

Council Meeting

Agenda

Tuesday, 26 March 2024

Council Chamber - Civic Centre
and via Videoconference

Information for Councillors and the community

ACKNOWLEDGEMENT OF COUNTRY

Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways.

We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region.

We proudly share custodianship to care for Country together.



COUNCIL VISION

Whether you live here or visit, you will see how much we care for country, how inclusive and connected our communities are, and how sustainable balanced growth makes this the best place in the world.

VALUE OF HISTORY

We acknowledge that history shapes our identities, engages us as citizens, creates inclusive communities, is part of our economic well-being, teaches us to think critically and creatively, inspires leaders and is the foundation of our future generations.

COUNCILLOR COMMITMENT

We'll be truthful, represent the community's needs, be positive and responsive and always strive to do better.

OUR COUNCILLORS

Billanook Ward: Tim Heenan
Chandler Ward: David Eastham
Chirnside Ward: Richard Higgins
Lyster Ward: Johanna Skelton
Melba Ward: Sophie Todorov

O'Shannassy Ward: Jim Child
Ryrie Ward: Fiona McAllister
Streeton Ward: Andrew Fullagar
Walling Ward: Len Cox

CHIEF EXECUTIVE OFFICER & DIRECTORS

Chief Executive Officer, Tammi Rose
Director Built Environment & Infrastructure, Hjalmar Philipp
Director Communities, Leanne Hurst

Director Corporate Services, Andrew Hilson
Director Planning and Sustainable Futures, Kath McClusky

GOVERNANCE RULES

All Council and Delegated Committee meetings are to be conducted in accordance with Council's Governance Rules, which can be viewed at: <https://www.yarraranges.vic.gov.au/Council/Corporate-documents/Policies-strategies/Governance-rules>

PUBLIC PARTICIPATION IN MEETINGS

Members of the community can participate in Council meetings in any of the following ways:

- making a verbal submission for up to 5 minutes on matters not listed on the agenda.
- submitting a question.
- speaking for up to 5 minutes to a specific item on the agenda. For planning applications and policy issues, the Chair will invite one person to speak on behalf of any objectors and one person to speak on behalf of the applicant. For other matters on the agenda, only one person will be invited to address Council, unless there are opposing views. At the discretion of the Chair, additional speakers may be invited for items of large interest.
- speaking for up to 5 minutes to a petition to be presented at a meeting.

For further information about how to participate in a Council meeting, please visit:
<https://www.yarraranges.vic.gov.au/Council/Council-meetings/Submissions-questions-petitions-to-Council>

LIVE STREAMING AND RECORDING OF MEETINGS

Council meetings will be live streamed and recorded with the video recording being published on Council's website. Council will cease live streaming at the direction of the Chair or prior to any confidential items being considered.

Opinions or statements made during the course of a meeting are those of the particular individuals. Council does not necessarily endorse or support the views, opinions, standards or information contained in the live streaming or recording of meetings. While Council will use its best endeavours to ensure the live stream and Council's website are functioning, technical issues may arise which may result in Council temporarily adjourning the meeting or, if the issue cannot be resolved, adjourning the meeting to another date and time to be determined.

A person in attendance at the meeting must not operate film, photographic, tape-recording or other equipment to reproduce sound and/or images at any meeting without first obtaining the consent of the Chair.

The Minutes produced after each Council Meeting form the official record of the decisions made by Yarra Ranges Council.

VIEWING THIS AGENDA ON A MOBILE DEVICE



The free modern.gov app enables you to download papers for our meetings on Apple, Android and Windows devices. When you first open the app you will be asked to 'Subscribe to Publishers' – simply select Yarra Ranges Council from the list of councils. The App allows you to select the meetings you are interested in and it will then automatically keep itself updated with all the latest meeting agendas and minutes.

EVACUATION PROCEDURES

In the case of an emergency during a meeting held at the Civic Centre, 15 Anderson Street, Lilydale, you should follow the directions given by staff and evacuate the building using the nearest available exit. You should congregate at the assembly point at Hardy Street car park.

CONTACT US

Post	PO Box 105, Anderson Street
Telephone	1300 368 333
Facsimile	(03) 9735 4249
Email	mail@yarraranges.vic.gov.au

Agenda

- | | | |
|----|---|----|
| 1. | COUNCIL MEETING OPENED | 6 |
| 2. | ACKNOWLEDGEMENT OF COUNTRY | 7 |
| 3. | INTRODUCTION OF MEMBERS PRESENT | 8 |
| 4. | APOLOGIES AND LEAVE OF ABSENCE | 9 |
| 5. | MAYORAL ANNOUNCEMENTS | 10 |
| 6. | CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS | 11 |
| 7. | DISCLOSURE OF CONFLICTS OF INTEREST | 12 |

In accordance with Chapter 7, Rule 4, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

- | | | |
|----|--|----|
| 8. | QUESTIONS AND SUBMISSIONS FROM THE PUBLIC | 13 |
|----|--|----|

In accordance with Chapter 3, Rules 57 and 59, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

- | | | |
|----|------------------|----|
| 9. | PETITIONS | 14 |
|----|------------------|----|

In accordance with Chapter 3, Rule 60, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

- | | | |
|-----|---------------------|----|
| 9.1 | Petition to Council | 15 |
|-----|---------------------|----|

- | | | |
|-----|-----------------------|--|
| 10. | BUSINESS PAPER | |
|-----|-----------------------|--|

Planning and Sustainable Futures

- | | | |
|------|---|----------|
| 10.1 | Warburton Urban Design Framework – Post-Consultation and Consideration for Adoption | 16 - 310 |
|------|---|----------|

- | | | |
|------|---------------------------------------|-----------|
| 10.2 | Biannual Structure Plan Action Update | 311 - 374 |
|------|---------------------------------------|-----------|

Agenda

- Office of the CEO
- 10.3 Community Engagement Plan for Council Plan 375 - 383
- Corporate Services
- 10.4 Draft Revised Community Engagement Policy for Consultation 384 - 411
- 11. COUNCILLOR MOTIONS 412**
- In accordance with Chapter 3, Division 4, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.*
- 12. ITEMS THROUGH THE CHAIR 413**
- 13. REPORTS FROM DELEGATES 414**
- 14. DOCUMENTS FOR SIGNING AND SEALING 415**
- In accordance with Clause 87 of the Meeting Procedures and Use of Common Seal Local Law 2015, as prescribed by Section 14(2)(c) of the Local Government Act 2020.*
- 15. INFORMAL MEETING OF COUNCILLORS 416 - 421**
- 16. URGENT BUSINESS 422**
- In accordance with Chapter 3 Rule 24 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.*
- 17. CONFIDENTIAL ITEMS 423**
- In accordance with section 66(2)(a) of the Local Government Act 2020.*
- 18. DATE OF NEXT MEETING 424 - 425**

OYARRA RANGES COUNCIL

**AGENDA FOR THE 600TH COUNCIL MEETING TO BE HELD ON TUESDAY
26 MARCH 2024 COMMENCING AT 7.00PM IN COUNCIL CHAMBER, CIVIC
CENTRE, ANDERSON STREET, LILYDALE / VIA VIDEOCONFERENCE**

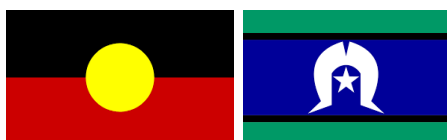
1. MEETING OPENED

2. ACKNOWLEDGEMENT OF COUNTRY

Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways.

We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region.

We proudly share custodianship to care for Country together.



3. INTRODUCTION OF MEMBERS PRESENT

OUR COUNCILLORS

Billanook Ward: Tim Heenan
Chandler Ward: David Eastham
Chirnside Ward: Richard Higgins
Lyster Ward: Johanna Skelton
Melba Ward: Sophie Todorov
O'Shannassy Ward: Jim Child
Ryrie Ward: Fiona McAllister
Streeton Ward: Andrew Fullagar
Walling Ward: Len Cox

CHIEF EXECUTIVE OFFICER & DIRECTORS

Chief Executive Officer, Tammi Rose
Director Built Environment & Infrastructure, Hjalmar Philipp
Director Communities, Leanne Hurst
Director Corporate Services, Andrew Hilson
Director Planning & Sustainable Futures, Kath McClusky

4. APOLOGIES AND LEAVE OF ABSENCE

There were no apologies received prior to the commencement of this meeting.

5. MAYORAL ANNOUNCEMENTS

6. CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the Council Meeting held Tuesday 12 March 2024 as circulated, be confirmed.

7. CONFLICTS OF INTEREST

In accordance with Chapter 7, Rule 4, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

The Local Government Act 2020 defines two categories of conflict of interest:

- *a general conflict of interest, which is defined as "...a relevant person has a general conflict of interest in a matter if an impartial, fair-minded person would consider that the person's private interests could result in that person acting in a manner that is contrary to their public duty", and*
- *a material conflict of interest, which is defined as "...a relevant person has a material conflict of interest in respect of a matter if an affected person would gain a benefit or suffer a loss depending on the outcome of the matter. The benefit may arise or the loss incurred (a) directly or indirectly; or (b) in a pecuniary or non-pecuniary form."*

In accordance with section 130 of the Local Government Act 2020, a conflict of interest must be disclosed in the manner required by the Governance Rules and the relevant person must exclude themselves from the decision-making process.

No Conflicts of Interest have been received prior to the Agenda being printed.

8. QUESTIONS AND SUBMISSIONS FROM THE PUBLIC

In accordance with Chapter 3, Rules 57 and 59, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

A person may make a submission to Council on matters that are not listed on the Agenda. A submission may be on any matter except if it:

- (a) is considered malicious, defamatory, indecent, abusive, offensive, irrelevant, trivial, or objectionable in language or substance;
- (b) is substantially the same as a submission made to a Council meeting in the preceding 12 months;
- (c) relates to confidential information as defined under the Act;
- (d) relates to the personal hardship of any resident or ratepayer; or
- (e) relates to any other matter which the Council considers would prejudice the Council or any person.

SUBMISSIONS FROM THE PUBLIC

Flooding in the Yarra Valley

Belinda Bernardini wishes to raise concerns regarding flooding in the Yarra Valley and give her thoughts on potential causes for consideration.

9. PETITIONS

In accordance with Chapter 3, Rules 60, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

A person may submit a petition to Council on matters that are not listed on the Agenda. Every petition or joint letter submitted to Council must:

- a) identify a 'Lead Petitioner' who Council can correspond with;
- b) be legible and in permanent writing;
- c) be clear and state on each page the matter and action sought from Council. Every page of a petition or joint letter must be a single page of paper and not be posted, stapled, pinned or otherwise affixed or attached to any piece of paper other than another page of the petition or joint letter;
- d) not be derogatory, defamatory or objectionable in language or nature;
- e) not relate to matters outside the powers of Council; and
- f) clearly state the names and addresses of at least seven (7) people who live, work, study or do business in the Municipal district.

PETITION TO COUNCIL

Report Author: Governance Officer
 Responsible Officer: Director Corporate Services
 Ward(s) affected: O'Shannassy

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

The following petition be received:

General Petition

1. Request that Yarra Ranges Council amend the Warburton Urban Design Framework removing the relocation of the Warburton Tennis Club from its current location (3365 Warburton Highway, Warburton 3799 Victoria).
 1005 valid signatures.

RECOMMENDATION

That the following General Petition be received and noted and referred to the appropriate officer.

1. ***Request that Yarra Ranges Council amend the Warburton Urban Design Framework removing the relocation of the Warburton Tennis Club from its current location (3365 Warburton Highway, Warburton 3799 Victoria).***

WARBURTON URBAN DESIGN FRAMEWORK – POST-CONSULTATION AND CONSIDERATION FOR ADOPTION

Report Author: Principal Urban Designer
 Responsible Officer: Director Planning & Sustainable Futures
 Ward(s) affected: O'Shannassy;

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

An Urban Design Framework (UDF) is a placemaking tool that proposes a unified vision for the future of an activity centre that celebrates the local character while planning for future needs. It combines input from community and a range of technical disciplines to create an integrated plan and recommends a suite of individual projects that will each require further design and consultation after the UDF is adopted by Council.

Council resolved on 13 December 2022 to place the draft Warburton Urban Design Framework (UDF) on public exhibition between 16 December 2022 to 24 February 2023. Through the Warburton Place Plan process community described a range of difficulties being experienced in the centre arising primarily from its increased popularity with tourists. The Framework provides practical design solutions to the issues and opportunities identified with, and informed by, the community for the Warburton Place Plan (adopted by Council in 2021). The Warburton UDF reflects the actions in the Warburton Place Plan through design, development, and public realm projects. Not proceeding with the UDF would likely lead to a further deterioration in the amenity, safety and disorderly behaviours of visitors and leave a planning vacuum that would prevent prioritisation of projects for delivery.

The comprehensive engagement undertaken has resulted in extensive Community feedback with 335 written submissions composed of over 1,800 comments, which have been assessed and documented within this report. The relevant feedback has been utilised to inform edits and updates to develop a proposed final version of the Warburton Urban Design Framework.

On 28 November 2023 Council resolved to defer a decision on the Warburton Urban Design Framework until 26 March 2024 Council Meeting to allow for further Targeted Consultation with key community groups including the Warburton Tennis Club. These discussions have now occurred with relevant impacted community groups in accordance with the Council resolution. The discussions were valuable

and constructive with the majority of those consulted indicating support for the intent and directions of the UDF if some further updates are made. The additional feedback is summarised in this report.

The conversations during Targeted Consultation were constructive and helped to understand and explain further the information that had been submitted during the original consultation process. This has made for a clearer way forward that further strengthened the UDF response to community feedback through edits and updates, while also strengthening community support for the UDF's proposed projects. This is a very positive acknowledgment of the value of Council working with community to achieve shared outcomes.

These include retention of the existing Warburton Tennis Courts, associated updates to the Warburton Recreation Reserve, reduced carparking at the Redwood Centre, and investigating a new model of Emergency Management Planning for assessing risks in the Warburton Highway corridor.

RECOMMENDATION

That Council

- 1. Adopt the Warburton Urban Design Framework in accordance with the Attachment 1 - Proposed Final Warburton Urban Design Framework.***
- 2. Note the findings from community consultation and subsequent targeted consultation, and the proposed changes shown in Attachment 2 – Marked Up Draft Warburton Urban Design Framework.***
- 3. Write to submitters to thank them for their engagement and advise them of the outcome of the Council Meeting.***
- 4. Request Officers, in collaboration with key authorities and the Warburton Emergency Planning Group, to investigate options for a Place-Based Emergency Assessment for Warburton and the associated highway corridor.***

RELATED COUNCIL DECISIONS

The following decisions of Council relate to this report.

23 November 2021, Council resolved to adopt the Warburton Place Plan, which identifies under Action 3.1 the preparation of an Urban Design Framework.

13 December 2022, Council resolved to:

That Council

- 1. Support the Draft Warburton Urban Design Framework being placed on public exhibition between 16 December 2022 and 24 February 2023; and***

2. *Note that findings from the community feedback and proposed amendments to the Draft Warburton Urban Design Framework will be presented at a future Council meeting.*

28 November 2023, Council resolved:

That decision on the matter be deferred until the 26 March 2024 Council Meeting to allow for further, targeted consultation, with key community groups including the Warburton Tennis Club.

This current report responds to the above resolutions.

DISCUSSION

Purpose

The purpose of this report is to provide an overview of community feedback on the exhibition of the draft Warburton UDF, following public exhibition which occurred between December 2022 and March 2023.

