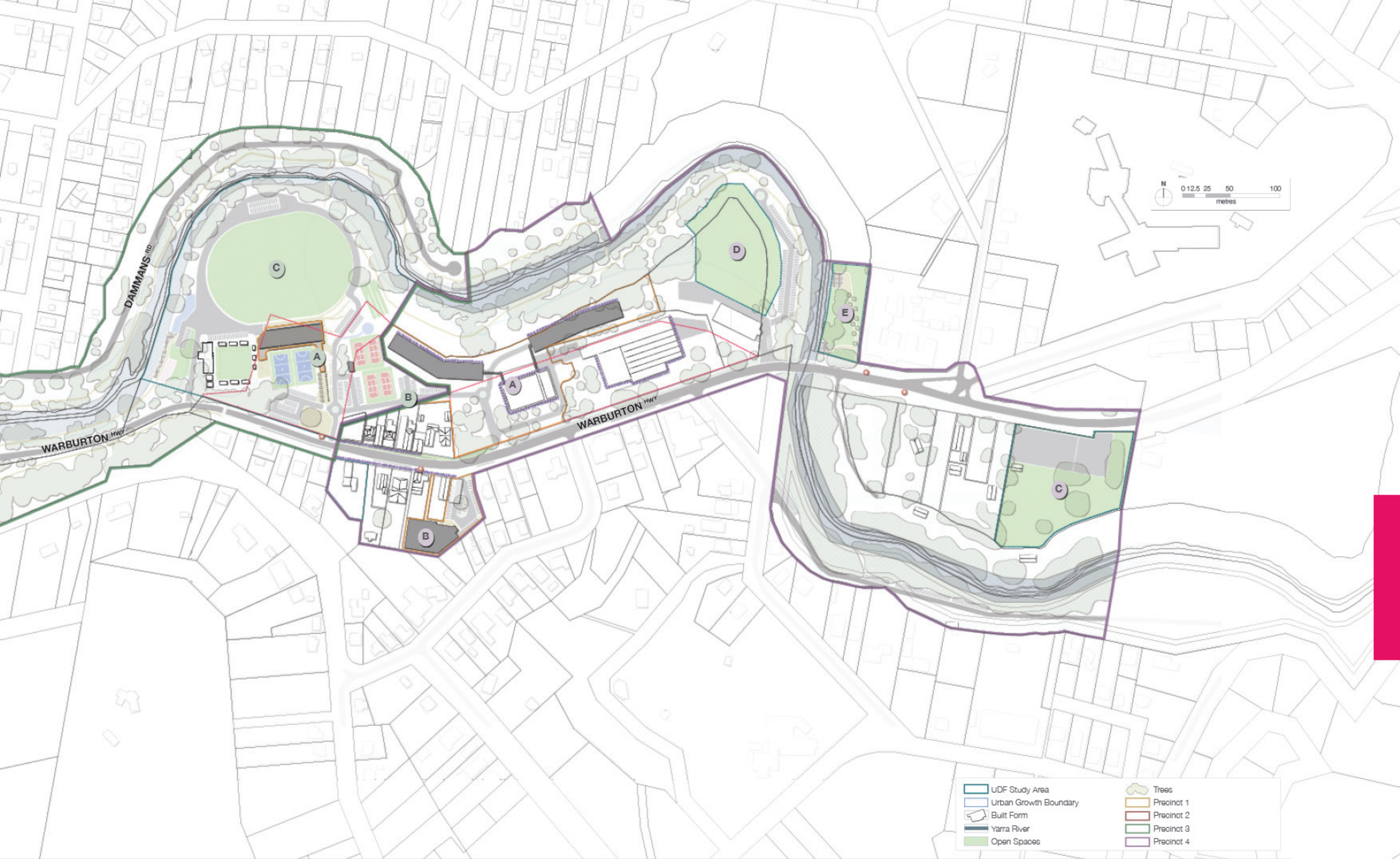
- C** Warburton Water World links

Key Places

- D** Redwood Community Centre Access
- E** Upper Yarra River Reserve (east) Activation

Warburton Framework Plan





Warburton Framework Plan

4.3 Warburton Gateway

Preferred Character

Precinct 1 is characterised by linear movement corridors along the Warburton Highway, the Yarra River, the Warburton Rail Trail, and Dammans Road. The precinct forms the gateway entry precinct into the centre of Warburton and interfaces with townships best natural asset in the Yarra River.

The primary development edge is elevated above the southern interface to the Warburton Highway and includes the Alpine Retreat Hotel as the defining heritage building within the precinct. A secondary frontage on the northern interface of the Warburton Highway also has a prominent interface with the Yarra River. Any development must be scaled and sited appropriately to maintain the natural feel of the Warburton Township.

Access to, and within the precinct will utilise the Warburton Rail Trail and the Yarra River Trail as key public spaces, with the UDF ensuring that car parking and sustainable transport modes are convenient and accessible for a wide range of users. Improved linear open spaces, with a focus on the Yarra River, and the Warburton Rail Trail will define the precinct and provide consistent movement corridors that link to the commercial centre of Warburton in Precinct 2.

Opportunities for high quality buildings with an active ground floor interface should be focused on land between the Warburton Highway and the Yarra River. The scale of built form of new development will build towards the eastern edge of the precinct to link with the character of Precinct 2. Precinct 1 will enhance the distinctive natural features associated with the historic development of the town, including the Yarra River, established trees, and views to features such as Mount Donna Buang, and Mount Little Joe.

Structure

- 01** Responds to the existing land form and topography of Warburton managing the impact of the natural environment, including flood levels, and bushfire.
- 02** Establishes a gateway into Warburton identifying Mayers Bridge and the WMBD Bridge as the recognisable entries into the township.

Public Realm

- 03** Utilises the proposed WMBD pedestrian bridge to provide an additional pedestrian connection to either side of the Yarra River.
- 04** Enhances existing public open space interfaces with the Yarra River increasing amenity within the public realm.
- 05** Improves public open spaces to cater for growing demand from the local community and visitors to the precinct.

Movement and Access

- 06** Meets the needs of the local community and tourist population, responding to the demand driven by the commercial offering to the east in Precinct 2.
- 07** Provides public transport options and alternatives to access the precinct and link to the broader Warburton area.
- 08** Improves connections between the Warburton Rail Trail and destinations within the precinct.

Built Form

- 09** Activates the Warburton Highway and the Yarra River corridors.
- 010** Improves the built form interface with the Warburton Highway, enclosing the Highway with active built form on the northern interface.

Key Development Opportunities

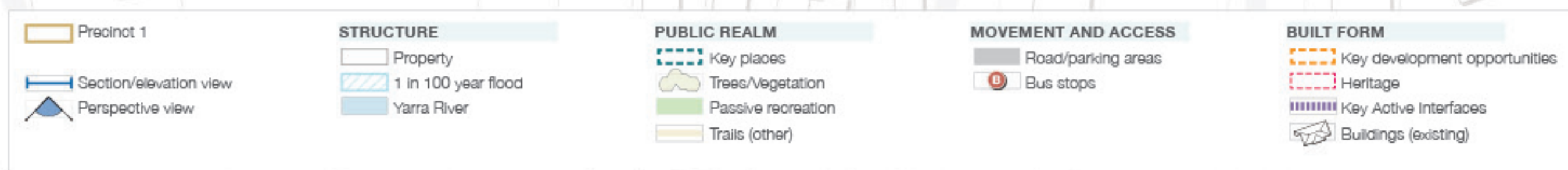
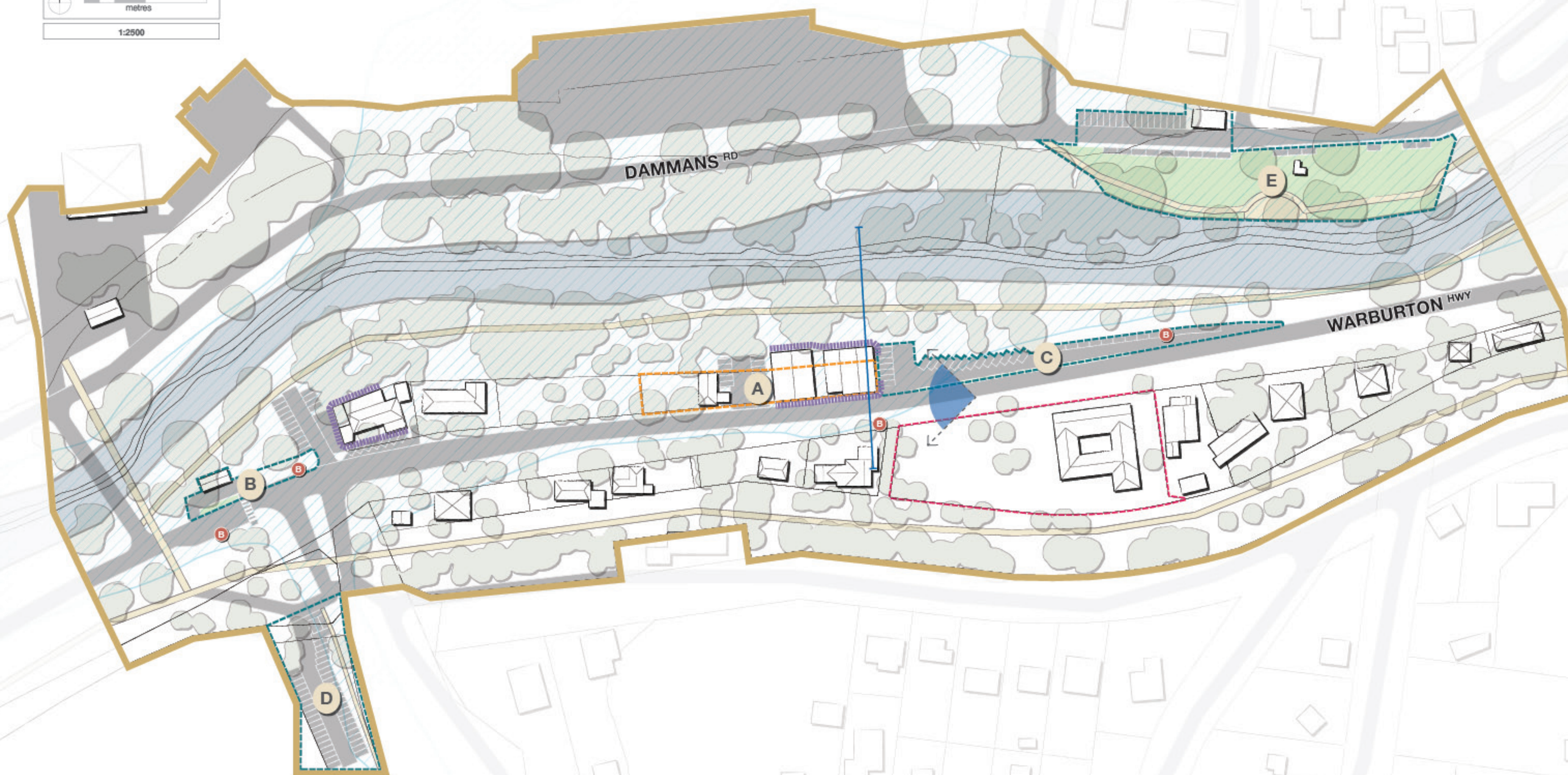
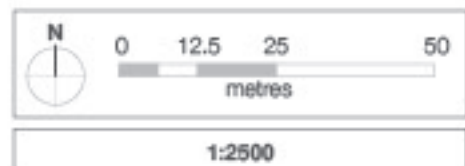
- A** Warburton Highway Riverfront