The report also explains how the community engagement activities undertaken for the draft Warburton UDF responded to the Communications and Engagement Plan reported to Council prior to engagement commencing.

Additionally, this report includes feedback obtained from a number of meetings and written submissions provided from key stakeholders as part of an additional Targeted Consultation phase that was undertaken between the 28 November 2023 Council Meeting and March 2024.

Finally, this report presents a proposed final version of the Warburton UDF identifying a suite of changes based on analysis of that feedback, seeking Council consideration, and recommending adoption.

Background

What is an Urban Design Framework?

An Urban Design Framework (UDF) is a placemaking tool that proposes a unified vision for the future of an activity centre that celebrates the local character while planning for future needs.

It draws on insights from community discussions, data and research, legislative requirements, analysis of the unique attributes of that location and identifies issues and opportunities for the centre. The intended outcome is to create welcoming and enjoyable spaces for the full breadth of the community with opportunities to live, work and thrive.

Why do an Urban Design Framework?

An UDF lays out an integrated plan encompassing open space, public realm, transport and movement, buildings, activation, and landscape, that ensures consistent and preferred built form and public realm outcomes are achieved.

An UDF then proposes a suite of coordinated projects that will support delivering on those aspirations and addressing the areas of concern. These are conceptual and each project will require further detailed design and consultation with stakeholders

and approval from relevant authorities. Having an adopted plan that has been engaged with community gives Council a strong foundation to advocate for funding and delivery of these projects.

It also provides a rigorous basis for developing any future updates to the Planning Scheme. This may include examination by technical experts at a future Planning Panel which therefore requires some language to be precise and technical. To assist in a full understanding by community plain English has been used wherever possible, however any technical terminology has been supported by a detailed Glossary in Section 7 of the UDF and a summary of the UDF (at attachment 3) has been prepared.

An Urban Design Framework for Warburton

The development of an Urban Design Framework for Warburton is Priority 3, Action 3.1 of the Warburton Place Plan, which was adopted by Council in November 2021.

The development of an Urban Design Framework, along with a suite of other projects for Warburton, was identified as an important initiative to translate many actions of the Place Plan into design concepts reflecting community aspirations, addressing identified issues, and focussing on Warburton's unique culture, environment, and opportunities.

The Yarra Ranges Planning Scheme includes an existing Design and Development Overlay for Warburton township (DDO12 – Town Centres: Healesville, Monbulk, Seville, Warburton, Yarra Glen, and Yarra Junction) which was introduced in 2014 through Amendment C126 and contains design requirements to enhance the built form and streetscape characteristics of Warburton. This includes limiting building height to no more than three storeys, protecting views from the Main Street to the surrounding hills and avoiding development that has blank walls and big box structure amongst other specific design provisions.

The final Warburton UDF will assist in informing improved built form outcomes and a future updated DDO that specifically applies to Warburton and its character. This would be undertaken through a future Planning Scheme Amendment.

Key issues identified during community consultation on the Warburton Place Plan included:

- Protection of the natural environment
- Improved accessibility throughout the township
- Strengthened local economy
- Improved housing choices
- Celebration of culture and place
- Village character of Warburton
- Improved car parking provision
- Emergency management preparedness, and
- Improved communication from Council

The final Warburton UDF has been considered as an integrated and united town centre, but for ease of discussion is separated into four geographic areas that have their own similar characteristics, referred to as Precincts, as follows:

1. **Warburton Gateway** – Serves as the entry experience into Warburton.
2. **Yarra Town Centre** – The main town centre for Warburton with a strong hospitality and tourism focus.
3. **Warburton Recreation** – Defined by several active and passive recreation areas.
4. **La La Town Centre** – The secondary town centre for Warburton with convenience and servicing local needs.

Targeted Consultation

Focused consultation sessions have been held with the following community groups:

- ADRA
- Melbourne Water
- Upper Yarra River Reserve Committee of Management
- Warburton Emergency Planning Group
- Upper Yarra Sustainable Development Alliance
- Warburton Advancement League
- Warburton Recreation Reserve Committees (Warburton Bowls Club, Warburton Football Club, Warburton Netball Club, and Warburton Cricket Club)
- Warburton Tennis Club.

Invitations were sent to all groups inviting a follow up meeting if desired. Additional follow up meetings have occurred with:

- Melbourne Water
- Warburton Recreation Reserve Committees.

At the time of writing this report we have received written feedback from Yarra River Keeper Association; Warburton Emergency Planning Group; Warburton Recreation Reserve Committees; and Melbourne Water.

In general, there was an increased appreciation from all parties of the intent and consideration behind the UDF projects and the discussions have led to increased support for several aspects of the project. There was, however, a more consistent opposition to the Thomas Avenue extension through the existing tennis courts than existed during the original consultation.

Exhibition

Council resolved at the 16 December 2022 meeting to undertake public exhibition of the draft Warburton UDF in line with the proposed Communications and Engagement Plan. The consultation period was undertaken over 12 weeks between

16 December 2022 and 12 March 2023, with the more intensive activities occurring in February and March.

The objectives of the public exhibition (as reported to Council on 16 December 2022) were to:

- Inform the Community of the delivery of Place Plan Priority 3 – Character, Place and Inclusion, Action 3.1 – Urban Design Framework from the Warburton Place Plan.
- Inform the Community and Stakeholders of what an Urban Design Framework is and why a road map is needed for the Warburton township.
- Consult with the Community through the vision presented in the Warburton UDF.
- Consult with the Community regarding the design guidelines within the draft Warburton UDF proposing built form and streetscapes that protect the character of the townships and can be translated into future Planning Scheme provisions and future updates to the existing Design Development Overlay 12 in the Yarra Ranges Planning Scheme.
- Consult with the community regarding the suite of projects proposed within the Warburton UDF. These are projects that have translated some of the Actions in the Warburton Place Plan into potential design solutions, addressing the key issues and focussing on Warburton's unique culture, environment, and opportunities, and
- Involve all stakeholders in the engagement process and obtain feedback which could be used to inform the final Warburton UDF.

An extensive program of engagement with the broader Warburton community was undertaken during the exhibition period to achieve the above objectives as further described under Community engagement below.

A total of 335 written submissions were received during the consultation and engagement period. This was a substantial volume of feedback commentary and included extensive and detailed feedback. This feedback has been separated into 1,856 comments and has been documented and analysed to inform the next steps in the project. All comments have been reviewed and where relevant have been considered in the recommended changes to the Framework.

Key Issues

Community Feedback - Summary

Of the 1856 comments received as part of the public exhibition of the Warburton UDF:

- 151 comments relate to Precinct 1 (Warburton Gateway)
- 446 comments relate to Precinct 2 (Yarra Town Centre)
- 166 comments relate to Precinct 3 (Warburton Recreation)
- 242 comments relate to Precinct 4 (La La Town Centre)

- The remaining 851 comments were general and related to all precincts or the project in general.

Given the extensive level of feedback provided, the commentary has been collated into 10 key themes discussed below (based on frequency).

1. Process – including the role of ‘urban design’ in a ‘rural township’; confusion regarding the draft nature of the project; and the degree of consultation undertaken.
2. Parking and Access – including the need for more car parking in Warburton; the provision of too much car parking; and access out of the township in an emergency event.
3. Built Form – including three storey built-form: more protection of the heritage and streetscape character, and redevelopment of the Sanitarium site.
4. Facilities – including colocation of all township sporting uses; individual needs of each sport to be considered, and provision for more public toilets and bins.
5. Emergency Management – including consideration of existing emergency management procedures; community safety concerns arising from any increase of activity and provision of fire refuge facilities.
6. Environment – including Climate change risks and impacts; protection of wildlife, fauna and flora and management of the Yarra River.
7. Tennis Courts – including relocation from existing location’s heritage overlay and perceived loss of existing facilities.
8. Pedestrian Accessibility – including safe crossing of the main street; improved footpath network and safe access to public amenities.
9. Character and Indigenous Heritage – including protection of views to surrounding hills; potential ‘suburban aesthetic’ instead of existing character and keeping Warburton as it currently is. As well as engagement with Indigenous people and use of indigenous plant species in projects.
10. Smart Cities – including concern if surveillance technology were to be introduced and scepticism around 20-minute neighbourhoods’ policy.

A review of the comments including breakdown by theme and precinct is included at Attachment 4 of this report – *Warburton Urban Design Framework Community Engagement Report*.

Key Community Issues and Responses

The following section outlines the key issues/suggestions raised under each theme, key comments underpinning the issues and an officer response and changes proposed to the Warburton UDF. Any proposed changes have also been identified in *Attachment 2 - Marked Up Draft Warburton Urban Design Framework*.

An overview is shown below, and a more detailed analysis of all the key issues raised under each theme is included as Attachment 5 - Warburton Urban Design Framework Engagement Feedback Report.

Process

There were 408 comments received on process. The commentary related to:

- the Consultation and Engagement Process: the duration, extent and variety of engagement options were broad however some wanted further consultation
- Urban Classification and Terminology: While Warburton is a township in a rural setting, the centre itself is a built-up area contained within its own Urban Growth Boundary, hence the terminology and use of an Urban Design Framework as a tool are both correct and appropriate in accordance with industry guidelines.

This feedback has been assessed and one change is proposed to the Warburton UDF:

- a) Include a Glossary as part of the final Warburton Urban Design Framework

A glossary was added through the consultation and engagement period. This glossary was provided as a guide to the interpretation of commonly used place making, urban design, and planning terms within the Warburton UDF. This glossary is now included as part of the final Warburton UDF.

Parking and Access

There were 369 comments received on parking and access that included vehicle movement. Officers have considered the feedback and have proposed two changes to the final Warburton UDF to address matters raised.

Concerns were raised regarding the potential environmental impact of proposed car parking. The UDF proposes improving existing parking which does not manage environmental risks. The proposed projects include permeable paving and biofiltration garden beds to several carparks, which minimises run off and protects waterways from litter and pollution and reduces the visual impact of parking areas. This improves the environmental outcomes in Warburton.

Some feedback was focused on Warburton Highway which is the responsibility of the Department of Transport and Planning. Council has the ability to advocate for projects within the Warburton UDF, to advocate for improved outcomes with Department of Transport and Planning. This will focus on more efficient movement of traffic along the highway, better crossing points for pedestrians, and improving alternate routes in the event of an obstruction, such as last year's landslide or a vehicle collision.

It was also noted that an increased amount of car parking has been proposed within Warburton through the Warburton UDF. The proposed car parking is in direct response to Priority 5 – Parking, Traffic and Transport solutions within the Warburton Place Plan, specifically Action 5.1 – Parking Solutions, and Action 5.3 – Traffic Movement and Innovation. The final Warburton UDF seeks a balanced approach by

identifying parking solutions for peak periods that do not erode the character of the township, and presents a program of possible short, medium, and long-term projects for delivery. Additionally, local transport solutions have also been proposed to work cohesively with parking areas, to alleviate traffic pressure during events, emergencies, and peak tourism periods.

The targeted consultation has assisted in improving understanding of the environmental objectives of the projects and has increased support for some of the measures in the UDF.

There was also an increased acknowledgment of the need for parking near the Redwood Centre, including in-principal support from the River Reserve Committee of Management and the Redwood Centre, on the proviso that the number of spaces be reduced to from 61 to 40 spaces and that they be engaged throughout the design process to make sure environmental outcomes are achieved. This may be coordinated with any masterplanning by ADRA and the Seventh Day Adventist Church for the Redwood Centre site and can be refined collaboratively through that process.

Some community members remain opposed to this project including Yarra Riverkeeper Association and the Upper Yarra Sustainable Development Alliance.

The Alliance have stated more broadly that they would oppose adoption of the UDF until a full place-based Emergency Management Plan is completed and a Traffic Management Plan.

Any projects within the Yarra River / Birrarung corridor would require engagement with Melbourne Water and associated approvals such as Cultural Heritage Management Plan (CHMP) where required.

There has been a significant issue of extensive informal parking throughout Warburton during peak visitation periods. These at times have extended for several hundred metres along the road shoulder of Dammans Road and Warburton Highway. The actual number of vehicles is very difficult to quantify due to the informal nature of this parking behaviour, however the UDF seeks to alleviate some of this unsafe behaviour through formalising and containing where parking is able to occur, coupled with preventative measures in other parts of the centre. This should result in an overall reduction in total number of parked cars in Warburton while improving safety and protecting tree root zones and water quality of runoff into the Birrarung / Yarra River.

All feedback has been assessed and there are two changes proposed to the final Warburton UDF to address matters raised, including feedback from targeted consultation:

- a) Reduce car parking provision at Redwood Centre from 61 car spaces to 40 car spaces.
- b) Add annotation to investigate any further improvements to parking capacity and layout at the Warburton Water World.

Built Form

There were 249 comments received on Built Form. The comments relate to Built Form Height; Built Form Development and Heritage. Officers have considered this feedback, and three changes are proposed to the Warburton UDF:

- a) Update 3D perspectives with illustrations that better reflect the desired built form character and heritage of Warburton and show activities the community had sought in the spaces.
- b) Remove the walkways connecting the accommodation buildings to the Sanitarium.
- c) Update to more accurately reflect the historic turntable location and confirm through future detailed design.

Additional feedback was also received regarding the building heights and design guidelines contained within the Warburton UDF. The existing Planning Controls (DDO12) state:

Building heights should not exceed two storeys (7.5 metres). A third level may be permitted where the overall height of the building will match that of an adjacent building or where it is set back so as not to be easily discernible from the opposite side of the street.

The final Warburton UDF guidelines will inform more detailed and specific planning scheme controls (to be implemented through a separate future Planning Scheme Amendment) to ensure improved built form outcomes in the future.

One group raised concerns during the Targeted Consultation stage regarding alignment of the current Planning provisions with the Regional Strategy Plan (RSP). The Regional Strategy plan was developed for the former shires of Healesville, Lilydale, Sherbrooke and Upper Yarra to protect the special features and character of the region. This has largely now been translated into the current Planning Scheme however it remains an underlying reference point that must be adhered to.

Council officers have confirmed the current Planning provisions, and hence by implication the UDF recommendations, have been previously assessed by Minister for Planning as being consistent with the RSP, noting:

- The Commercial 1 Zone that applies to the main street does not apply height limits. These are introduced through overlays.
- Overlay DDO12 was included in the planning scheme through Amendment C126 in 2013 that introduced a series of Design and Development Overlays in the Planning Scheme for towns within Yarra Ranges. The amendment implemented Council's Vision 2020 By Design document by including design and built form guidelines in the planning scheme for several town centres, including Warburton, to guide the design of new development. The amendment was publicly exhibited with submissions considered by a planning panel, before being approved by the Minister for Planning.
- This was assessed by the then Minister for Planning as being consistent with the Regional Strategy Plan, and subsequently approved and gazetted into our current Planning Scheme.

Facilities

There were 230 comments received on facilities. The commentary relates to the range of facilities proposed within Warburton as part of the final Warburton UDF. Specific commentary relates to the Skate Park and Public Toilets. Officers have considered this feedback and in response two key changes are proposed, which have been further reinforced in the subsequent targeted consultation discussions, as follows:

- a) Retain the Skate Park in Precinct 2 with further investigation to be undertaken when the Warburton Recreation Reserve Master Plan is undertaken in the future. The community engagement revealed the history and community contribution to the existing location, offering some helpful insights that led to consideration of better integration of the skate park into the centre.
- b) Incorporate a public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation, which seeks to improve movement and community amenity next to the trail and old station areas.

Emergency Management

There were 166 comments received on Emergency Management. The commentary relates to Emergency Management Plans and Places of Last Resort.

The draft Warburton UDF considered and addressed Emergency Management through referral of the draft framework to the Country Fire Authority (CFA) referrals team in their head office, and internal referral to relevant departments. They offered several relevant recommendations as follows:

- *Integrate bushfire resilience into the guidelines:*

An action already exists in the Warburton Place Plan on this topic and will be part of any community resilience planning which is already underway.

- *Incorporate bushfire design criteria:*

The National Construction Code and the Yarra Ranges Planning Scheme are the primary reference for any bushfire planning and are regularly updated to meet increasing requirements. This includes siting, vegetation, construction details and building materials. Duplicating this into the UDF could result in out-of-date guidance. All projects will rely on the most current industry requirements at the time of their design and development rather than lock this in now.

- *Precinct 3 Warburton Recreation Reserve*

CFA's feedback adds a layer of detail that goes beyond the general guidance of a UDF and is more relevant to the detailed design and master planning of the Recreation Reserve. This includes access to the river for vehicles and the role of the reserve before, during and after an emergency. This information will be used by Council in developing any concepts for this area, as well as being re-referred to CFA during the design process.

The recent targeted consultation with Recreation Reserve clubs has further strengthened the support for proposals in the UDF on this matter, including a new pavilion and improved fire and general emergency consideration within the reserve.

- *Designated Water Points*

Concerns regarding any impeding of water points have already been addressed through the retention of the skate park in its current location and updates to the design to the Thomas Avenue turning area which have been updated in consultation with CFA. Council will continue to coordinate with CFA on any projects to make sure they are informed by their operational requirements.

- *Electric Vehicle Charging Stations*

The guidance provided is already consistent with current Council principles for planning and delivery of EV Charging stations, which have been previously informed by CFA.

- *Dimension of fire fighting vehicles*

A broader discussion is proposed with Department of Transport and Planning around future requirements for emergency vehicles, however the UDF already proposes improved vehicle movements and aims to reduce causes of congestion and dead ends. This will also be a key consideration of any individual development proposals within Warburton and advocacy to DTP on the Warburton Highway.

- *Community Fire Refuge*

The proposed pavilion at the Recreation Reserve has been carefully planned to reduce the fire risk of the current pavilion through improved siting and updated construction approach. In addition, its integration of a broader suite of functions will make it an ideal candidate to be considered as a Community Fire Refuge, however the concept is very preliminary and will be developed further with community, clubs, and CFA as well as any other relevant stakeholders to maximise its value to community.

Once again, the recent targeted consultation with Recreation Reserve clubs has further strengthened the support for proposals in the UDF on this matter, including a new pavilion that is designed to meet the operational requirements of emergency events as well as be constructed to meet contemporary fire safety construction requirements.

- *Fire station access/ egress*

Improved access and local vehicle movement has been proposed in the UDF to reduce congestion and pinch points that create obstructions in peak periods. These design solutions have improved reliability of volunteer access to the fire station.

Improved vehicle movement will assist in more orderly egress, and future individual planning permit assessments must meet the requirements of the

CFA. Any plans to change residential zoning would need to carry out a comprehensive Bushfire Assessment which require implementation through a Planning Scheme Amendment and would likely be tested by experts at a Planning Panel.

The Warburton Place Plan includes an action which originated from community requests during that consultation, which outlines the Warburton community's desire to develop a community-led Emergency Safety Plan as follows:

Action 4.5 – Emergency Safety Plan

Facilitate a coordinated community and agencies safety plan for emergencies and peak fire risk periods.

This is an issue of high importance to both Council and community, and Council have implemented numerous Fire Preparedness activities across the municipality to assist community in preparing for the current and future bushfire seasons.

Neighbourhood Safer Places will also be considered and planning for Warburton will be aligned with the nearby Yarra Junction which is a designated Secondary Relief Centre in emergencies. A Place Plan is currently being developed for Yarra Junction which will assist in identifying actions that will enhance the value and role it plays in the broader Upper Yarra context. There are numerous continuing opportunities to address emergency in projects and planning that sit outside the remit of the Warburton UDF.

Under the *Emergency Management Act 2013* (the Act) Municipalities must establish a Municipal Emergency Management Planning Committee (MEMPC) which is responsible for the preparation and review of a Municipal Emergency Management Plan (MEMP). The MEMPC is a multi-agency committee with comprehensive representation from relevant agencies within the emergency management sector. The MEMP details general preparedness, response (including relief), and recovery arrangements across all hazards within the borders of the municipality. Hazard specific arrangements are covered within sub-plans to the MEMP. Sub-plans are generally prepared by the relevant control agency (e.g.: Victoria State Emergency Service for our Municipal Storm and Flood Emergency Plan), in conjunction with the Yarra Ranges emergency management team. The Yarra Ranges MEMP was reviewed and endorsed in March 2023.

Prior to the 28 November 2023 Council meeting, and then again in the subsequent Targeted Consultation, reference has been made to an Emergency Management and Access Plan for the town and request for a place-based Hazards Analysis and Emergency Management Study (HAEMS) looking at evacuation times for Warburton both now, during peak times and for projected tourism increases.

It is noted that:

- The HAEMS precedent referred to was carried out by Wollondilly Council in NSW and is not a place-based assessment but rather a Shire-wide investigation
- This is a new model for considering hazards related to emergencies but did not exist publicly until August 2023 long after completion of exhibition of the Warburton UDF and has not yet been used for a place-based assessment.

- Council can only advocate for this study through the Emergency Management hierarchy of agencies and responsible bodies, who would need to agree to and lead this work.

This report recommends advocating for a Warburton Highway corridor assessment of risk that takes a more sophisticated consideration of risk that would include Yarra Junction, Wesburn, Millgrove, Warburton rather than only looking at Warburton. This is included in this report's recommendations.

Parallel to the UDF, a concurrent Emergency Management Plan is being developed for the Warburton Mountain Bike Destination project, which has been closely consulted with relevant authorities and the Warburton Emergency Planning group. This project-based assessment captures numerous outcomes that will support UDF outcomes and offers a strong foundation for any further future work. Future projects will also need to consider Emergency Management and development impacts.

Environment

There were 160 comments received on the theme of Environment. The comments relate to the Warburton Environment and specifically the Yarra River. This feedback has been assessed and environmental considerations are well embedded in each of the design approaches. The final Warburton UDF proposes numerous projects that seek to improve water quality of runoff from sealed surfaces through Water Sensitive Urban Design initiatives as well as initiatives that seek to increase community connection to the Birrarung / Yarra which is consistent with the objectives of the Yarra Strategic Plan (Burndap Birrarung burndap umarkoo) 2022–2032. Improved pedestrian and cyclist movement will encourage low emission transport options, and improved tree canopy offers greater carbon capture and enhanced habitat values.

Additional explanatory content was produced during the Targeted Consultation stage, outlining the strong alignment between the Warburton UDF and the objectives of the Yarra Strategic Plan. This has been uploaded to the project's website and the FAQ section updated with additional explanatory content to help increase understanding of the strong environmental outcomes achieved through several projects.

One change is proposed.

- a) Insert additional pages as currently published on the project website outlining the alignment of the Warburton UDF with the Yarra Strategic Plan into the Warburton UDF, as currently available as additional pages for sections 1.4 and 1.5 in the FAQ section of the project's Shaping Yarra Ranges page.

Tennis Courts

There were 134 comments received on the Tennis Courts. The comments relate to the relocation and expansion of the Warburton Tennis Courts and access to the courts for all community. The feedback regarding the tennis courts was primarily from current users who were concerned regarding the loss of existing facilities. Officers have considered the feedback throughout the original consultation and the subsequent Targeted Consultation and are now proposing retention of existing

tennis courts and deletion of the four new courts at the Recreation Reserve as detailed below.

The original concept in the UDF proposed creating public open spaces around the existing swing bridge and pavilion area to provide increased community access to the heritage listed tennis pavilion, improved through-movement for vehicles along Thomas Avenue, and an additional high quality public open space area adjacent to the Swing Bridge, which had the potential to include seating, tree planting, walking, and cycling paths, and outdoor dining facilities.

During the Targeted Consultation stage, the opposition to this proposal has increased and there was more consistent feedback that strongly supports retention of the existing tennis courts in lieu of new provisions at the Recreation Reserve. A counter proposal has been received from community that recommends adding multi-use line marking to the second netball court to enable flexible use by tennis club members if desired, and deletion of the four new tennis courts.

Additional conversations were also convened regarding the array of options investigated by Officers to resolve the traffic conflicts and high number of vehicle movements occurring in Thomas Avenue. Officers have suggested that the UDF still progress the turning circle but remove reference to the extension and instead propose monitoring the success of traffic management measures and investigation of a suite of future traffic and parking solutions to address the safety concerns.

This updated feedback has been assessed and in the interests of reaching an agreed outcome have developed updated recommendations.

Five changes are now proposed to the final Warburton UDF to address matters raised, including feedback from targeted consultation:

- a) Retain the two existing tennis courts in their current location at the west entrance to Warburton town centre.
- b) Delete references to extension of Thomas Avenue through the existing tennis courts
- c) Add annotation to Thomas Avenue turning circle to “Monitor and assess effectiveness of turning circle in addressing safe vehicle movement and investigate any further improvement in traffic and parking throughout Thomas Avenue to increase pedestrian safety and reduce vehicle movements.”
- d) Include multi-use line marking to the second netball court at Warburton Recreation Reserve to cater for tennis use.
- e) Delete the four (4) dedicated tennis courts from Precinct 3 at the Warburton Recreation Reserve and relocate proposed cricket nets to this location.

Pedestrian Accessibility

There were 68 comments received on Pedestrian Accessibility. The comments relate to Pedestrian Movement and Access and Universal Accessibility. This feedback was very consistent with the analysis carried out early in the draft Warburton UDF planning stages and was strongly aligned with the projects and initiatives already

outlined in the draft Warburton UDF, with numerous improvements proposed to access and inclusion throughout the centre and enhanced pedestrian connections.

During the Targeted Consultation stage, a parallel submission to Council was received from a local community member advocating strongly for improved wheelchair access around Warburton especially to paths and access nodes along the Yarra River / Birrarung. Officers have met with this community member and discussed the array of meaningful recommendations to improve accessibility throughout the town centre, which is now strongly supported along with some helpful specific design suggestions which will be included as each project is developed for delivery. Each project will be consulted with community offering further opportunity for lived experience from locals to inform the effectiveness of upgraded accessibility proposals.

No further change is proposed to the UDF as the projects and principles of the UDF strongly support these outcomes, and more consultation will take place during project delivery with key representatives with lived experience to ensure the effective solutions are delivered.

Character and Indigenous Heritage

There were 66 comments received on Character and Indigenous Heritage. The comments relate to Character and Indigenous Design and Heritage.

Targeted Consultation also highlighted the need to carry out a Cultural Heritage Management Plan for works within the Yarra River Reserve and associated engagement with relevant Indigenous bodies. Officers were already aware of this requirement however the feedback reiterates this as a consideration for projects in this area.

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) provided a submission during the original consultation which has been considered in developing the proposed final UDF. Officers are aware that any project in known sensitive areas will need a Cultural Heritage Management Plan (CHMP), which is developed as part of the project delivery process.

One change is proposed to the final Warburton UDF to further address these matters.

- a) Update the 3D perspectives with hand drawn illustrations to better represent the desired built form character and heritage of Warburton.

Smart Cities

There were six comments received on the theme of Smart Cities and 20-minute Neighbourhoods. These are State Government policies and in the case of 20-minute Neighbourhoods is also included in the Yarra Ranges Planning Scheme. The feedback has been considered and no change is proposed.

Community feedback on proposed places

Community were asked to identify which projects of the 15 proposed places (concept designs for site specific locations) were the most important and should be prioritised for delivery. Community support was strongest for prioritised delivery of the following projects:

Dolly Grey Activation (Precinct 1)

A gateway car parking area with 44 car parks with supporting pedestrian and cycling links to the main centres of Warburton through the Warburton Rail Trail and river trail, as well as future connections into the Warburton Mountain Bike Destination (WMBD) trail network. Forty-five per cent (45%) of respondents prioritised the progression of this project. Engagement will be undertaken with CFA to ensure any Emergency requirements are considered in developing this project.

Memorial Park Activation (Precinct 2)

This park provides an elevated open space interface with the commercial strip and provides distant views of Mount Donna Buang. Enhanced connectivity to and through this open space will address existing difficulties in movement, with a particular emphasis on fully accessible paths and usable spaces. Forty-five per cent (45%) of respondents prioritised the progression of this project.

Car Parking (Precinct 3)

Provision of formalised car park areas in and around the Warburton Recreation Oval. Thirty-one per cent (31%) of respondents favoured this aspect for early delivery.

Warburton Sanitarium Redevelopment (Precinct 4)

Large redevelopment site with State level heritage significance and protection in the Yarra Ranges Planning Scheme. Potential to activate the Yarra River interface and enhance the existing heritage values of the site while introducing short stay accommodation and function space to support local economy and alleviate housing stress. A strong sixty-seven per cent (67%) of respondents prioritised progression of this project.

Other feedback

Many submissions were provided that were not related to the specific ideas within and/or intent of the Warburton UDF. Whilst important, they are beyond the scope of the Framework to resolve. These include provision of rubbish bins and toilet blocks or land outside of the framework boundary or concerns with existing planning scheme policy and provisions. Where appropriate these comments have been forwarded to relevant Council departments for further consideration.

Unfortunately, in addition to the above, some of the comments received were inappropriate and not relevant to the Warburton UDF discussion. Some of these items include (but are not limited to): personal interests of Council Officer's involved

in the project, personal insults/threats or included items/statements with little or no description.

All feedback on the draft Warburton UDF has been taken into consideration, and where changes to the content and recommendations could be accommodated the final proposed UDF has been updated.

Options considered

The following options have been considered (within the context that some feedback received was not directly related to the project).

Option 1 - Adopt the Warburton Urban Design Framework with no changes as exhibited.

The community consultation process highlighted several changes that should be considered for incorporation into the final Warburton UDF. The final Warburton UDF could be adopted as exhibited with some of the suggestions held in abeyance until the master planning of key projects is undertaken in the future.

The risk in adopting the draft Warburton UDF as exhibited would disenfranchise the community and undermine the value of the rigorous engagement process and may jeopardise future engagement. The recent additional Targeted Engagement was convened to demonstrate Council's firm commitment to strong community engagement and its value. The current report has outlined strategies to strengthen this intent through updates to the UDF. Hence Option 1 is considered inappropriate and is not supported by Officers.

Option 2 - Adopt the Urban Design Framework with proposed changes.

The incorporation of key changes to the final Warburton UDF as recommended within this report, including the proposed further edits that respond directly to the feedback received during subsequent Targeted Consultation, as well as identifying how other issues can be resolved at a later date, will enable the progression of priority projects supported by community and reflects a constructive response to the community engagement. This is a meaningful Council response to the content and discussions held and is recommended by Officers.

Matters raised through feedback that are too detailed for the Warburton UDF have been documented and will be included once each project progresses to detailed design and master planning stages.

Option 3 - Defer adoption of the Warburton Urban Design Framework.

Concerns around how the draft Warburton UDF aligns with an approved Emergency Management Plan was raised as a common issue in feedback.