Key Movement Routes and Access

- B** Mayers Bridge Gateway
- C** Warburton Highway Road Reserve (north) Access

Key Places

- D** Dolly Grey Activation
- E** Upper Yarra River Reserve (west) Rejuvenation



4.3.1. Building Design

New development activates Warburton Highway, and improves the built environment interface with the Yarra River. The scale of built form within the precinct enhances and compliments existing character and establishes a gateway into more intensive development within Precinct 2.

New development will achieve this by:

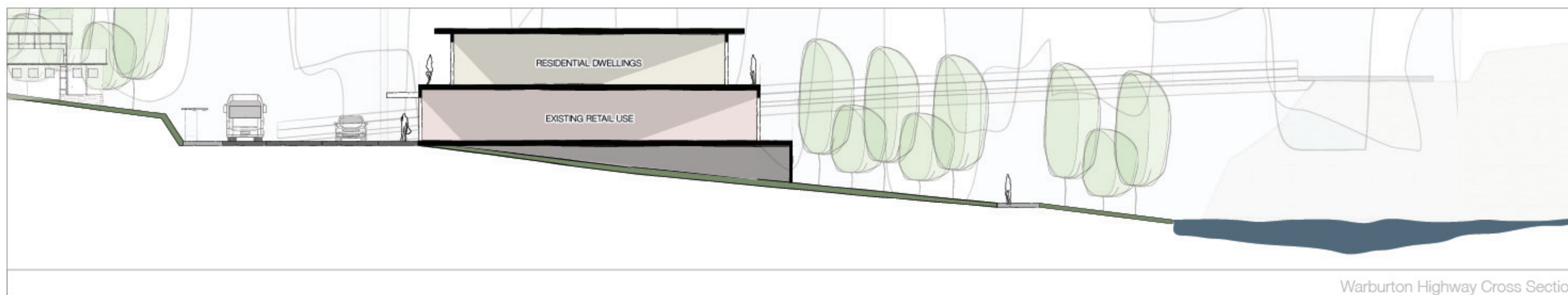
- 4.3.1.a** Locating and shaping buildings to accommodate local topography, natural features, and cultural features of the site.
- 4.3.1.b** Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Hill tops, Yarra River).
- 4.3.1.c** Shaping the building scale and form to support the preferred character of the area.
- 4.3.1.d** Arranging building elements such as roofs, balconies, windows, doorways and cladding materials to contribute to the preferred character of the area.
- 4.3.1.e** Complementing the existing heritage buildings and areas by respecting the historic character, by adapting it or by contrasting with it without overwhelming heritage values.
- 4.3.1.f** Adapting and reusing existing buildings built form features, where practical.
- 4.3.1.g** Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.
- 4.3.1.h** Allowing appropriate solar access to penetrate internal living areas, private open space and communal open spaces. Using the building height and setbacks to frame the street space as a public space (Warburton Highway). Providing a typical height of 3.5 metres between levels, especially ground floor.
- 4.3.1.i** Requiring buildings that exceed the maximum preferred building heights to conceal upper levels from street view.

4.3.2. Building Frontages and Interfaces

New development activates the Warburton Highway and the Yarra River, improving the built environment interface with natural landscape and establishes a 'main street' feel of the precinct.

New development will achieve this by:

- 4.3.2.a** Maintaining and reinforcing the traditional town centre urban pattern, with primary building frontages activating Warburton Highway.
- 4.3.2.b** Activating both front and rear building frontages for land that fronts both the Warburton Highway, and the Yarra River.
- 4.3.2.c** Provide active frontages with windows and clear entries as the predominant elements of the ground floor facade, creating opportunities for informal surveillance of the street from within the building.
- 4.3.2.d** Locating principal entrances of buildings along Warburton Highway.
- 4.3.2.e** Maximising physical and visual permeability between the street and commercial spaces.



4.3.3. Building Performance

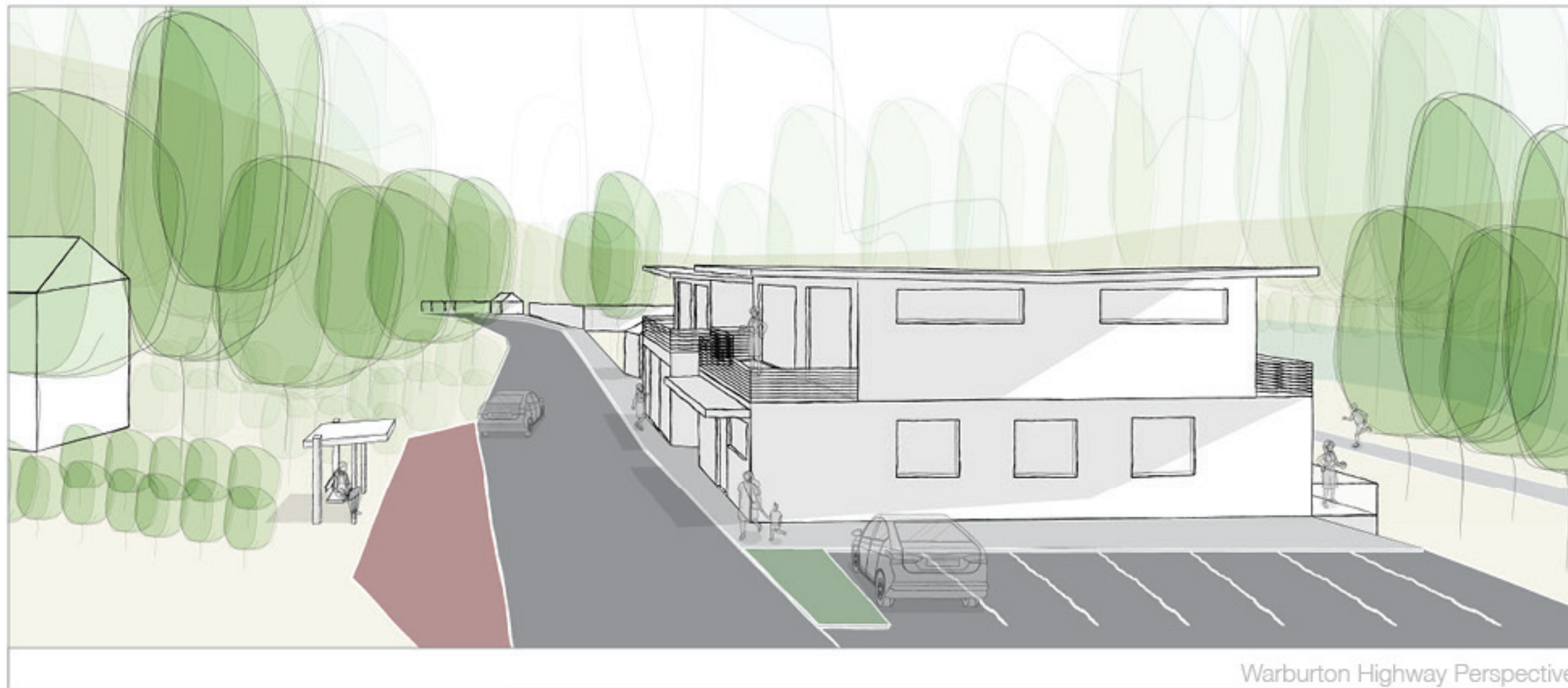
New development is adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy, and maintenance performance throughout their life-cycle.

New development will achieve this by:

- 4.3.2f** Limiting wall recesses along the street edges to less than 300mm deep.
- 4.3.2g** Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.
- 4.3.2h** Using landscape treatments to reduce the visual impact of blank walls

- 4.3.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.3.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.3.3.c** Using durable and high quality materials to complement the building's context and function.

- 4.3.3.d** Designing buildings for the long term by minimising energy use and water consumption, and using materials with the least impact on the environment.
- 4.3.3.e** Responding to the local climate and impacts of bushfire in the building design.
- 4.3.3.f** Providing opportunities for adaptation of the building's use over its life cycle.
- 4.3.3.g** Incorporating stormwater and recycled water infrastructure into new development.
- 4.3.3.h** Incorporating durable, sustainable and attractive materials that minimise maintenance and contribute to the preferred character of the area.



4.3.4. Car Parking and Access

New car parking will be located in proximity to high use areas or located at gateways to support broader regional uses. Car parking will not compromise activity or pedestrian access and movement.