Yarra Ranges already has an endorsed Emergency Management Plan developed with relevant authorities. All projects in the UDF would already need to be aligned with State policy around emergency and require permits through referral to the relevant authorities. Deferring the progress of the final Warburton UDF to develop a new model of place-specific Emergency Management Plan would not change these requirements and rigour. The final Warburton UDF only discusses projects at a high level and these projects will require more detailed master planning to ground truth

the design and layout. Site specific emergency requirements would be assessed for each project under the advice of CFA. Both masterplan designs and detailed emergency management plans will be presented to the community as part of future consultation.

During the recent Targeted Consultation stage there was an increased level of satisfaction from the Warburton Emergency Planning group that Council had seriously considered Emergency provisions through the UDF as reflected in the planning for improved operations at the Recreation Reserve, improved traffic flows and direct support of CFA priority actions in the UDF projects.

The recommended addition of an action to investigate a Place-Based Emergency Assessment for Warburton and the Upper Yarra corridor has been strongly supported by the group, while acknowledging that Council is not the decision-making body in Emergency discussions but rather key Authorities determine appropriate responses and investigations. These actions are not in Council's control and sit outside the remit of the UDF, hence delaying the UDF for something outside of Council's control is not considered appropriate and will prevent any progress on actions that respond to other elements of community concern. Council will instead initiate advocacy for these studies to the relevant Emergency bodies. If there are material impacts on the UDF recommendations, then these can be considered and the UDF updated at a later date if required. At this stage no projects indicate this will be a risk.

The main exception of support comes from the Upper Yarra Sustainable Development Alliance who strongly believe Council should defer the UDF in line with Option 3. However, for the above reasons Officers view is that the proposed actions will be effective and valuable in progressing Emergency considerations and delaying the UDF is not recommended.

Option 4 - Abandon the Warburton Urban Design Framework.

This option would see the continuation of existing issues and concerns raised by community during the Warburton Place Plan process, and the loss of a comprehensive framework to address existing problems/issues within the township. It will result in projects continuing to be delivered in Warburton in an ad-hoc manner and without integration and consideration of the Township as a whole along with creating potential inefficiencies and lost opportunities.

In addition, there has been an increased level of support through the recent Targeted Consultation stage and failing to deliver on these outcomes would damage the trust Council has built with community through meaningful conversations and responsive design approaches. Abandoning the UDF is not recommended.

Recommended option and justification

It is recommended Option 2 be pursued. This will enable the finalisation of the Warburton UDF that includes and addresses community issues and ideas from both the community engagement, and subsequent Targeted Consultation undertaken. This will help to inform Council decision making in Warburton to improve development outcomes and to develop a pipeline of agreed projects, within the context of the community's voice.

FINANCIAL ANALYSIS

As reported to Council on 13 December 2022, no capital funding (Council funding) is committed to any projects proposed within the final Warburton UDF. Any future funding streams required to establish new buildings, public realm projects, streetscape projects, or undertake upgrades of an existing building/place/infrastructure including design, architectural, surveyor and permit costs; site preparation costs; project management costs; construction costs; and other associated costs will rely on future funding streams including, but not limited to, capital works and available grants.

A detailed breakdown of each project, their probable cost based on November 2022 value, and source of funding was presented to Council and made available in Section 6 of the final Warburton UDF. However, timing and delivery of these projects will impact upon the total value of the project - in some cases increasing their cost and others decreasing their cost.

The timing of some projects may require significant pre-planning, authority approvals and complex documentation, such as any arterial corridor works, works within the Yarra River Reserve and the creation of the Warburton Recreation Reserve Master Plan. These major development projects would anticipate delivery timeframes potentially beyond 10 years. The remainder of projects, by comparison, are simpler and would be able to be scheduled once funds and resourcing become available.

The final Warburton UDF provides Council with a thorough evidence-based document to help prioritise and justify the delivery of remaining key capital works projects. The framework will also provide Council with the opportunity to present shovel-ready projects as candidates for any external funding grants that might be on offer, including those with short application timeframes.

APPLICABLE PLANS AND POLICIES

The final Warburton UDF meets the following Strategic Objectives of the Council Plan 2021-25:

- Connected and healthy communities — Communities that are safe, resilient, healthy, inclusive, and socially well connected and where quality services are accessible to everyone.

By providing an overarching design framework that connects built form, services, and public realm areas for the Warburton Town Centre.

- Quality community infrastructure and liveable places — Quality facilities and infrastructure that meet current and future needs. Places are well planned hubs of activity that foster well-being, creativity, and innovation.

By identifying projects needed within Warburton to help meet demand for infrastructure and facilities from residents and visitors.

The final Warburton UDF framework also supports Goal 4 of the Council's Health and Wellbeing Strategy, which is that Yarra Ranges be recognised for its healthy, accessible places to live, work and visit. Additionally, the framework is consistent with the objectives and aims of the following Yarra Ranges Council plans and policies including:

- Warburton Place Plan 2021
- Liveable Climate Plan 2020-2030
- Integrated Transport Strategy 2020-2040
- Economic Development Strategy 2022-2032

Victorian Government Housing Statement

On 20 September 2023, then Premier Daniel Andrews released Victoria's Housing Statement: The decade ahead 2024-2042 to address housing supply in Victoria with a target to build 800,000 homes in the next decade, partly on the basis that building more homes will increase affordability.

The statement covers the following areas:

- Good decisions made faster
- Cheaper housing, closer to where you work
- Protecting renters' rights
- More social housing
- A long-term housing plan.

It also proposes several planning system reforms under each. It should be noted that a number of these will require further planning scheme amendments or legislative change to come into effect.

Of most interest and relevance to the final Warburton UDF are the following items:

- Unlocking new spaces to build across suburbs including government land through rezoning surplus land with a target of 10 per cent of affordable housing at each site.
- Building more homes closer to services, transport and where people work.
- Support institutional investment (investors who build to sell).
- Strengthen design standards.
- Introduce a short stay levy of 7.5 per cent for short stay accommodation to go towards building and maintaining social and affordable housing.
- Invest in the Affordable Housing Investment Partnership program that provides low interest loans to finance social and affordable housing.

The objectives and recommendations of the final Warburton UDF are closely aligned with these actions and will support investigation of future housing options.

Burndap Birrarung burndap umarkoo, (Yarra Strategic Plan)

The Yarra Strategic Plan articulates several opportunities for future projects and alignment for Warburton Township that have been embedded into the directions and recommendations of the Warburton Urban Design Framework. Additional content has been developed for the UDF that outlines this alignment, now designated as Sections 1.4 and 1.5

Warburton sits within the Upper Rural Reach area of the Plan, and lays out the following Community priorities and values which align closely with the Warburton UDF projects:

- Promote and celebrate local cultural heritage through collaboration and community education.
- Develop new opportunities around local tourism, including river-based learning.
- Celebrate and promote opportunities for people to immerse themselves in the unique landscape, local wildlife and incredible biodiversity.
- Provide an expanded river access network for recreation and social connection.
- Foster healthy local ecosystems for the river, its wetlands and billabongs, which are recharged through environmental flows.
- Work with local farming communities to ensure sustainable water use.
- Celebrate personal connections to the river.

RELEVANT LAW

The final Warburton UDF has been developed in accordance with the provisions of the *Planning & Environment Act 1987*, the Victoria Planning Provisions, and the Yarra Ranges Planning Scheme to ensure that any guidelines or proposed outcomes align with the intent of this legislation and policy.

SUSTAINABILITY IMPLICATIONS

Economic Implications

The actions and proposed design solutions within the final Warburton UDF, such as improved accessible streetscapes, outdoor dining opportunities and new commercial/accommodation/retail sites), foster positive investment for Warburton by diversifying economic and retail activity supporting business growth, and providing employment opportunities.

Social Implications

The actions and proposed design solutions for public realm areas and integration of social infrastructure, such as the Warburton Recreation Reserve area, improves the accessibility of the services provided, thus fostering better community connections and overall improved community health outcomes.

Environmental Implications

The final Warburton UDF has taken into consideration the high quality natural and landscape features of Warburton into the development of actions and proposed design solutions, including significant views and vistas, drainage and water runoff, and vegetation types. Complementing these features has been the introduction of sustainable transport and technology opportunities within the Warburton Township.

Active transport and zero emissions transport options are also supported by the final Warburton UDF. The Framework also strengthens residential development opportunities within a walkable catchment of the commercial centres and increases microclimate outcomes through improved landscape treatments. Water Sensitive Urban Design solutions will enhance stormwater quality and waterway health.

COMMUNITY ENGAGEMENT

In preparation for the draft Warburton UDF being exhibited, the initial draft was informed by engagement undertaken for the Warburton Place Plan in 2019 and 2021 and meetings with key stakeholders throughout 2022.

The final Warburton UDF has been prepared based on the feedback received during the extensive program of community consultation carried out between 16 December 2022 and 12 March 2023 as part of the formal public exhibition of the document.

The proposed engagement activities were endorsed by Council on the 13 December 2022, and included:

- Media - Media release 16 December 2022.
- A Shaping Yarra Ranges Webpage (HIVE) – launched 16 December 2022 that had 3,185 unique visitors, and 2,149 downloads of the documents and associated information.
- A digital project alert – received by 1593 people who registered with tags of Warburton and/or Urban design on the Shaping Yarra Ranges digital platform.
- Social Media – ongoing throughout December 2022 until February 2023.
- Audio Visual – Photography, Visuals and Diagrams. All project documentation, Frequently Asked Questions and introductory video were promoted on the Shaping Yarra Ranges website and Council's social media channels.
- Direct mail – undertaken for State Government Agencies – 20 December 2022.
- Internal communications – Staff bulletin, internal workshops – throughout January and February 2023.
- Four drop-in sessions at the Warburton Mechanics Hall on 6 February, 14 February, 22 February and 6 March 2023 that were attended by more than 200 people.
- An online webinar for property owners, business owners and community members on 1 March 2023 that has been viewed over 170 times.
- A feedback survey of the project – that resulted in 233 contributions (207 online and 26 hard copy).
- Project information posters – placed throughout Warburton shopfronts and community noticeboards notifying the drop-in session and webinar times, and
- Stakeholder Meeting/s – presentation and question and answer sessions for key stakeholders on 1 February, 6 February, and 22 February 2023.

Additionally, during the consultation period the Warburton UDF:

- Was profiled in six local paper news articles – between December 2022 and April 2023.
- Had a glossary of key terms produced – included as Section 7 of the final Warburton UDF document.
- Had nine A1 sized summary Project Panels prepared – that were used at drop-in sessions and community group meetings.
- Had a summary Warburton UDF prepared for interested community members to take home. These were available at Drop-In sessions and from the Yarra Junction Community Link.

The above consultation resulted in 1856 comments for the draft Warburton UDF.

It should be noted that some of the original planned engagement activities were unable to be fulfilled or had to be rescheduled/modified due to anti-social behaviour presented to Councillors and Council Staff at various times throughout the consultation period.

For future Urban Design Frameworks, staff will prepare a mail drop to all local residents and property owners and will also have an introductory video organised for the launch of the consultation period which introduces the project and explains what is proposed.

This issue and further details of the consultation undertaken are provided in the *Warburton Urban Design Framework Community Engagement Report (Attachment 4)*, and *Warburton Urban Design Framework Engagement Feedback Report (Attachment 5)*.

In response to the Council resolution from 28 November 2023, further Targeted Consultation was undertaken throughout December 2023 to March 2024. This included individual meetings with:

- ADRA.
- Melbourne Water.
- Upper Yarra River Reserve Committee of Management.
- Warburton Emergency Planning Group.
- Warburton Recreation Reserve Committees (Warburton Bowls Club, Warburton Football Club, Warburton Netball Club, and Warburton Cricket Club).
- Warburton Tennis Club.
- Upper Yarra Sustainable Development Alliance.
- Warburton Advancement League.

Invitations to meet were extended to Warburton CEDA however at time of writing these had not been taken up.

Written correspondence was also received from:

- Yarra River Keeper Association.
- Warburton Emergency Planning Group.

- Warburton Recreation Reserve Committees.
- Upper Yarra River Reserve Committee of Management.
- Warburton CEDA.
- Melbourne Water.
- Numerous informal emails from representatives of the Upper Yarra Sustainable Development Alliance

The details and findings from these discussions can be found in the *Summary Report Warburton Urban Design Framework (Attachment 3)*.

There has been an increased level of support for several aspects of the UDF through the Targeted Consultation, and an equivalently clear opposition to the Thomas Avenue extension through the tennis courts. These have both been noted and included in the recommendations of this report.

There has also been a continued general opposition to the UDF by the Upper Yarra Sustainable Development Alliance, and some community members, who are unwilling to respond to any aspect of the UDF until a place-based Emergency Management Plan and Traffic Management Plan is carried out. It is common for there to be residual opposition to strategic planning documents even when compromises are proposed, and concerns have been tested.

The proposed Emergency responses (outlined earlier in this reports) by Council through the UDF are considered effective and appropriate, sufficient to progress any investigations into safety as well as adoption of the UDF.

The proposed final UDF is a balanced plan, sound in its technical foundations, been based on thorough consultation with community and in the best interest of the current and future communities.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

The development of the final Warburton UDF has relied on a mix of previous engagement undertaken for the Warburton Place Plan and updated following more recent extensive community consultation.

State Government agencies/departments were invited to provide comment on the draft Warburton UDF including:

- Melbourne Water
- Department of Transport & Planning
- Department of Jobs, Skills, Industry & Regions
- Yarra Valley Water
- Country Fire Authority (CFA)
- Heritage Council Victoria
- SP Ausnet
- the Wurundjeri Land Council.

The CFA, Heritage Victoria, Melbourne Water, and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) all provided submissions. A meeting was also held with the 20 Minute Neighbourhoods team at Department of Transport and Planning, but no written submission was provided. All agency submissions were reviewed with most noting the draft Warburton UDF and providing support for the strategic work, recommending that they be reengaged when more detailed planning work is undertaken. The Victorian Government have recently shifted their language away from 20 Minute Neighbourhoods, and now express this principle as Living Local.

AusNet, Department of Environment, Land, Water and Planning (Environment) (now Department Energy, Environment and Climate Action), Department of Environment, Land, Water and Planning (Planning) (now Department of Transport and Planning), Department of Jobs, Precincts and Regions (now Department of Jobs, Skills, Industry and Regions), Department of Transport (now Department of Transport and Planning) and Yarra Valley Water were sent letters on two occasions but did not provide a submission. Several authorities noted they would engage more comprehensively once a Statutory process or specific project is submitted for feedback or approval.

The final Warburton UDF has also been guided internally by a Project Working Group which included input from the following teams: Statutory Planning; Strategic Planning; Place Recovery; Community Development; Economic Development; Infrastructure Development; Transport Engineering; Recreation and Leisure; Indigenous Development; Gender Equity; Disability Inclusion; Waste Management; Emergency Management; and Communications and Engagement.

The project team has also met with and briefed Council's Disability Advisory Committee, Positive Ageing Reference Group and Youth Advisory Group. We have also shared the UDF with Council's Indigenous Advisory Committee and committed to meeting with them on specific projects as they are developed.

Information was sent to all relevant State and Federal MPs along with an invitation for a one-on-one briefing. Cindy McLeish MP was the only representative who chose to meet with Officers and was satisfied with the actions taken by Council with community.