New development will achieve this by:

- 4.3.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.3.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.3.4.c** Restricting the amenity and aesthetic impacts of car parking areas by screening parking from view from the public realm.
- 4.3.4.d** Designing car parks to be responsive to the topography and land form of the site.
- 4.3.4.e** Designing car parking access points to minimise disruption to the continuity, and movement of the public realm.
- 4.3.4.f** Incorporating water sensitive urban design elements into car park design and appropriate landscaping.
- 4.3.4.g** Including provision for electric charging for vehicles and bicycles, and end of trip facilities such as bike parking, bike washes and lockers.
- 4.3.4.h** Locating vehicle and service access to the rear or side of the building,

4.3.5. Servicing

Servicing needs are incorporated within any new development without impacting the building presentation to the street or impacting the active edges of the development.

New development will achieve this by:

- 4.3.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.3.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.3.5.c** Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.
- 4.3.5.d** Providing efficient storage, separation and removal of waste and recycled materials from buildings.



Warburton Highway Road Reserve (north)

4.3.6. Public Realm

The public realm will strengthen the place value of key civic, retail and cultural areas with pedestrian friendly streets that clearly articulate the role and identity of the different uses within the precinct.

New development will achieve this by:

- 4.3.6.a** Using landscape treatments to reduce the visual impact of blank walls
- 4.3.6.b** Providing designated pedestrian links between the Yarra River, Warburton Highway, and Warburton Rail Trail.
- 4.3.6.c** Providing bicycle parking near to pedestrian entries to buildings.

- 4.3.6.d** Providing convenient and direct pedestrian and cyclist access to public transport stops and trails in the surrounding area.
- 4.3.6.e** Bicycle parking (including electric charging) should be co-located and integrated with other street furniture.



Upper Yarra River Reserve (west)

4.4 Yarra Town Centre

Preferred Character

Precinct 2 (Yarra Town Centre) is characterised by a main street that retains a classic and attractive country town character. The primary commercial edge on the northern interface to the Warburton Highway encloses the 'main street' and is enhanced by a secondary commercial frontage on the southern elevated interface. The existing heritage buildings remain visually prominent in the streetscape and any development is scaled and sited appropriately to maintain the natural feel of the Warburton Township.

Precinct 2 is the major focus for commercial and retail uses within Warburton. Access to, and within the precinct will utilise footpaths as key public spaces, with the UDF ensuring that car parking and sustainable transport modes are convenient, and accessible for a wide range of users. Improved paths, and laneways link the commercial town centre to the Yarra River, offering opportunities for improved community spaces, with a focus on Yarra Square, Memorial Park, and Warburton Water Wheel.

The Thomas Avenue interface fronting the Yarra River provides opportunities for high quality buildings with active ground floor interfaces incorporating potential accommodation above. The scale of built form of new development will complement this character and the heritage within the precinct. Significant improvement to traffic circulation within the precinct could be achieved by extending Thomas Avenue to join Main Street where the two tennis courts are located. This intervention would also allow a new public realm space in the form of a forecourt to the Swing Bridge to be created on one side of the new intersection and a new building fronting both Main Street and Thomas Avenue on the other side of the intersection. This proposal would require a planning application that would need to consider the heritage overlay currently applying to the tennis courts as part of a heritage place.

Structure

- 01** Enhances the commercial interface and connection with the Yarra River through the activation of Thomas Avenue, and improved laneways throughout the precinct.

Public Realm

- 02** Improves existing public open space areas within the precinct increasing amenity within the public realm.
- 03** Creates new public open spaces to cater for growing demand from the local community and visitors to the precinct.

Movement and Access

- 04** Provides end-of-trip facilities within the precinct for public use.
- 05** Provides opportunities for electric vehicle and electric bike charging stations within the precinct.
- 06** Improves connections between the Warburton Rail Trail and destinations within the precinct.
- 07** Encourages public transport options and alternatives offered within the precinct.

Built Form

- 08** Enhances existing heritage buildings and protects the character of Warburton.
- 09** Activates the Warburton Highway and the Yarra River corridors.
- 010** Improves the built form interface with the Warburton Highway, enclosing the Highway with active built form on the northern and southern interfaces.

Key Development Opportunities

- A** Warburton Highway/Thomas Avenue (west) Gateway
- B** Thomas Avenue Interface Activation

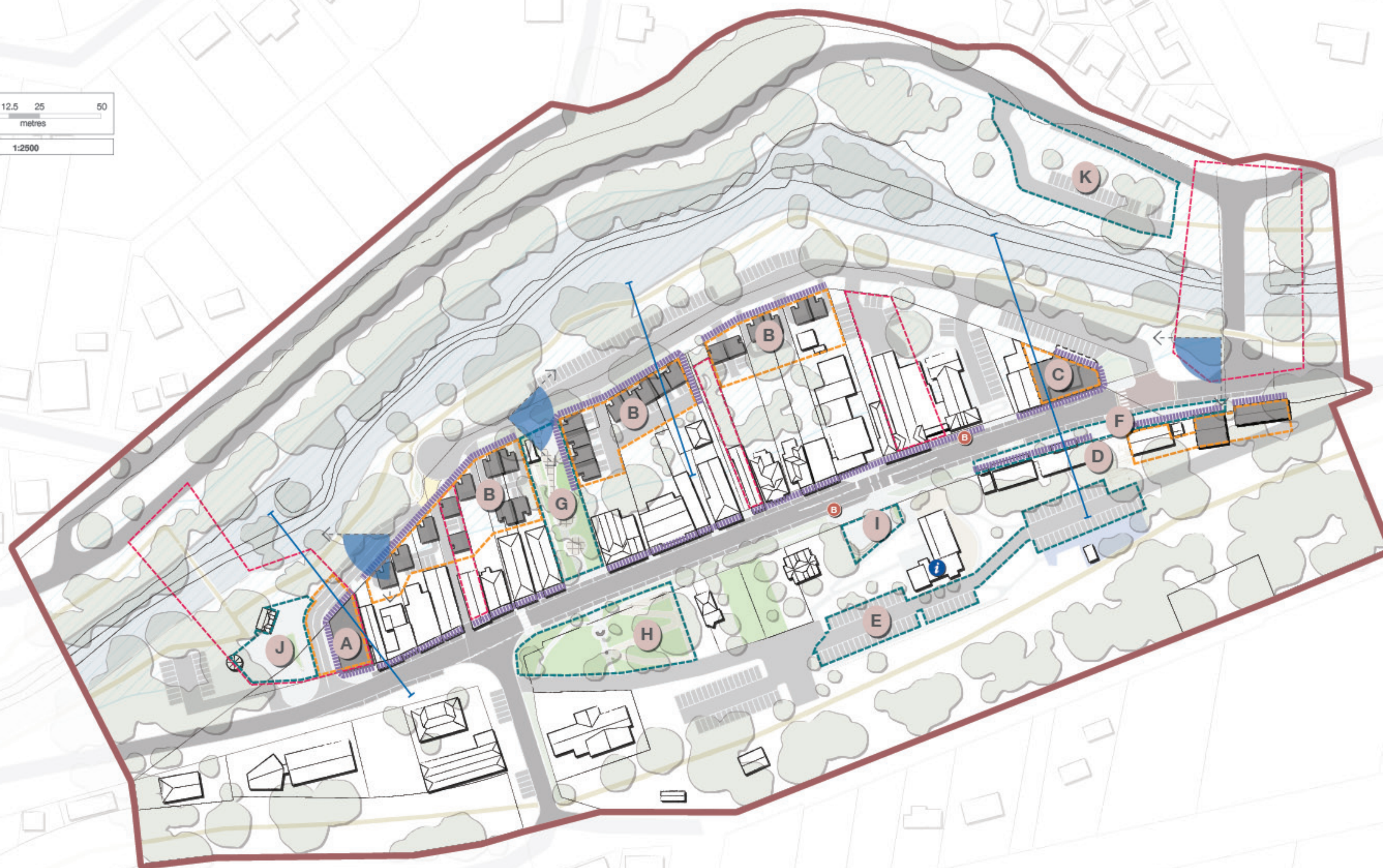
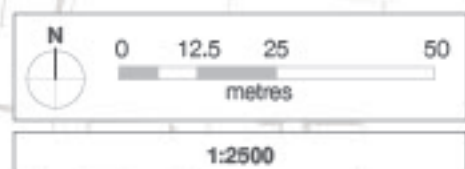
- C** Warburton Highway/Thomas Avenue (east) Gateway
- D** Warburton Highway Southern Interface Development

Key Movement Routes and Access

- E** Warburton Rail Trail Space Animation
- F** Warburton Highway Southern Interface Activation

Key Places

- G** Yarra Square Renewal
- H** Memorial Park Activation
- I** Warburton Water Wheel Forecourt Revitalisation
- J** Warburton Swing Bridge Forecourt Redevelopment
- K** Chisholm Park (west) Reactivation



4.4.1. Building Design

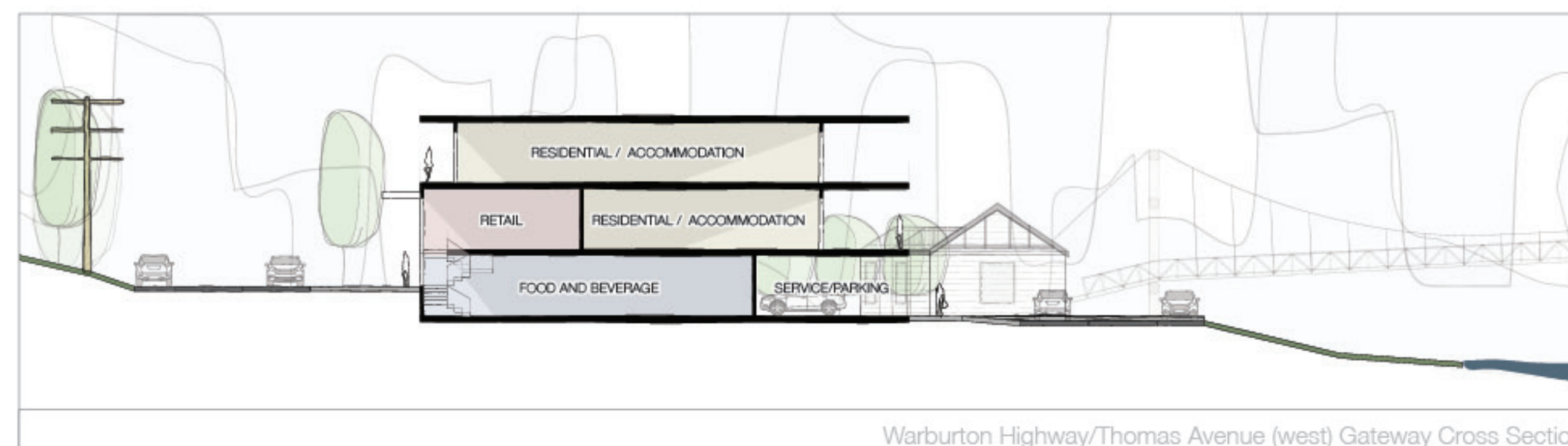
New development will activate Thomas Avenue, and improve the built environment interface with the Yarra River. The existing heritage character of the precinct will be retained and enhanced with new development being designed to compliment this character.