RISK ASSESSMENT

The final Warburton UDF provides the necessary evidence-based context to decision making by identifying key capital works projects for upgrade or construction. The framework's holistic approach will assist in informing a wide range of Council service delivery areas of the specific opportunities and challenges to consider in the Warburton area and maximise Council's response to the Community's expectations.

Failure to deliver the framework will result in Council's expenditure of capital works projects being undertaken in an ad hoc manner, which does not consider the net benefit of both Council's resources and the community's expectations.

Several projects seek to address unsafe and disorderly vehicle movements and erratic parking behaviours, which Council are aware of. If no agreement is reached on solutions for these known issues, then it will prevent delivering relevant and

effective projects and is reasonably foreseeable there will be incidents of a serious nature as a result.

Current movement throughout the centre does not meet the reasonable accessibility requirements for community and locals and could result in a Human Rights claim against Council for not taking reasonable steps to achieve participation for all members of the public.

The current controls in the DDO12 are not specific to Warburton and could result in Planning Applications and subsequent development that is insensitive to the character and erode the unique attractive aspects that are valued by Council and community. The proposed built form outcomes in the UDF seek to address this and form the foundations for a future Planning Scheme Amendment.

The effectiveness of the Recreation Reserve to serve an appropriate function in an emergency is limited and if there is a significant event in the region the current provisions are likely to be inadequate for the needs of the community. The placement and construction of existing facilities are also at risk of being impacted or destroyed especially from a fire event.

Failure to facilitate investment and development of the heritage listed Sanitarium building will result in the continued deterioration of a nationally significant asset and would also have a reputational impact on Council given the high profile of the building.

Failure to improve the current parking within the river reserve corridor for the Birrarung / Yarra River will result in continued poor quality runoff and unmanaged stormwater, degrading the river's water quality high in the catchment.

Continued unmanaged parking behaviours will also continue to negatively impact on the root zones of large canopy trees throughout the centre, reducing tree health and longevity and increasing public risk.

Progressing the proposed Emergency Assessment of the Warburton Highway corridor will further improve any risk mitigation and integration with future projects.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Proposed Final Warburton Urban Design Framework
2. Marked Up Draft Warburton Urban Design Framework
3. Summary Report Warburton Urban Design Framework
4. Community Engagement Report
5. Engagement Feedback Report.

WARBURTON TOWNSHIP



URBAN DESIGN FRAMEWORK //
MARCH 2024

Acknowledgement of Country

Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways. We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region. We proudly share custodianship to care for Country together.

Published by Yarra Ranges Council.



Contact

Web yarraranges.vic.gov.au
Email designandplace@yarraranges.vic.gov.au
Phone 1300 368 333

Contents

1.0 INTRODUCTION	04	5.0 PLACES	78	6.0 ACTIONS AND COSTINGS	102
1.1 Overview	05	5.1 Places Framework Overview	79	6.1 Actions and Estimated Costings (October 2022)	103
1.2 Vision	06	5.2 Warburton Gateway	82		
1.3 Background	08	5.2.1 Dolly Grey Activation	82		
1.4 Background Context	10	5.2.2 Warburton Highway Road Reserve (north) Access	83	7.0 GLOSSARY	110
1.5 Yarra Strategic Plan	11	5.2.3 Upper Yarra River Reserve (west) Rejuvenation	84		
2.0 CONTEXT	14	5.3 Yarra Town Centre	86		
2.1 Regional Context	15	5.3.1 Warburton Rail Trail Space Animation	86		
2.2 Land Form	18	5.3.2 Yarra Square Renewal	88		
2.3 Environment	20	5.3.3 Thomas Avenue Interface Activation	89		
2.4 Land Use	21	5.3.4 Memorial Park Activation	90		
2.5 Open Space	22	5.3.5 Warburton Water Wheel Forecourt Revitalisation	91		
2.6 Transport	23	5.3.6 Warburton Swing Bridge Forecourt Redevelopment	92		
2.7 Architecture and Heritage	24	5.3.7 Warburton Highway Southern Interface Development	94		
3.0 ANALYSIS	28	5.3.8 Chisholm Park (west) Reactivation	95		
3.1 Precincts Analysis Overview	29	5.4 Warburton Recreation	96		
3.2 Warburton Gateway	30	5.4.1 Warburton Recreation Reserve Revitalisation	96		
3.3 Yarra Town Centre	32	5.5 La La Town Centre	98		
3.4 Recreation	34	5.5.1 Warburton Sanitarium Redevelopment	98		
3.5 La La Town Centre	36	5.5.2 Redwood Community Centre Access	100		
4.0 FRAMEWORK	38	5.5.3 Upper Yarra River Reserve (east) Activation	101		
4.1 Framework Design Principles	39				
4.2 Warburton Framework Plan	42				
4.3 Warburton Gateway	46				
4.4 Yarra Town Centre	54				
4.5 Recreation	64				
4.6 La La Town Centre	70				

1.0 INTRODUCTION

- 1.1 Overview
- 1.2 Vision
- 1.3 Background
- 1.4 Background Context
- 1.5 Yarra Strategic Plan

1.1 Overview

Purpose

The Urban Design Framework (UDF) builds upon the work undertaken as part of the Warburton Place Plan in 2021. Its purpose is to provide clear design guidance regarding the development and structuring of land within the Warburton Township along the Warburton Highway.

The preferred character, guidelines and illustrations contained in this document provide directions to landowners, designers, Yarra Ranges Council and the wider Warburton community with regards to the expected place based outcomes that are to be achieved by the development of land within Warburton Township.

This framework provides a series of character statements and guidelines to achieve integrated urban design outcomes throughout the commercial centres in Warburton to ensure that consistent and preferred built form and public realm outcomes are achieved.

This UDF considers Warburton's Regional Context; Land Form; Environment; Land Use; Open Space; Transport; and Architecture and Heritage . With a detailed analysis of key precincts exploring Character; Structure; Public Realm; Movement and Access; and Built Form.

The UDF provides a clear course of action for future development of key strategic, and public realm sites within Warburton. By utilising the most appropriate mechanisms for implementing key recommendations from this framework, this UDF can inform draft planning scheme policies and controls, as well as future capital works programs.

No capital funding (Council funding) is committed to projects proposed within the UDF at this time. Any future funding streams required to establish new buildings, public realm projects, streetscape projects, or undertake upgrades of an existing building/place/infrastructure including: design,

architectural, surveyor and permit costs; site preparation costs; project management costs; construction costs; and other associated costs will rely on future funding streams including, but not limited to, capital works, and available grants.

What is an Urban Design Framework?

Urban Design Frameworks (UDFs) are strategic planning and placemaking tools that set out an integrated design vision for desired future public and private development of urban places. UDFs provide direction for interventions that shape open space, buildings, landscape, and the public realm.

Unlike a master plan, which only gives a final detailed vision for how an area will develop, an UDF provides flexibility by identifying key principles and concepts rather than finite solutions. It includes a design vision for how a place might develop and provides sufficient detail at key locations so that the vision can be tested for economic and functional viability.

Also a UDF allows room for continuous review of detailed actions within the strategic framework, and assists council to assess development proposals with industry best guidance on design outcomes.

How to Use this Document

All development applications and public realm design projects for land within Warburton (the defined study area) should refer to the Warburton Urban Design Framework.

The UDF contains a design framework that introduces a series of requirements and illustrations to help achieve the design vision. Each section within the design framework includes the following as relevant:

- Preferred character statements describing the desired outcome to be achieved by development and the public realm.
- Design guidelines that should be considered within future development proposals, and public realm master planning.
- Illustrations and plans that provide indicative guidance on the built form and public realm outcomes that are to be achieved.

The design framework of the UDF will be transferable into the Yarra Ranges Planning Scheme. Any planning scheme provisions will be introduced through a Planning Scheme Amendment as further outlined in the implementation section of this document.

1.2 Vision

Warburton is a beautiful township home to a diverse, robust, and creative community, that is an increasingly popular tourism destination. Warburton has a celebrated community of arts, culture and environment that supports prosperous local employment opportunities.

The Yarra River concentrates activity through a series of spaces that connect people to the Indigenous heritage of the area, offering leisure and recreation along the River. The village-feel streets of Warburton are booming with local businesses that embrace the views connecting with the beauty of the River. The Warburton Rail Trail connects cyclists and walkers from as far away as Lilydale to relax and recharge beneath the striking Mount Donna Buang.

Several large developments shape the local Warburton area, such as the reactivation of prominent vacant sites including the Warburton Sanitarium Health Food Company building, Warburton Recreation Reserve, Warburton Water World, and the Warburton Mountain Bike Destination. Adored heritage places have returned to life, driving vibrancy, employment, and a renewed local character. The two town centres have been unified which has empowered housing to support the local community. Major tourist and regional events are balanced carefully with the natural environs, and local community needs.

People of all abilities can now access the parks and spaces around Warburton, and through innovative new technologies everyone can access services and transport to support the breadth of lifestyle needs. The beauty and character of Warburton that is loved by the community has been preserved, and enhanced as it has developed, and evolved to become a vibrant, and attractive destination in Melbourne.





1.3 Background

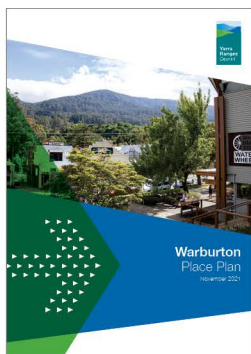
The Warburton Urban Design Framework has been developed to translate the principles of the Warburton Place Plan into actual designs and projects prepared for delivery. The below summarises the relationship of the Warburton Place Plan, and the Warburton Urban Design Framework.

Warburton Place Plan

The Warburton Place Plan guides decisions about Warburton, lays the foundations for design, captures the values and qualities of the place, and encourages direct investment for the township.

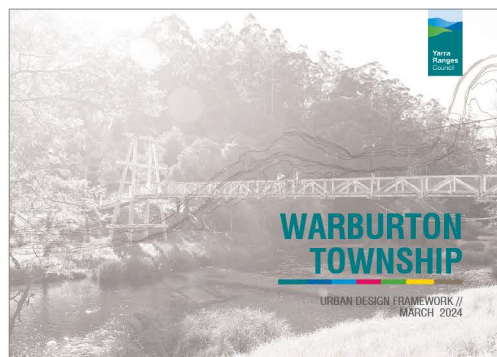
The Place Plan articulates clearly the unique character and attributes of the centre that must be at the heart of all projects. It lays out a coordinated approach across different programs of work, and forms the foundation for substantial design through a subsequent Urban Design Framework, focused Master Plans and discrete projects, along with prioritisation of annual roads, footpaths and community infrastructure works.

Importantly, it gives confidence that the values and character of Warburton are understood, and will be enriched as the place changes over time.



Warburton Urban Design Framework

The Urban Design Framework provides the local community, and Yarra Ranges Council with the tools to guide future development focused on the commercial town centres and main precincts within Warburton in a positive way. The UDF establishes a design vision to achieve land use and community expectations, articulating how people will experience Warburton as the area transitions to meet the needs of the local community and the demands of increasing tourism in the future. The UDF provides built form guidance, identifying key sites for future development outcomes through the preparation of design concepts that demonstrate how projects can achieve the vision for Warburton. Additionally, the UDF provides design guidance on key public realm areas, streetscapes, and transport (including car parking) outcomes for Warburton.

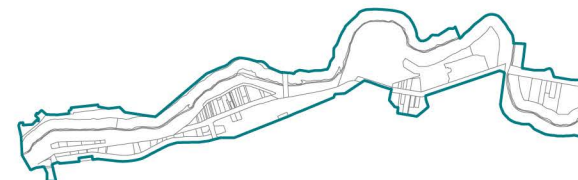


Study Area

The study area is approximately 55Ha in size and is focused on the Warburton Highway and the Yarra River which provide access to both town centres within Warburton. The study area is accessed from the west by Mayers Bridge and from the east by Signs Bridge with both bridges forming gateways into Warburton. The study area is bounded to the north by Dammans Road and the Yarra River and to the south by the Warburton Rail Trail and the Warburton Highway.

Commercial zoning identifies the two town centres in Warburton with a more refined boundary, through the Design Development Overlay (DDO), highlighting the retail areas. These town centres are accessed by the Warburton Highway which forms a linear movement route through Warburton catering primarily for vehicle movements and access.

This is supported by a pedestrian and cyclist movement route provided by the Warburton Rail Trail which also accesses the township. Additionally, the Yarra River creates a natural linear open space that includes adjacent open space land uses in Warburton Recreation Reserve, and the Redwood Community Centre oval.





Study Area

1.4 Process

2021

Warburton Place Plan

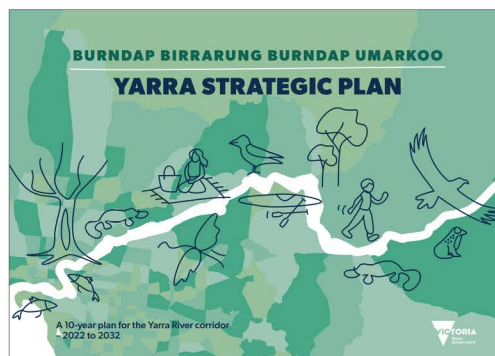
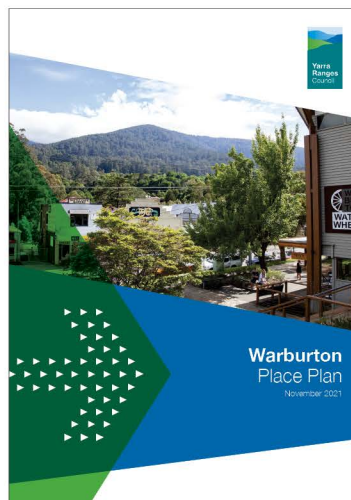
- Set a shared vision for Warburton between the Community and Council for the next 20 years.
- Framework to deliver the community's aspirations for the township.
- Framework to direct investment into Warburton.
- Developed 5 Key Principles with associated actions required to deliver the agreed vision.
- Embedded the Yarra Strategic Plan

Community Consultation

- Initial engagement between December 2018-May 2019.
- 400 people participated in the process.
- 8 weeks of intensive Community Consultation between July 2021-August 2021.
- 1,500 residents engaged, 107 responses.

Relationship to the Urban Design Framework

- Action 3.1 the preparation of an Urban Design Framework
- Protect and enrich the character of Warburton.
- Improved public places that provide platform for greater connection, participation, and activation.
- Enhanced sense of safety and community connection, belonging and pride.
- Enhances Warburton's public places and provides opportunities for cultural expression.
- Makes better use of existing infrastructure and amenities.



2022

Burndap Birrarung burndap umarkoo Yarra Strategic Plan

The Upper Yarra is a unique part of Victoria with its blend of tourism, agriculture, and climate, amongst the backdrop of a picturesque landscape. It is also where the Birrarung (Yarra River) commences its 242-kilometre journey to Port Philip Bay. The river is at the heart of all activity in this region. The Burndap Birrarung burndap umarkoo, (Yarra Strategic Plan) 2022-2032 recognises the Birrarung as a living and integrated natural entity, and was developed to embed the long term (50 year) vision for the river, and support collaborative management of the river and its lands.

"Warburton is significant as the largest township in the upper rural reach and the gateway to the Yarra Ranges National Park. It is a historic rural township with significant character and cultural values. Established around the Yarra River, it provides opportunities for direct experiences of the river's environment."

Development of tourism is recognised as a priority in the Yarra Ranges' Economic Development Strategy 2012-2022, with the natural beauty of the river and surrounding environment a key feature. The Warburton Place Plan (in preparation) will guide Council's directions and actions over the next 20 years, ensuring that the town's future matches the values and culture of the area¹."

¹Yarra Strategic Plan 2022-2032, 2022, p.90

2024

Warburton Urban Design Framework

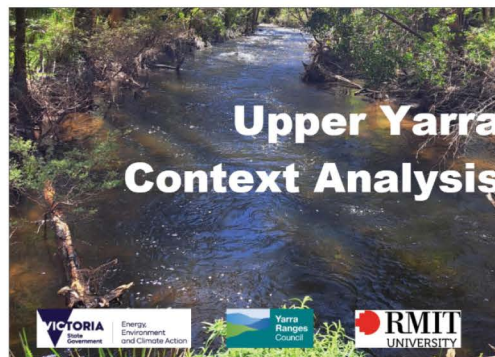
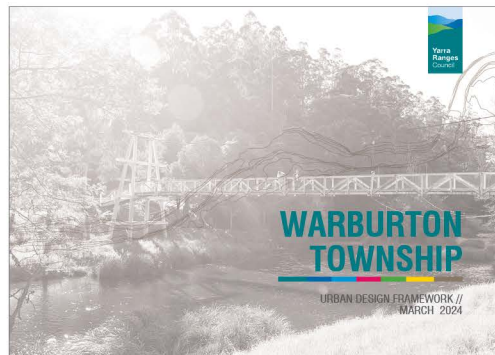
- Focuses on the commercial and public owned land within the Warburton Town Centre only.
- Establishes a design vision to achieve built form and community expectations.
- Provides design guidelines to protect and enhance the character of Warburton.
- Uses local character and attributes to inform the appearance of private and public development.
- Uses key features of the township such as the Yarra River and surrounding valley to inform design principles and outcomes.

Community Consultation

- 12 weeks of Community Consultation between December 2022 and March 2023.
- 1800 comments received on the UDF
- More than 3000 people reviewed the document.
- Key State government Bodies (i.e. Melbourne Water and the Country Fire Authority) informed 3 times of the UDF.

Relationship to the Urban Design Framework

- The Yarra River is identified as a key feature of the Warburton Township and is discussed in context section of the UDF.
- Responsive design approaches based on the different environs of the Yarra River.



2025

Draft Upper Yarra Local Development Strategy (In Development)

- Looks at the whole Yarra Valley from Woori Yallock east to Powelltown.
- Focused on transitioning the economy following the closure of the timber industry following the 2019 Victorian Forestry Plan.
- Seeks to improve economic and social opportunities of the communities.
- Developed 6 'innovation opportunities' for the Upper Yarra region
- Identifies high level projects that could be further investigated.

Community Consultation

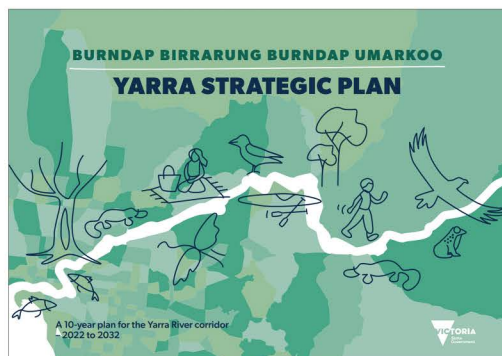
- Commenced after the Urban Design Framework was consulted on and updated.
- State Government led with input from Council, RMIT University and the community.
- Undertook research and analysis, and targeted consultation in early 2023.
- Formal Community Consultation November 2023

Relationship to the Urban Design Framework

- Identifies the innovation opportunities - Repurposing abandoned places and underused buildings.
- Identifies the innovation opportunities - Renewable Energy & Energy Resilience.
- Identifies the innovation opportunities - improved transport and access.

1.5 Yarra Strategic Plan

The **Burndap Birrarung burndap umarkoo (Yarra Strategic Plan) 2022-2032** recognises the Birrarung as a living and integrated natural entity, and was developed to embed the long term (50 year) vision for the river, and support collaborative management of the river and its lands.



Warburton sits within the **Upper Rural Reach** area of the Plan, and lays out the following **Community priorities and values** which align closely with the Warburton UDF projects:

- *Promote and celebrate local cultural heritage through collaboration and community education.*
- *Develop new opportunities around local tourism, including river-based learning.*
- *Celebrate and promote opportunities for people to immerse themselves in the unique landscape, local wildlife and incredible biodiversity.*
- *Provide an expanded river access network for recreation and social connection.*
- *Foster healthy local ecosystems for the river, its wetlands and billabongs, which are recharged through environmental flows.*

- *Work with local farming communities to ensure sustainable water use.*
- *Celebrate personal connections to the river.²*

The Plan articulates the following **Opportunities for future projects and alignment for Warburton Township** that have been embedded into the directions and recommendations of the Warburton Urban Design Framework:

- *Develop Warburton as a destination for naturebased tourism and recreation.*
- *Enhance opportunities to experience the river at Warburton by upgrading the Yarra River Walk circuit trail and connections between the different public spaces along the river, as well as providing visitor facilities as required.*
- *Upgrade launching facilities for paddlers at Mayer Bridge.*
- *Provide interpretive information at key locations to share stories of the river's history and environment.*
- *Protect views to the river from the Warburton Highway and the Lilydale–Warburton Rail Trail.*
- *Strengthen the riverbank environment through additional planting of appropriate species.*
- *Amend existing planning controls to ensure that new buildings present a positive interface with the river and its adjoining parklands, provide adequate setbacks for planting and allow for the creation of public access to the river where appropriate.³*

²Yarra Strategic Plan 2022-2032, 2022, p.88

³Yarra Strategic Plan 2022-2032, 2022, p.90





To achieve the preferred land-use framework the plan sets out a series of land-use directions that are specific to certain section and/or places along the length of the river.

Below are the relevant directions as well as a description of how the Urban Design Framework is addressing these.

	Warburton Township Directions	UDF Response
UR 15	<i>Apply permanent planning controls to manage building heights and setbacks to protect the Yarra River landscape corridor and ensure development maintains the heritage character of townships.</i>	Provide specific guidance on the character and built form of Warburton to inform a future Warburton-specific Design & Development Overlay.
UR 16	<i>Apply permanent planning controls to ensure new development creates a positive interface with the Yarra River landscape corridor and facilitates public access to the river where appropriate.</i>	Current built form turns its back to the river and is often unsightly. The UDF demonstrates strategies to create more inviting and engaging interfaces to the Yarra River corridor. Several proposed projects improve access to the Yarra River, dispersing the intensity of activity currently occurring on Thomas Avenue, providing additional river access nodes and upgraded picnic areas and reserves along the Yarra River along with enhanced parking management.
UR 17	<i>Improve native planting along the bank of the Yarra River to restore and enhance the natural environment.</i>	The UDF promotes retention of significant vegetation as the primary design response within the Warburton Township. Enriched planting and landscaping will be embedded into the UDF's suite of projects along the Yarra River.
UR 4 & 18	<i>Investigate new or strengthened protection measures for high priority tributaries.</i>	Numerous projects improve water quality from existing pavements and areas adjacent to the river through Water-Sensitive Urban Design strategies such as permeable pavements, biofiltration garden beds and tree planting.
UR 19	<i>Apply integrated water management principles to optimise water supply, improve water quality and enhance flood protection.</i>	The UDF outlines a series of design treatments and requirements that integrate Water Sensitive Urban Design such as introducing permeable pavements and biofiltration garden beds. Flood sensitive development concepts have been included along Thomas Avenue.
UR 20	<i>Ensure development in flood affected areas is informed by the Guidelines for Development in Flood Affected Areas.</i>	All projects and development would adhere to the requirements of Land Subject to Inundation Overlay (LSIO) requirements and Melbourne Water requirements. Design solutions would be informed by these Guidelines.

2.0 CONTEXT

- 2.1 Regional Context
- 2.2 Land Form
- 2.3 Environment
- 2.4 Land Use
- 2.5 Open Space
- 2.6 Transport
- 2.7 Architecture and Heritage

2.1 Regional Context

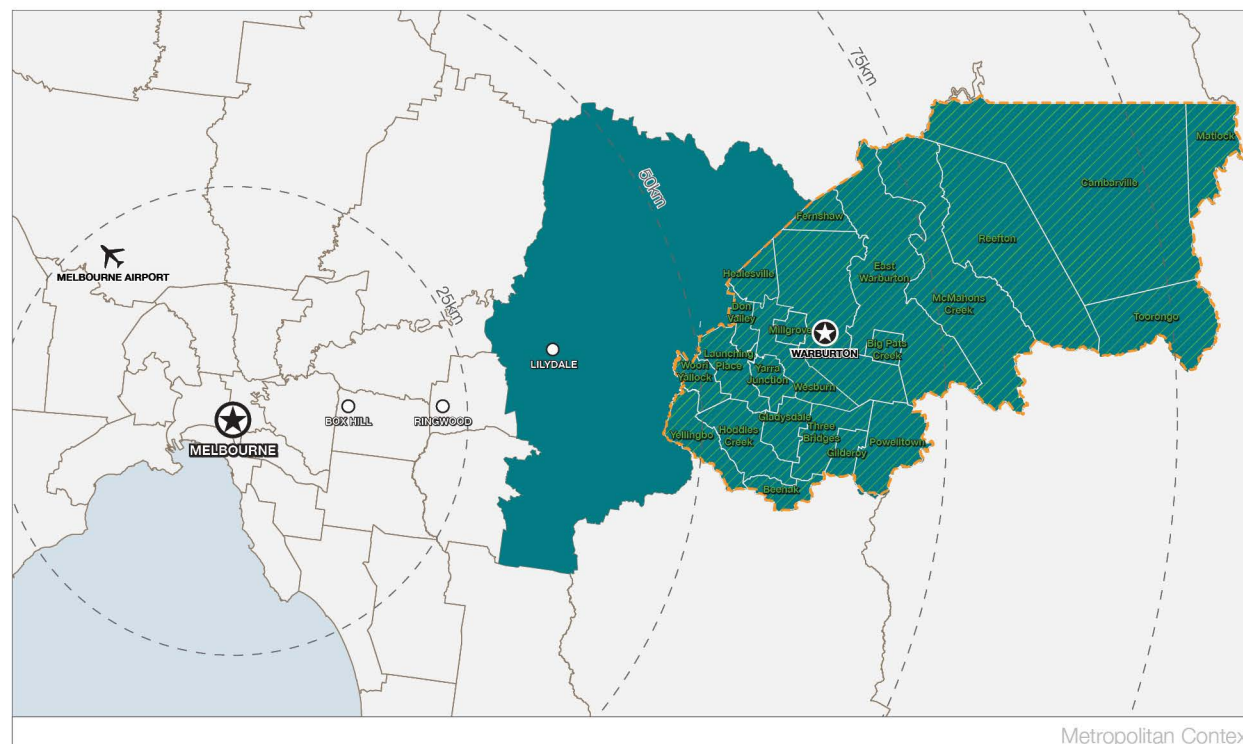
Yarra Ranges

Yarra Ranges is the largest metropolitan Council in terms of land size in Melbourne. As an interface Council, Yarra Ranges plays an important role connecting urban and rural Victoria. Yarra Ranges offers a mixture of urban and rural communities. Yarra Ranges is home to over 150,000 people and covers approximately 2,500km². The municipality stretches from the densely populated outer suburbs into the foothills, agricultural valleys and forested areas of the Great Dividing Ranges.

Around 70% of our population lives in urban areas, which represent only 3% of the Yarra Ranges landmass. The remaining population is distributed throughout rural areas. There are over 55 suburbs, townships, small communities and rural areas within the Shire, making it one of the most diverse of any municipality in the State. The municipality is home to significant natural reserves and boasts popular areas such as the Dandenong Ranges and the Upper Yarra Valley.

Upper Yarra Valley

The Upper Yarra Valley is located to the east of the Melbourne CBD. It is defined by the path of the Yarra River and is characterised by a picturesque natural environment and attractions driving tourism. The mix of dense bushland and agricultural parcels has resulted in the area being used for grazing, and fruit growing amongst other things. The scattered townships that spread throughout the Upper Yarra Valley cater for day trips and holiday makers with these characteristics, and the location of the Upper Yarra Valley seeing high visitor numbers throughout these townships all year round. The Upper Yarra Valley is a destination for integrated food, wine, cultural, nature and activity-based tourism experiences, with a visitor economy that maximises economic and social benefits that flow to the region.



Warburton

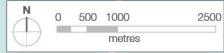
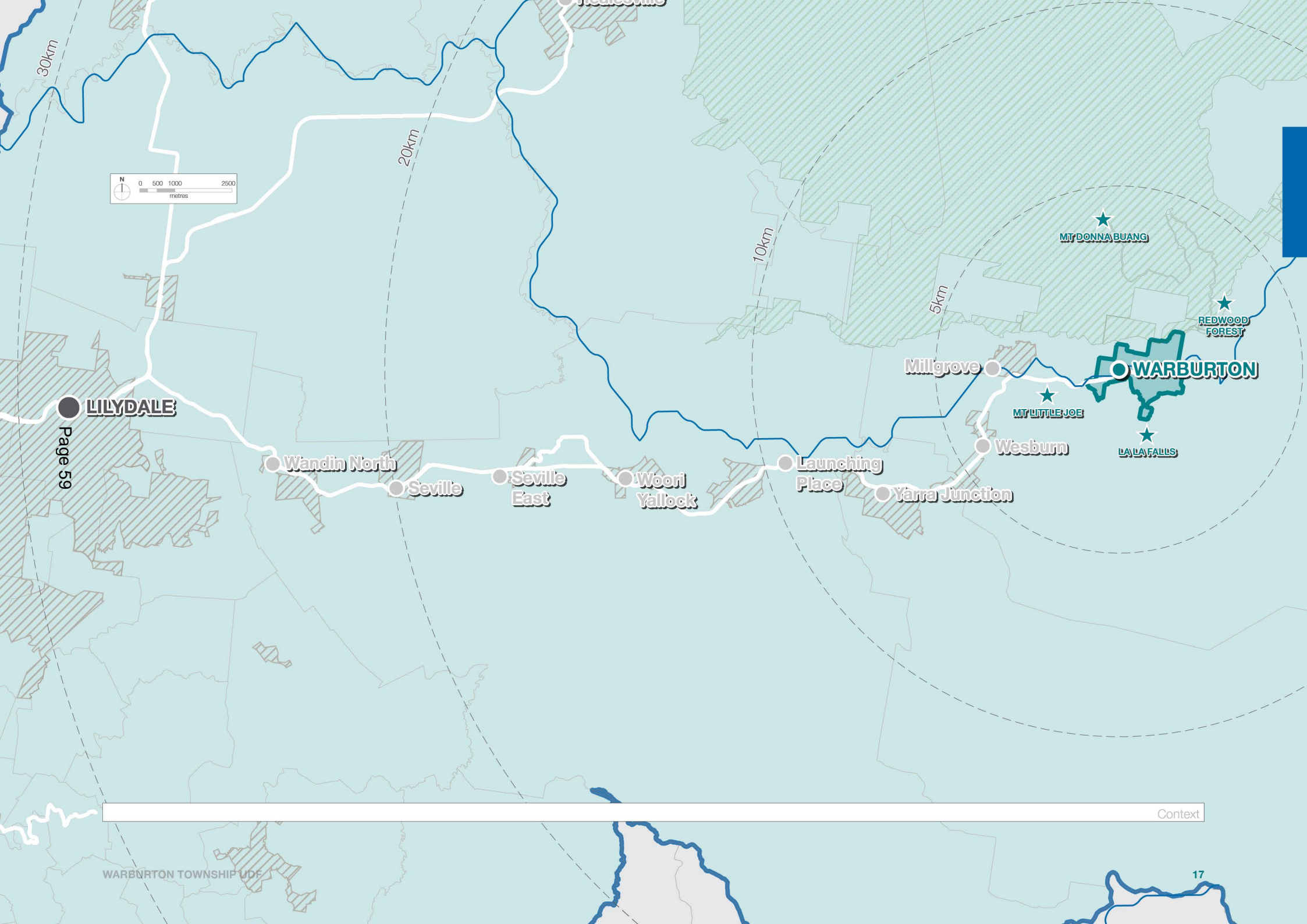
Mount Donna Buang, and Mount Victoria soar over the township to the north and Mount Little Joe rises up to the south.