New development will achieve this by:

- 4.4.1.a** Locating and shaping buildings to accommodate local topography, natural, and cultural features of the site.
- 4.4.1.b** Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Yarra River and Mount Donna Buang).
- 4.4.1.c** Arranging building elements such as roofs, balconies, windows, doorways and cladding materials to contribute to the preferred character of the area.
- 4.4.1.d** Incorporating continuous canopies above the full length of ground floor facades along Warburton Highway extending over the footpath at a minimum 2.5 metres.
- 4.4.1.e** Complementing the existing heritage buildings and areas by respecting the historic character, by adapting it or by contrasting with it without overwhelming heritage values.
- 4.4.1.f** Adapting and reusing existing buildings built form features, where practical.
- 4.4.1.g** Providing under awning lighting to enhance streetscape visibility at night.
- 4.4.1.h** Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.
- 4.4.1.i**

- 4.4.1.j** Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.
- 4.4.1.k** Allowing appropriate solar access to penetrate internal living areas, private open space and communal open spaces.
- 4.4.1.l** Using the building height and setbacks to frame the street space as a public space (Warburton Highway and Thomas Avenue).
- 4.4.1.m** Encouraging taller built form on prominent corners
- 4.4.1.n** Providing a typical height of 3.5 metres between levels, especially ground floor.

- 4.4.1.o** Development fronting Warburton Highway should be constructed to a maximum of two storeys with building heights not to exceed 7.5 metres.
- 4.4.1.p** Built form fronting Thomas Avenue should be constructed to a maximum of four storeys with building heights not to exceed 15 metres.
- 4.4.1.q** Requiring buildings that exceed the maximum preferred building heights to conceal upper levels from street view.



4.4.2. Building Frontages and Interfaces

Buildings fronting the Warburton Highway serve to enclose the northern and southern street interfaces to enhance the 'main street' feel of the precinct. New development activates Thomas Avenue, and improves the built environment interface with the Yarra River.

New development will achieve this by:

- 4.4.2.a** Maintaining and reinforcing the traditional town centre urban pattern, with primary building frontages activating Warburton Highway and secondary building frontages activating Thomas Avenue.
- 4.4.2.b** Providing building entries and window elements that form at least 70% of the ground floor facade surface.
- 4.4.2.c** Presenting zero front setbacks at ground level, except for heritage and landmark buildings.
- 4.4.2.d** Placing the building frontage, within retail and commercial mixed-use areas, to the front lot line.
- 4.4.2.e** Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade, creating opportunities for informal surveillance of the street from within the building.
- 4.4.2.f** Locating principal entrances of buildings along Warburton Highway.
- 4.4.2.g** Locating and designing entrance foyers to upper storeys to be accessible from Warburton Highway.
- 4.4.2.h** Limit any expanse of blank wall in the ground floor facade to a maximum width of 2 metres.
- 4.4.2.i** Maximising physical and visual permeability between the street and commercial spaces.

- 4.4.2.j** Limiting wall recesses along the street edges to less than 300mm deep.
- 4.4.2.k** Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.
- 4.4.2.l** Requiring developments on corner lots to provide detail and visual interest from the secondary frontage, through articulation and clear glazing.

- 4.4.2.m** Recessing side and rear setbacks of upper levels of commercial and mixed use buildings adjacent to residential and public land.
- 4.4.2.n** Using landscape treatments to reduce the visual impact of blank walls



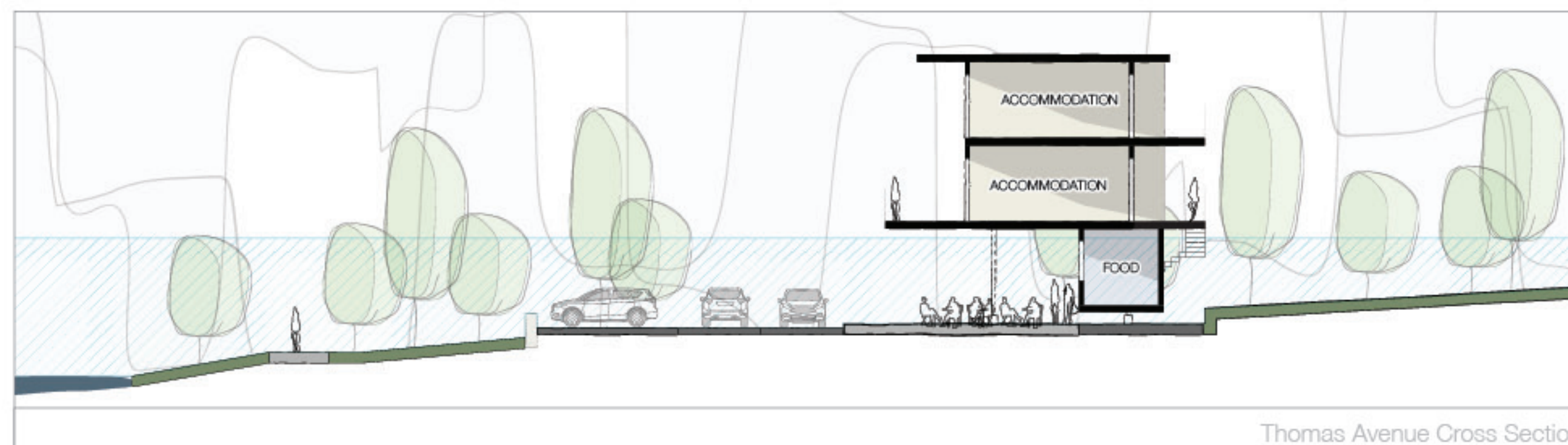
Warburton Highway/Thomas Avenue (west) Gateway Perspective

4.4.3. Building Performance

Development is designed to for functional use now as well as in the future. Buildings are adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy and maintenance performance throughout their life-cycle.

New development will achieve this by:

- 4.4.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.4.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.4.3.c** Using durable and high quality materials to complement the building's context and function.
- 4.4.3.d** Designing buildings for the long term by minimising energy use and water consumption, and using materials with the least impact on the environment.
- 4.4.3.e** Responding to the local climate and impacts of bushfire in the building design.
- 4.4.3.f** Providing opportunities for adaptation of the building's use over its life cycle.
- 4.4.3.g** Incorporating stormwater and recycled water infrastructure into new development.
- 4.4.3.h** Incorporating durable, sustainable and attractive materials that minimise maintenance and contribute to the preferred character of the area.



4.4.4. Car Parking and Access

Car parking is integrated within new developments with on-site parking located to the rear of new developments. New car parking is located in proximity to high use areas supports activity, pedestrian access, and movement.

New development will achieve this by:

- 4.4.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.4.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.4.4.c** Restricting the amenity and aesthetic impacts of car parking areas and service.
- 4.4.4.d** Locating car parking to the rear of building envelopes and screening parking from view from the public realm.
- 4.4.4.e** Designing car parks to be responsive to the topography and land form of the site.
- 4.4.4.f** Designing car parking access points to minimise disruption to the continuity of the public realm.
- 4.4.4.g** Incorporating water sensitive urban design elements into car park design and appropriate landscaping.
- 4.4.4.h** Including provision for electric charging for vehicles and bicycles, and end of trip facilities such as bike parking, bike washes and lockers.
- 4.4.4.i** Designing car parks for other activities such as markets and community events that could be held on the site.
- 4.4.4.j** Locating vehicle and service access to the rear or side of the building,



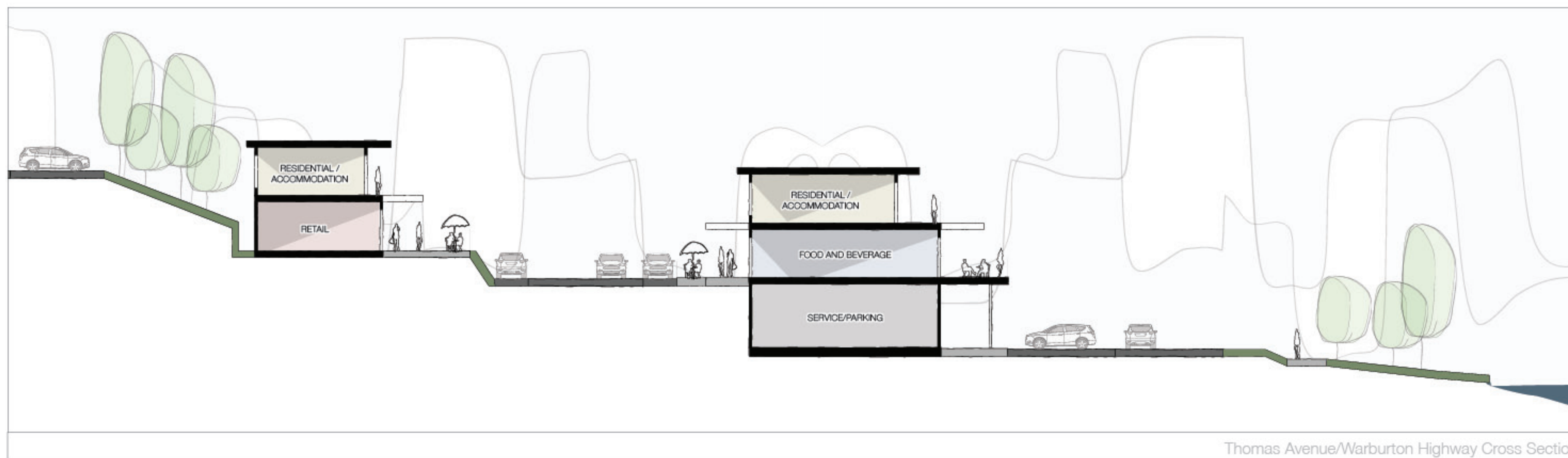
4.4.5. Servicing

Servicing needs such as waste collection, heating and cooling infrastructure, and stormwater collection should be incorporated within any new development without impacting the building presentation to the street or impacting the active edges of the development.

New development will achieve this by:

- 4.4.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.4.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.

- 4.4.5.c** Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.
- 4.4.5.d** Providing efficient storage, separation and removal of waste and recycled materials from buildings.



4.4.6. Public Realm

The public realm will strengthen the place value of key civic, retail and cultural areas with pedestrian friendly streets that clearly articulate the role and identity of the different uses within the precinct.

New development will achieve this by:

- 4.4.6.a** Using landscape treatments to reduce the visual impact of blank walls
- 4.4.6.b** Providing designated pedestrian links between the Yarra River, Warburton Highway, and Warburton Rail Trail.
- 4.4.6.c** Providing bicycle parking near to pedestrian entries to buildings.
- 4.4.6.d** Providing convenient and direct pedestrian and cyclist access to public transport stops and trails in the surrounding area.
- 4.4.6.e** Bicycle parking (including electric charging) should be co-located and integrated with other street furniture.



Thomas Avenue/Warburton Highway Perspective

4.5 Warburton Recreation

Preferred Character

Precinct 3 (Recreation) is characterised by active and passive recreational uses. The Yarra River provides a linear route through the precinct and links Chisholm Park and Warburton Recreation Reserve through the Yarra River Trail. The Warburton Rail Trail links terminates in the precinct at Warburton Recreation Reserve, encouraging a connected community via a network of trails and footpaths and recreation opportunities in Warburton.

Precinct 3 forms the link between the two commercial town centres in Warburton, providing large open space areas that support community access to quality and diverse sport and recreation facilities, parks and event spaces. As the link between the commercial precincts, Precinct 3 must ensure that car parking and sustainable transport modes are convenient and accessible for a wide range of users.

Access to, and within the precinct is primarily from the Warburton Highway. The precinct provides car parking for the La La Town Centre (Precinct 4) in Ottrey's Car Park and the large, predominantly flat land has capacity to provide additional car parking areas to support recreation uses as well as meet any additional demand.

Development within the precinct has the potential to provide multi-use and multi-function spaces that encourage enhanced activity, social experiences and events in public spaces that include all people in the community. Active community spaces, that embrace diversity in people, environment and culture, and built form that protects the significant and unique natural environments and landscapes are essential to Precinct 3.

Structure

- 01 Manages the impact of the natural environment, including flood levels, and bushfire risk.

Public Realm

- 02 Enhances existing public open space interfaces with the Yarra River increasing amenity within the public realm.
- 03 Improve public open spaces to cater for growing demand from the local community and visitors to the precinct.
- 04 Improve connections between the Warburton Rail Trail and destinations within the precinct.

Movement and Access

- 05 Provides end-of-trip facilities within the precinct for public use.
- 06 Provides opportunities for electric vehicle and electric bike charging stations within the precinct.
- 07 Improves car parking within the precinct to service the needs of the local community and tourist population.

Built Form

- 08 Establishes a built form identity within the Precinct to serve the multiple functions and uses occurring within the Reserve.

Key Development Opportunities

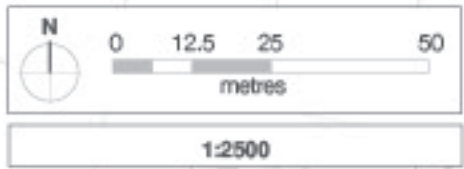
- A Warburton Recreation Reserve Pavilion Redevelopment

Key Movement Routes and Access

- B Warburton Recreation Reserve/Warburton Sanitarium link

Key Places

- C Warburton Recreation Reserve Revitalisation

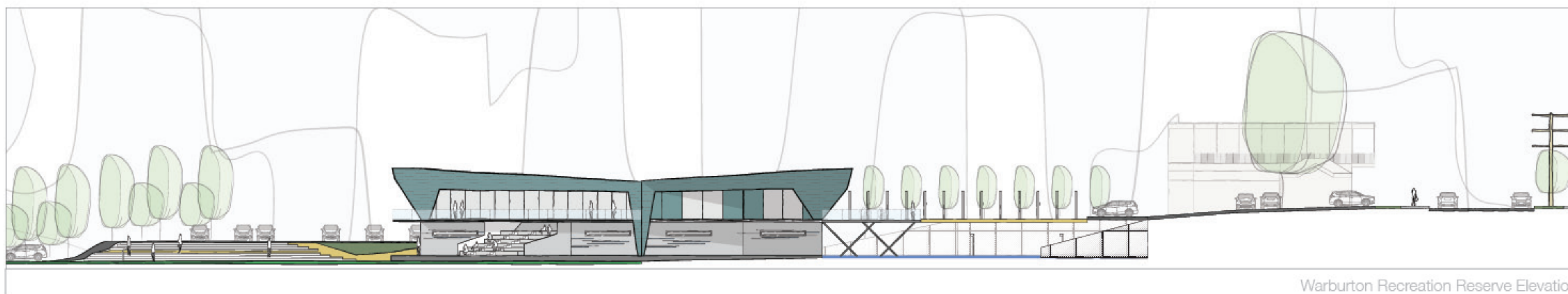


4.5.1. Building Design

New development is visible from Warburton Highway, and improves the built environment interface with Precinct 4. The enhanced scale of built form is designed to compliment, and meet the needs of the recreation uses.

New development will achieve this by:

- 4.5.1.a** Locating and shaping buildings to accommodate local topography, natural, and cultural features of the site.
- 4.5.1.b** Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Yarra River, Mount Donna Buang).
- 4.5.1.c** Shaping the building scale and form to support the preferred character of the area.
- 4.5.1.d** Arranging building elements such as roofs, balconies, windows, doorways and cladding materials to contribute to the preferred character of the area.
- 4.5.1.e** Ensuring built form provides an appropriate transition of scale and form to adjacent lots.
- 4.5.1.f** Complementing the existing heritage buildings and areas by respecting the historic character, by adapting it or by contrasting with it without overwhelming heritage values.
- 4.5.1.g** Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.
- 4.5.1.h** Using the building height and setbacks to frame the street space as a public space (Warburton Highway). Providing a typical height of 3.5 metres between levels, especially ground floor.
- 4.5.1.i** Development fronting the Warburton Highway should be constructed to a maximum of two storeys with building heights not to exceed 7.5 metres.
- 4.5.1.j** Requiring buildings that exceed the maximum preferred building heights to conceal upper levels from street view.

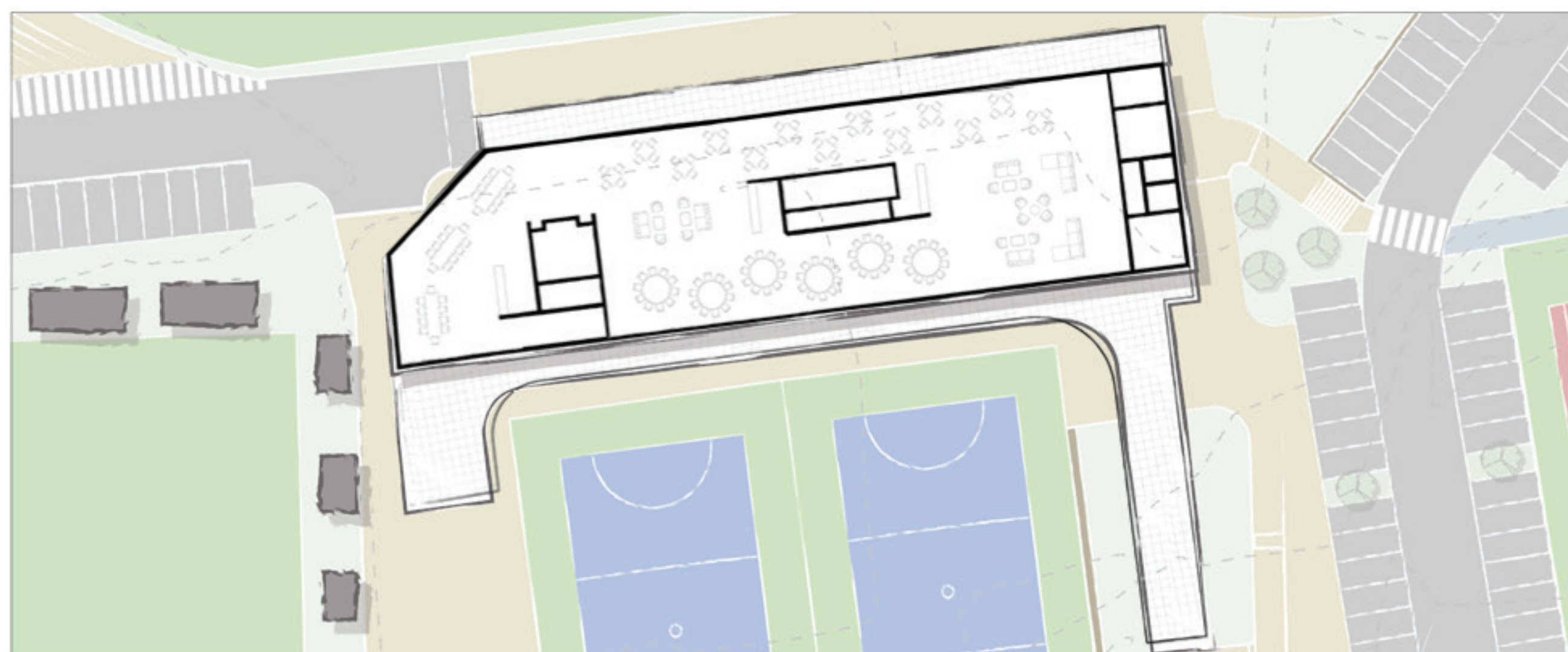


4.5.2. Building Frontages and Interfaces

Buildings visible from Warburton Highway serve to complement the 'main street' feel of the adjoining La La Town Centre. New development activates the Warburton Recreation Reserve, improving the built environment interface with natural landscape.