La La Falls cascade down towards the Yarra River which meanders into town from the distant reaches of the Yarra Ranges National Park.

Structured as two discrete centres that are 300m apart, Warburton is connected by the Yarra River, with Dammans Road winding along on the north bank and the Warburton Highway along the south.

It services the strong and passionate local Warburton community as well as the surrounding communities of Wesburn, Millgrove, East Warburton and Big Pats Creek.





LILYDALE

Page 59

Wandin North

Seville

Seville East

Woori Yallock

Launching Place

Yarra Junction

Millgrove

Wesburn

WARBURTON

MT DONNA BUANG

REDWOOD FOREST

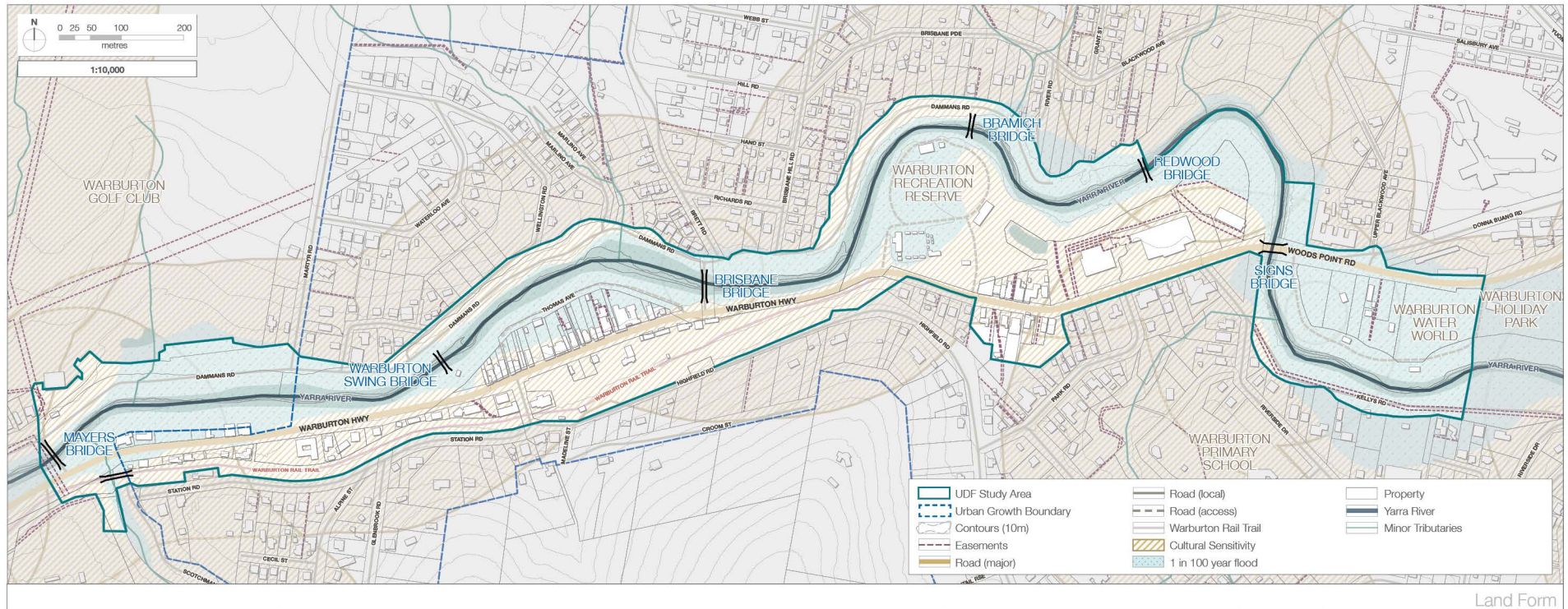
MT LITTLE JOE

LA LA FALLS

WARBURTON TOWNSHIP UDF

Context

2.2 Land Form



The land form for Warburton is characterised by the valley in which Warburton is situated adjacent to the natural waterway that passes through the township in the Yarra River.

Topography

The land form to the north of the Yarra River rises sharply, and to the south, it elevates from the Warburton Highway. Mount Donna Buang, and Mount Victoria, are located to the north with Mount Little Joe to the south. A substantial flood plain expands out from the Yarra River, and covers much of the low lying land that is occupied by Warburton's two town centres. This flood plain includes a limited

number of larger flat areas within the township which are responsible for providing the major open spaces areas.

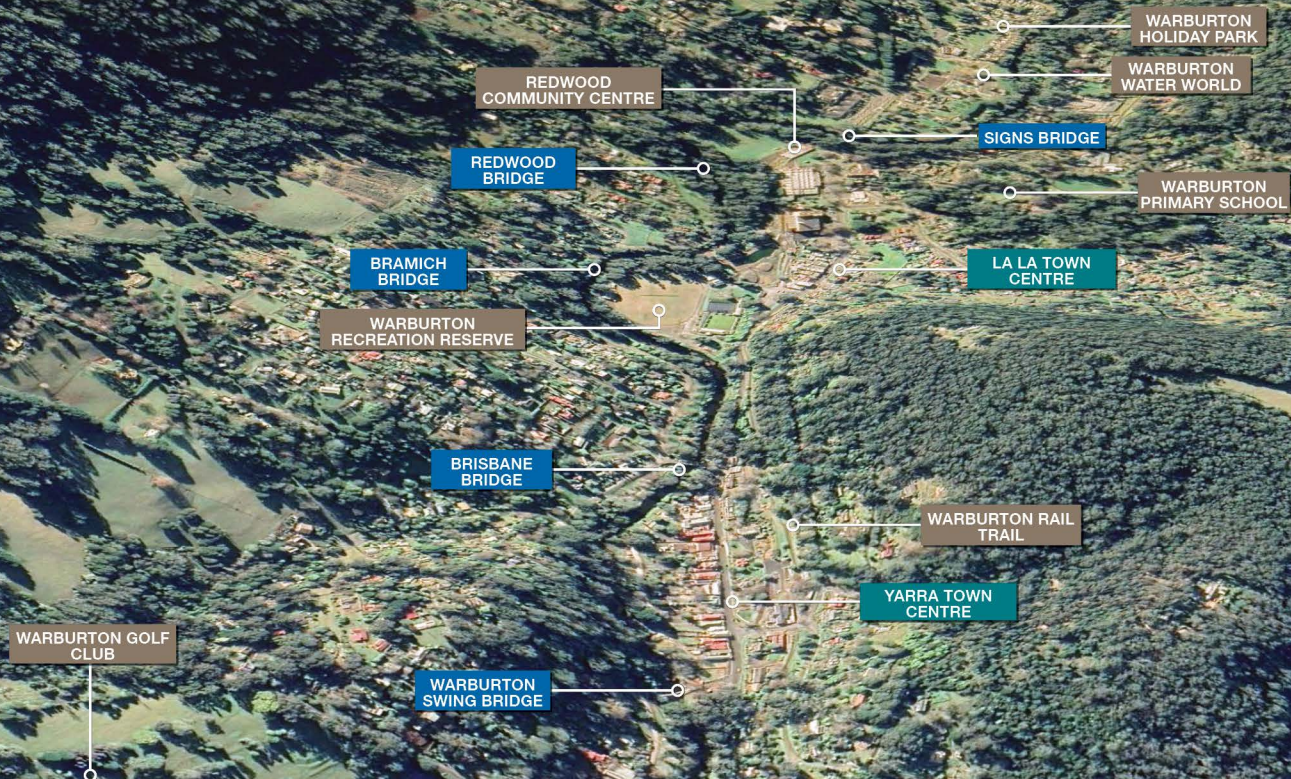
Landmarks

In addition to the open space areas (Warburton Recreation Reserve/Water World) within Warburton there are a number of other landmarks, many of which are also located on flat flood prone land. The other landmarks include; the Sanitarium and Signs Publishing buildings; the Redwood Community Centre; La La town centre; and the Warburton Holiday Park. Other key landmarks include: the Yarra Town Centre; the Warburton Rail Trail; many of the

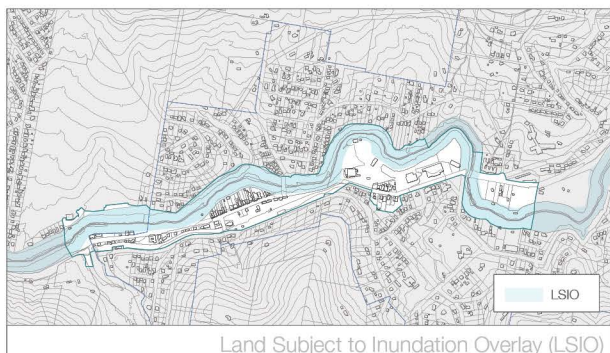
bridges that cross the Yarra River; the Sanitarium and Hospital; and the Warburton Golf Course.

Waterways

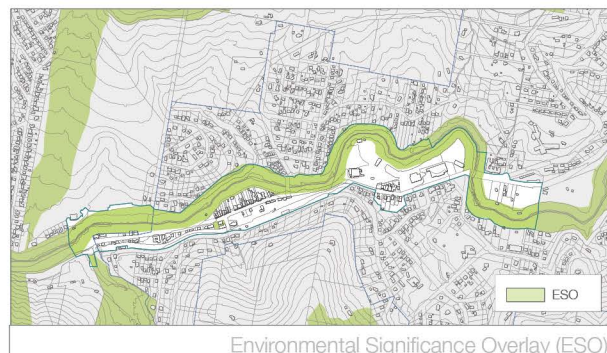
The Yarra Rivers forms a prominent focal point of the Warburton area, and it is also the natural low point. Many of the walking paths, and roads utilise bridge crossings of the river to access the residential areas that support the township. The Yarra provides a natural northern edge to the town centres in addition to the Warburton Highway which forms a boundary to the centre from the south.



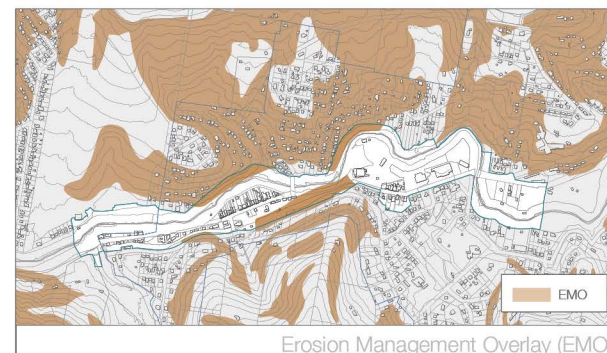
2.3 Environment



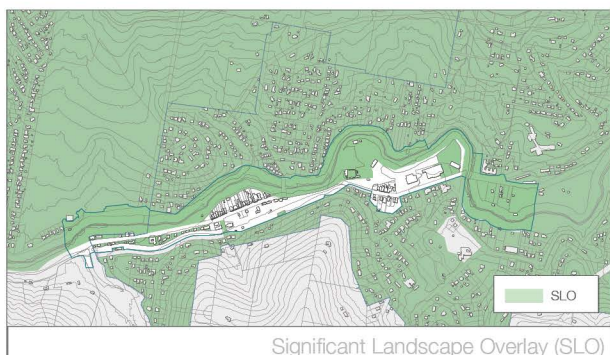
Land Subject to Inundation Overlay (LSIO)



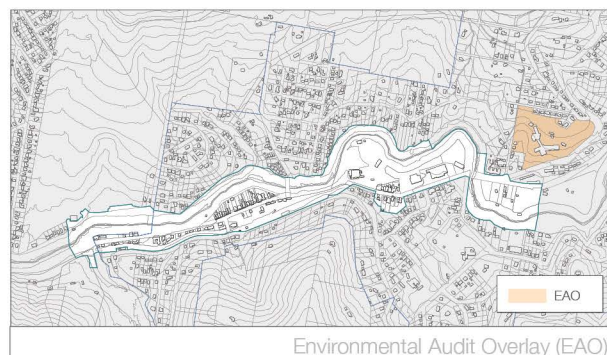
Environmental Significance Overlay (ESO)



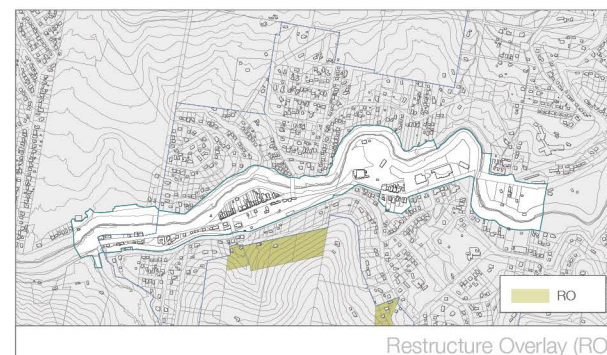
Erosion Management Overlay (EMO)



Significant Landscape Overlay (SLO)



Environmental Audit Overlay (EAO)



Restructure Overlay (RO)

The natural environment is a significant asset for the Warburton area. A number of overlays serve to protect the environment including:

Land Subject to Inundation Overlay (LSIO)

Focused on the Yarra River in Warburton the LSIO aims to protect the quality of waterways as natural resources. The LSIO also aims to ensure that development maintains or improves river health, and waterway protection.

Environmental Significance Overlay (ESO)

Warburton contains extensive areas of remnant

bushland which are an intrinsic part of the unique landscape and environmental character. The ESO highlights significant vegetation adjacent to and within the Yarra River waterway corridor.

Erosion Management Overlay (EMO)

The EMO in Warburton highlights areas where managing the risk of landslip is a critical consideration to environmental protection, and the impacts of any future development.

Significant Landscape Overlay (SLO)

The SLO identifies the majority of Warburton as a

significant landscape. The aim of the overlay is to conserve and enhance the character of this area.

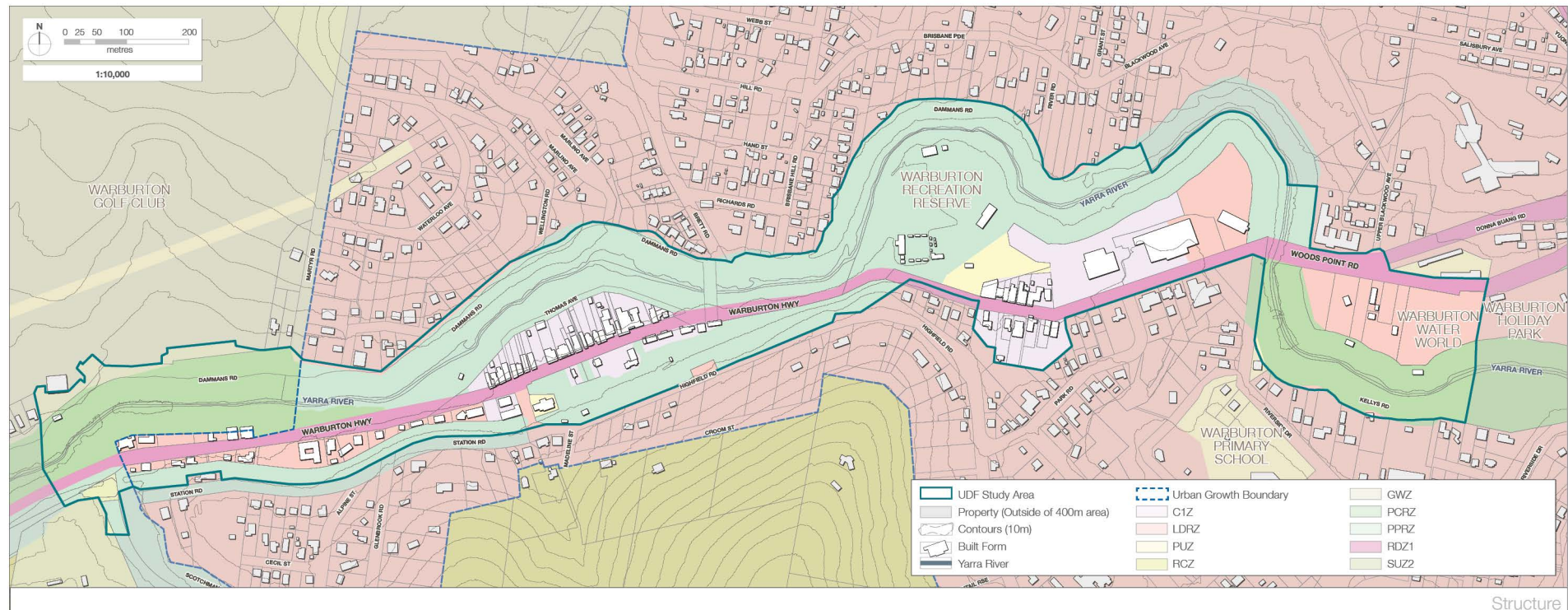
Environmental Audit Overlay (EAO)

The EAO in Warburton is constrained to the Sanitarium and Hospital site and ensures that potentially contaminated land is suitable for uses which could be affected by any contamination.

Restructure Overlay (RO)

The RO identifies old and inappropriate subdivisions which are to be restructured to preserve and enhance the environmental amenity of the area.

2.4 Land Use



The Warburton strip shopping areas are visible centres for the immediate Warburton area. These commercial areas are surrounded by open space areas that are adjacent to the Yarra River corridor, and the Warburton Rail Trail. The Yarra River forms a natural northern edge to the commercial areas of the township, with the alignment of the Warburton Highway creating the edge condition to the south. The key zones in Warburton include:

Commercial 1 Zone (C1Z)

The two retail centres within Warburton are covered by C1Z. These areas are defined a mixed use

centres that form the commercial centre of the Warburton Township.

Low Density Residential Zone (LDRZ)

The majority of residential land within Warburton is covered by the LDRZ. The resulting residential typologies are characterised by low density, single dwellings, on larger lots that currently support the commercial areas of Warburton. The lack of density and variation in housing typologies highlights the role that visitors and tourism plays in supporting the retail mixed use areas.

Public Park and Recreation Zone (PPRZ)

Land adjacent to the Yarra River corridor is categorised as PPRZ. This area recognises land for public recreation and open space such as Warburton Recreation Reserve. These areas are also prioritised to protect and conserve areas of significance in Warburton.

Transport Zone 1 (TRZ1)

The TRZ1 covers the Warburton Highway and Donna Buang Road illustrating the primary access points into Warburton.

Page 64

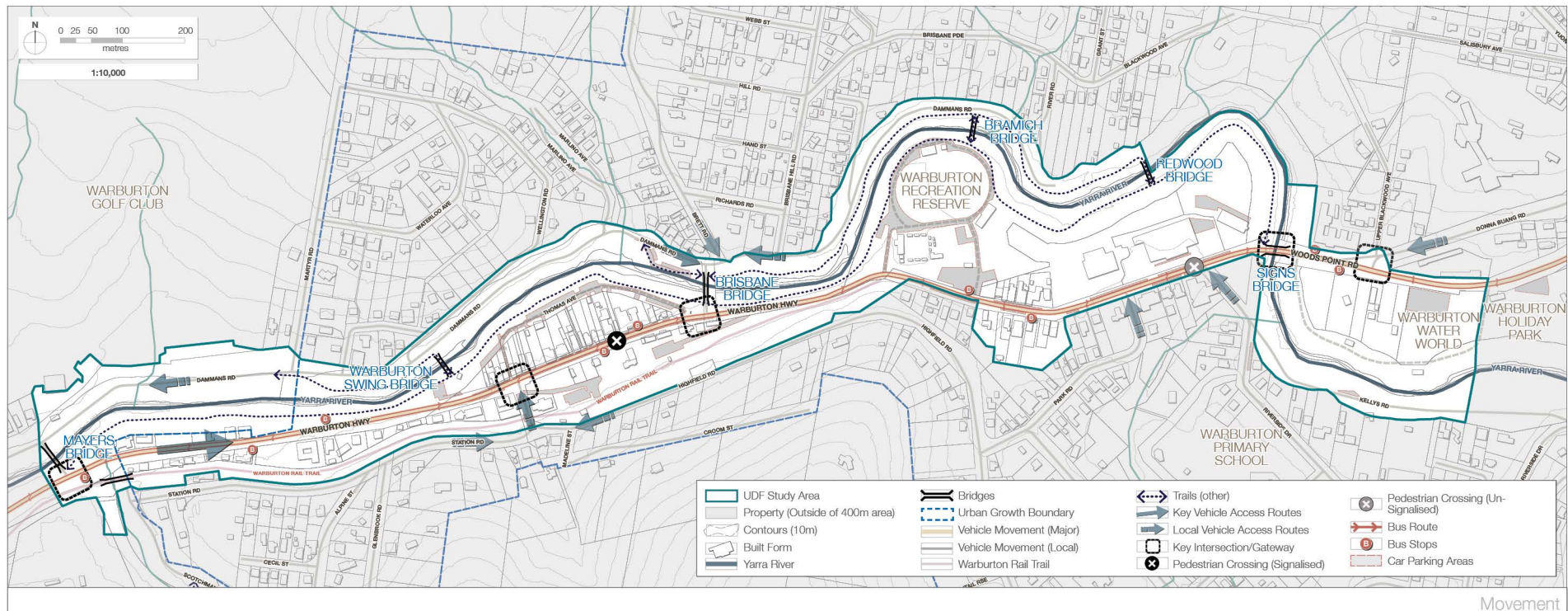


Active Open Space/Recreation

22

Passive Open Space

2.6 Transport



Warburton is accessed from the Warburton Highway by single vehicle entry and exit points. There are three vehicle and three pedestrian bridges that create crossings of the Yarra River. With the area characterised by linear movement routes along the Warburton Highway, the Warburton Rail Trail, and the Yarra River.

Access

Access to Warburton is from the Warburton Highway. Gateways exist into the township along the Warburton Highway at: Station Road; Brisbane Bridge; Signs Bridge; and Donna Buang Road.

There is a signalised pedestrian crossing near the Warburton Information Centre, and an unsignalised school crossing at the Signs Publishing Company. Access to the main centre is from Thomas Avenue which also provides access to the Yarra River.

Movement

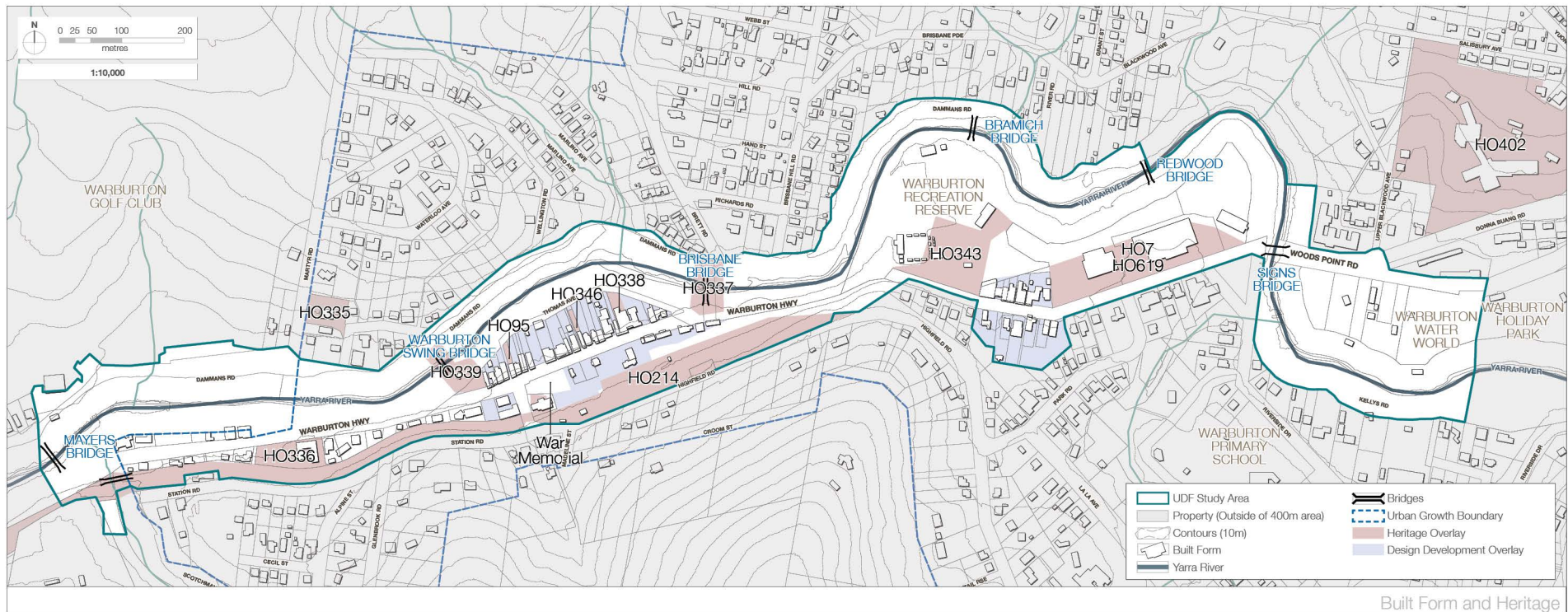
In addition to the Warburton Highway, Donna Buang Road is the only other TRZ1. Dammans Road runs parallel to the Yarra River catering to local vehicle movements to the surrounding northern residential catchment. Pedestrian movement routes along the Yarra River Trail, and the Warburton Rail Trail provide

broader regional links for cycling, and pedestrian movements. Bus movements are isolated to the Warburton Highway.

Car Parking

Car Parking is dispersed throughout Warburton with parking areas located in proximity to: town centres (Thomas Avenue, Police Station, and Community Skate Park); open space areas (Warburton Recreation Reserve, and Story Reserve); and at Warburton Water World. At peak periods demand for parking along Warburton Highway creates access and movement issues.

2.7 Architecture and Heritage



There is limited planning guidance within the Yarra Ranges Planning Scheme to guide future development in Warburton. The Design Development Overlay (DDO12) covers various townships including Warburton and as such has limited detail specific to the Warburton townships and built form.

Design Development Overlay (DDO)

DDO12 covers the two Warburton town centres and properties on both the northern and southern side of the Warburton Highway to create the desired main street character. DDO12 recognises that the town centre/s covered will be dominated by a main street

that retains a classic and attractive country town character. The built form of new development should reinforce this character and retain the distinctive features associated with the historic development of Warburton, including elements such as established trees, and views to rural features such as nearby wooded hills.

Design Objectives

- To enhance the distinctive built form and streetscape characteristics of the Warburton town centre.
- To reinforce the main street as the focus of business and pedestrian activity in the Warburton town centre.
- To maintain visual links between the town centre and its rural hinterland.
- To protect and enhance the amenity of residential and public places within and adjoining the town centre in Warburton.
- To provide safe and convenient on site car parking that has a minimal visual impact on public places.

Heritage (HO)

The Heritage Overlay seeks to conserve and enhance heritage places of natural or cultural significance within Warburton. It aims to conserve and enhance those elements which contribute to the significance of the heritage places, and ensure that development does not adversely affect the significance of these heritage places. The Heritage Overlay conserves specified heritage places by allowing uses that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

There are a number of Heritage Overlays that apply to Warburton. These include:

Victorian Heritage Register

- Sanitarium Health Food Company and Signs Publishing Company (HO619)

Yarra Ranges Heritage Overlay

- Sanitarium Health Food Company and Signs Publishing Company (HO7)
- Gainsborough Store (HO95)
- Lilydale - Warburton Railway (HO214)
- School Teachers House and Garden (HO335)
- The Alpine Retreat Hotel (HO336)
- Brisbane Hill Road Bridge (HO337)
- Warburton Mechanics Institute (HO338)
- Warburton Swing Bridge, Tennis Courts, Club House, and Rotunda (HO339)
- La La siding, Turntable and Crane (HO343)
- Lace and Things Shop (HO346)
- Warburton Sanitarium and Hospital (HO402)

Victorian War Heritage Inventory

- Warburton War Memorial Obelisk
- Warburton WWII Memorial Wall



Sanitarium Health Food Company (HO619/HO7)



Signs Publishing Company (HO619/HO7)



Gainsborough Store (HO95)



Warburton Mechanics Institute (HO338)



Warburton Swing Bridge (HO339)



Brisbane Hill Road Bridge (HO337)



Lace and Things Shop (HO346)



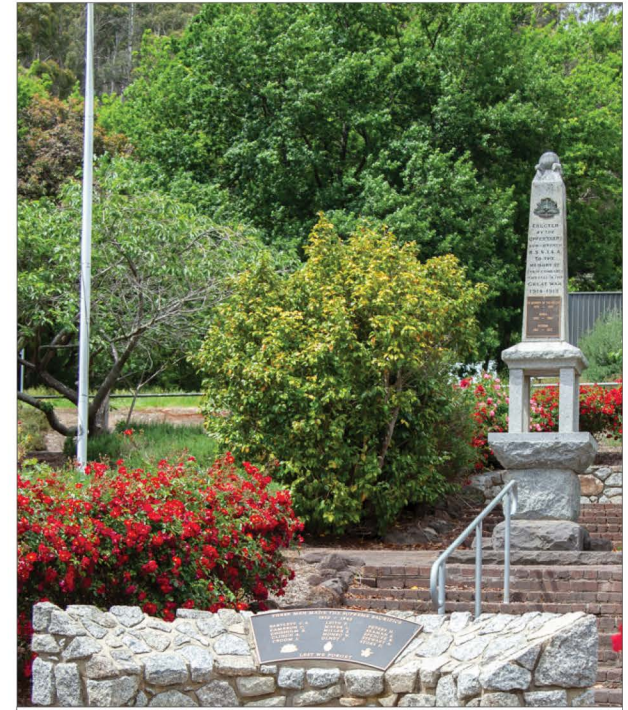
La La siding, Turntable and Crane (HO343)



Warburton Sanitarium and Hospital (HO402)



Lilydale - Warburton