New development will achieve this by:

- 4.5.2.c** Providing activate frontages with highly visible windows and entrances as the predominant elements. Creating opportunities for informal surveillance of the area from within the building.
- 4.5.2.d** Locating principal entrances of buildings to allow pedestrian access from Warburton Highway.



Warburton Recreation Reserve Pavilion (upper floor)

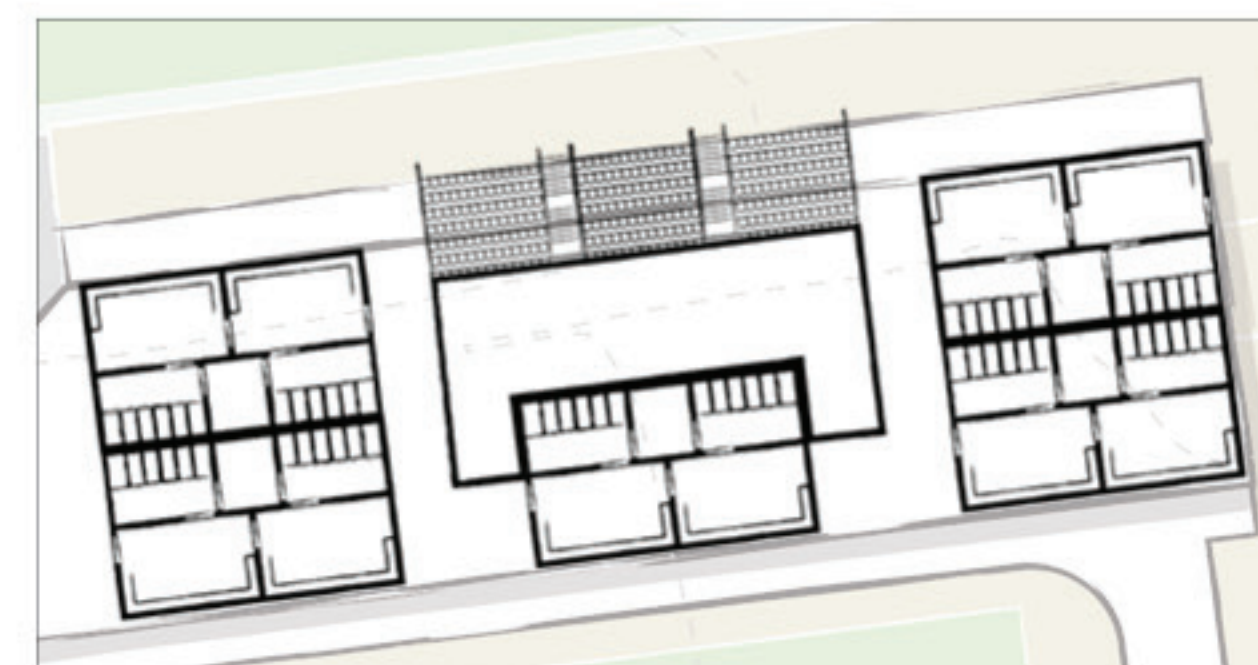
4.5.3. Building Performance

Development is designed to support functional uses now as well as in the future. Buildings are adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy and maintenance performance throughout their life-cycle.

New development will achieve this by:

- 4.5.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.5.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.5.3.c** Using durable and high quality materials to complement the building's context and function.

- 4.5.3.d** Designing buildings for the long term by minimising energy use and water consumption, and using materials with the least impact on the environment.
- 4.5.3.e** Responding to the local climate and impacts of bushfire in the building design.
- 4.5.3.f** Providing opportunities for adaptation of the building's use over its life cycle.
- 4.5.3.g** Incorporating stormwater and recycled water infrastructure into new development.
- 4.5.3.h** Incorporating durable, sustainable and attractive materials that minimise maintenance and contribute to the preferred character of the area.



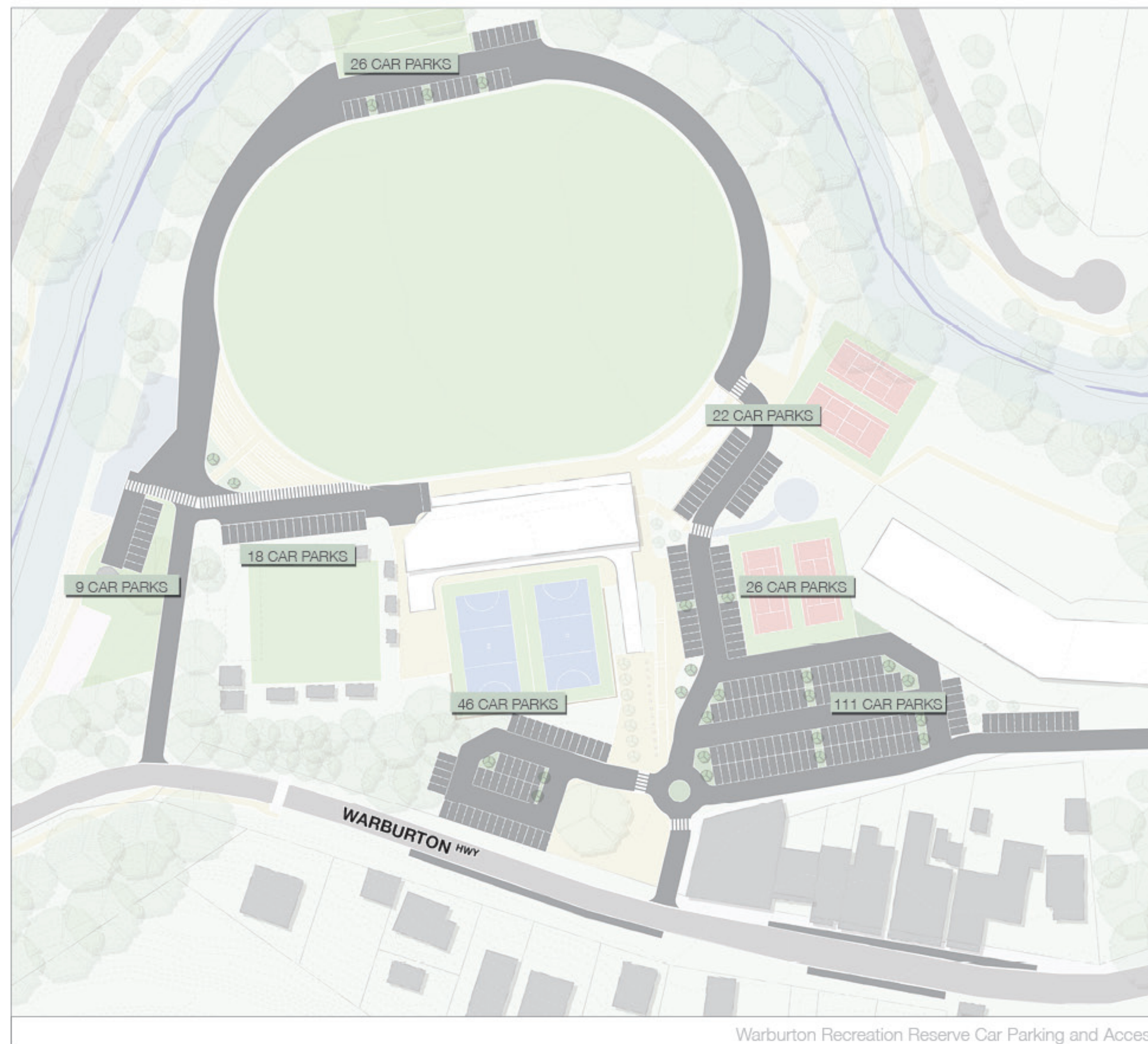
Warburton Recreation Reserve Pavilion (ground floor)

4.5.4. Car Parking and Access

New car parking is located in proximity to high use areas or located at gateways to support broader regional uses. Car parking should not compromise activity or pedestrian access and movement.

New development will achieve this by:

- 4.5.4.a Locating car parking areas and structures in proximity to the activities they support.
- 4.5.4.b Facilitating shared use of car parking facilities with neighbouring properties.
- 4.5.4.c Restricting the amenity and aesthetic impacts of car parking areas and service.
- 4.5.4.d Screening parking from view from the public realm.
- 4.5.4.e Designing car parks to be responsive to the topography and land form of the site.
- 4.5.4.f Designing car parking access points to minimise disruption to the continuity of the public realm.
- 4.5.4.g Incorporating water sensitive urban design elements into car park design and appropriate landscaping.
- 4.5.4.h Including provision for electric charging for vehicles and bicycles, and end of trip facilities such as bike parking, bike washes and lockers.
- 4.5.4.i Locating vehicle and service access to the rear or side of the building,



4.5.5. Servicing

Servicing such as waste collection, heating and cooling infrastructure, and stormwater collection is incorporated within any new development without impacting the building presentation to the street or impacting the active edges of the development.

New development will achieve this by:

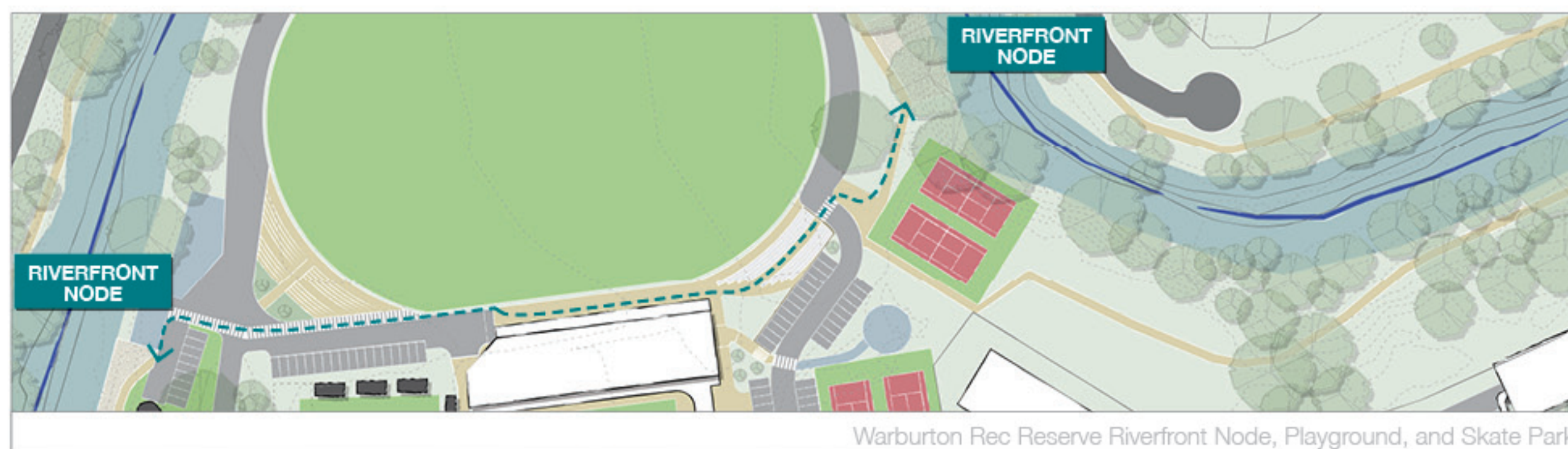
- 4.5.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.5.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.5.5.c** Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.
- 4.5.5.d** Providing efficient storage, separation and removal of waste and recycled materials from buildings.

4.5.6. Public Realm

The public realm will strengthen the place value of key open space area with pedestrian friendly access that clearly articulates the role and identity of the different uses within the precinct.

New development will achieve this by:

- 4.5.6.a** Using landscape treatments to reduce the visual impact of blank walls
- 4.5.6.b** Providing designated pedestrian links between the Yarra River, Warburton Highway, and Warburton Rail Trail.
- 4.5.6.c** Providing bicycle parking near to pedestrian entries to buildings.
- 4.5.6.d** Providing convenient and direct pedestrian and cyclist access to public transport stops and trails in the surrounding area.
- 4.5.6.e** Bicycle parking (including electric charging) should be co-located and integrated with other street furniture.



4.6 La La Town Centre

Preferred Character

Precinct 4 (La La Town Centre) is characterised by a main street (Warburton Highway) that retains a classic and attractive country town character. The primary commercial edge on the northern interface to the Warburton Highway encloses the 'main street' and is supported by a secondary commercial frontage on the southern interface of the Warburton Highway. Precinct 4 caters for local commercial and retail uses within Warburton.

The existing heritage within the Precinct, includes the Sanitarium Health Food Company and Signs Publishing Company sites has been developed to enhance the visual character and identity within the Precinct. Development, incorporating potential residential accommodation, is scaled and sited appropriately to maintain the natural feel of the Warburton Township and create a residential neighbourhood to activate La La Town Centre.

Precinct 4 offers opportunities for improved residential accommodation to meet both local and tourist demand, with the local commercial and retail development expanding to support this residential growth. The scale of built form of new development will complement this character and the heritage within the precinct. It will also retain and enhance the distinctive natural features associated with the historic development of the town, including the Yarra River, established trees, and views to features such as Mount Donna Buang, and Mount Little Joe.

Access to, and within the precinct will utilise footpaths as key public spaces, with the UDF ensuring that car parking and sustainable transport modes are convenient and accessible for a wide range of users. Improved paths link the commercial town centre to the Sanitarium Health Food Company and Signs Publishing Company sites, the Yarra River, and more broadly to the adjacent Recreation in Precinct 3.

Structure

- 01** Enhances the commercial interface and connection with the Yarra River, and Sanitarium Health Food Company and Signs Publishing Company heritage sites.
- 02** Creates new residential accommodation areas within the precinct increasing access and amenity within the public realm to support this use.
- 03** Manages the impact of the natural environment, including flood levels, and bushfire risk.

Public Realm

- 04** Improves public open spaces to cater for growing demand from the local community and visitors to the precinct.
- 05** Improves connections between the Warburton Rail Trail and destinations within the precinct.

Movement and Access

- 06** Improves car parking areas to cater for growing demand from the local community and visitors to the precinct.
- 07** Encourages public transport options and alternatives offered within the precinct.
- 08** Provides end-of-trip facilities within the precinct for public use. Including opportunities for electric vehicle and electric bike charging stations within the precinct.

Built Form

- 09** Enhances existing heritage buildings, and site to protect the existing character of Warburton.
- 010** Responds to size and scale of existing heritage sites and current state for redevelopment.
- 011** Establishes residential catchment within the precinct.

Key Development Opportunities

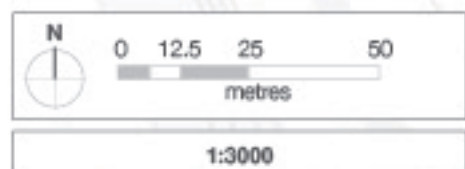
- A** Warburton Sanitarium Redevelopment
- B** IGA Supermarket Development

Key Movement Routes and Access

- C** Warburton Water World links

Key Places

- D** Redwood Community Centre Access
- E** Upper Yarra River Reserve (east) Activation



4.6.1. Building Design

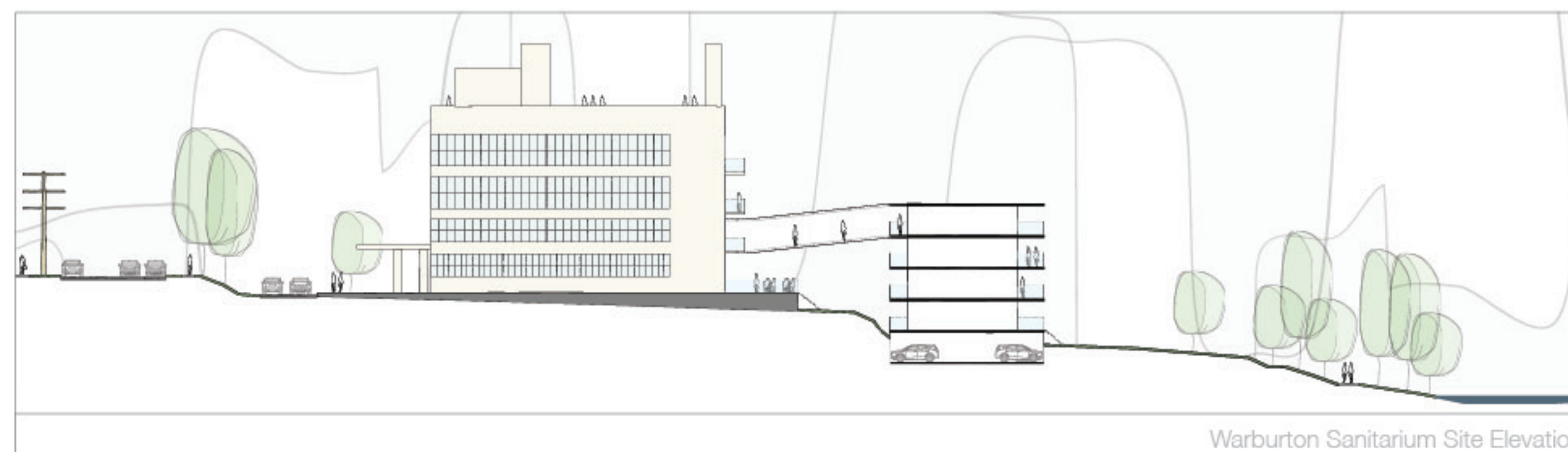
New development interfaces with the Yarra River and Warburton Highway, improving the built environment in the precinct. The existing heritage character of the precinct is retained and enhanced with new development designed to compliment this character.

New development will achieve this by:

- 4.6.1.a** Locating and shaping buildings to accommodate local topography, natural, and cultural features of the site.
- 4.6.1.b** Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Sanitarium Health Food Company, Signs Publishing Company, Yarra River, and Mount Donna Buang).
- 4.6.1.c** Arranging building elements such as roofs, balconies, windows, doorways and cladding materials to contribute to the preferred character of the area.
- 4.6.1.d** Incorporating continuous canopies above the full length of ground floor facades along Warburton Highway extending over the footpath at a minimum 2.5 metres.
- 4.6.1.e** Complementing the existing heritage buildings and areas by respecting the historic character, by adapting it or by contrasting with it without overwhelming heritage values.
- 4.6.1.f** Adapting and reusing existing buildings built form features, where practical.
- 4.6.1.g** Providing under awning lighting to enhance streetscape visibility at night.
- 4.6.1.h** Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.

- 4.6.1.i** Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.
- 4.6.1.j** Allowing appropriate solar access to penetrate internal living areas, private open space and communal open spaces.
- 4.6.1.k** Making optimal use of natural light and ventilation.
- 4.6.1.l** Using the building height and setbacks to frame the street space as a public space (Warburton Highway).
- 4.6.1.m** Encouraging taller built form on prominent corners
- 4.6.1.n** Providing a typical height of 3.5 metres between levels, especially ground floor.

- 4.6.1.o** Built form on the Sanitarium Health Food Company and Signs Publishing Company sites should be constructed to a maximum of four storeys with building heights not to exceed 15 metres.
- 4.6.1.p** Requiring buildings that exceed the maximum preferred building heights to conceal upper levels from street view.



Warburton Sanitarium Site Elevation

4.6.2. Building Frontages and Interfaces

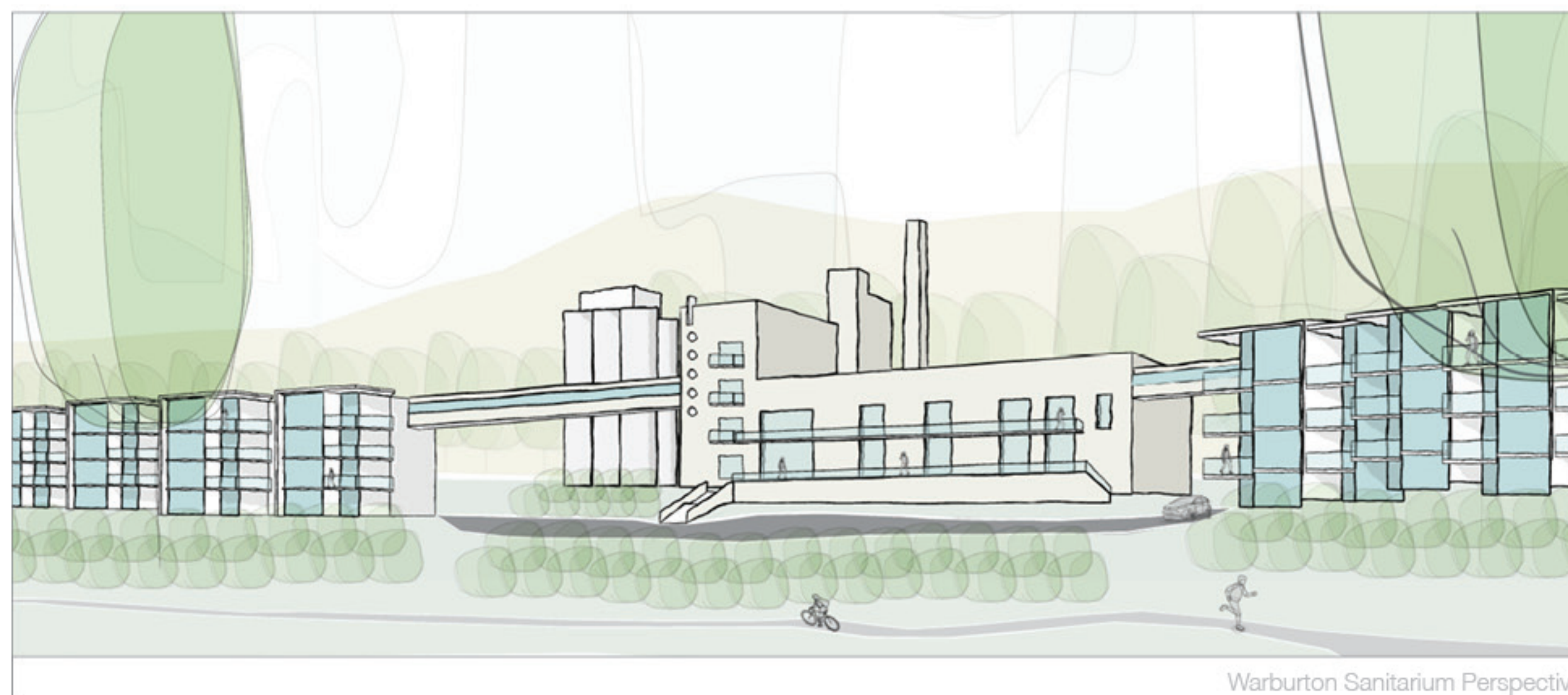
Buildings that front the Warburton Highway serve to enclose the northern and southern street interfaces to enhance the 'main street' feel of the precinct. New development activate the Warburton Highway, and improves the built environment interface with the Yarra River.

New development will achieve this by:

- 4.6.2.a** Maintaining and reinforcing the traditional town centre urban pattern, with primary building frontages activating Warburton Highway and secondary building frontages activating the Yarra River.
- 4.6.2.b** Providing building entries and window elements that form at least 70% of the ground floor facade surface.
- 4.6.2.c** Presenting zero front setbacks at ground level, except for heritage and landmark buildings.
- 4.6.2.d** Placing the building frontage, within retail and commercial mixed-use areas, to the front lot line.
- 4.6.2.e** Provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade, creating opportunities for informal surveillance of the street from within the building.
- 4.6.2.f** Locating principal entrances of buildings along Warburton Highway.
- 4.6.2.g** Locating and designing entrance foyers to upper storeys to be accessible from Warburton Highway.
- 4.6.2.h** Limit any expanse of blank wall in the ground floor facade to a maximum width of 2 metres.
- 4.6.2.i** Maximising physical and visual permeability between the street and commercial spaces.

- 4.6.2.j** Limiting wall recesses along the street edges to less than 300mm deep.
- 4.6.2.k** Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.
- 4.6.2.l** Requiring developments on corner lots to provide detail and visual interest from the secondary frontage, through articulation and clear glazing.

- 4.6.2.m** Recessing side and rear setbacks of upper levels of commercial and mixed use buildings adjacent to residential and public land.
- 4.6.2.n** Using landscape treatments to reduce the visual impact of blank walls



Warburton Sanitarium Perspective

4.6.3. Building Performance

Development is designed to support functional use now as well as in the future. Buildings are designed to be adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy and maintenance performance throughout their life-cycle.

New development will achieve this by:

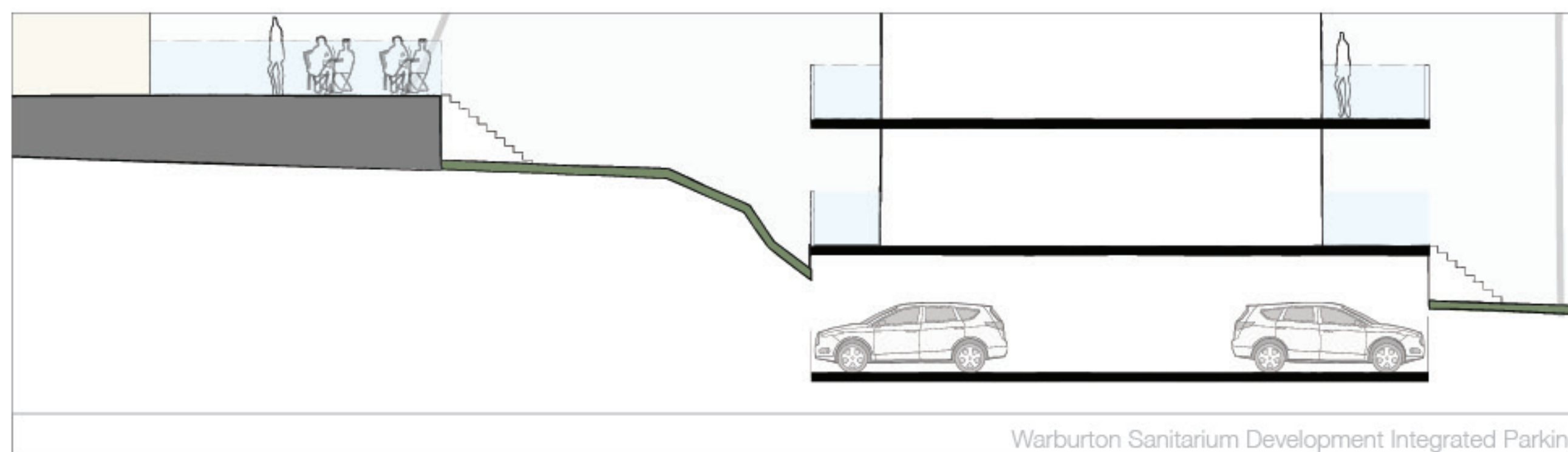
- 4.6.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.6.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.6.3.c** Using durable and high quality materials to complement the building's context and function.
- 4.6.3.d** Designing buildings for the long term by minimising energy use and water consumption, and using materials with the least impact on the environment.
- 4.6.3.e** Responding to the local climate and impacts of bushfire in the building design.
- 4.6.3.f** Providing opportunities for adaptation of the building's use over its life cycle.
- 4.6.3.g** Incorporating stormwater and recycled water infrastructure into new development.
- 4.6.3.h** Incorporating durable, sustainable and attractive materials that minimise maintenance and contribute to the preferred character of the area.

4.6.4. Car Parking and Access

Car parking is integrated within new developments with any other on-site parking located to the rear of new developments not fronting the Yarra River or Warburton Highway. New car parking is in proximity to high use areas but should not compromise activity or pedestrian access and movement.

New development will achieve this by:

- 4.6.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.6.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.6.4.c** Restricting the amenity and aesthetic impacts of car parking areas and service.
- 4.6.4.d** Locating car parking within or to the rear of building envelopes and screening parking from view from the public realm.
- 4.6.4.e** Designing car parks to be responsive to the topography and land form of the site.
- 4.6.4.f** Designing car parking access points to minimise disruption to the continuity of the public realm.
- 4.6.4.g** Incorporating water sensitive urban design elements into car park design and appropriate landscaping.
- 4.6.4.h** Including provision for electric charging for vehicles and bicycles, and end of trip facilities such as bike parking, bike washes and lockers.
- 4.6.4.i** Designing car parks for other activities such as markets and community events that could be held on the site.
- 4.6.4.j** Locating vehicle and service access to the rear or side of the building,



4.6.5. Servicing

Servicing such as waste collection, heating and cooling infrastructure, and stormwater collection is incorporated within any new development without impacting the building presentation to the street or impacting the active edges of the development.

New development will achieve this by:

- 4.6.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.6.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.6.5.c** Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.
- 4.6.5.d** Providing efficient storage, separation and removal of waste and recycled materials from buildings.

4.6.6. Public Realm

The public realm will strengthen the place value of key civic, retail and cultural areas with pedestrian friendly streets that clearly articulate the role and identity of the different uses within the precinct.

New development will achieve this by:

- 4.6.6.a** Using landscape treatments to reduce the visual impact of blank walls
- 4.6.6.b** Providing designated pedestrian links between the Yarra River, Warburton Highway, and Warburton Rail Trail.
- 4.6.6.c** Providing bicycle parking near to pedestrian entries to buildings.
- 4.6.6.d** Providing convenient and direct pedestrian and cyclist access from retail premises to public transport stops and trails in the surrounding area.
- 4.6.6.e** Bicycle parking (including electric charging) should be co-located and integrated with other street furniture.

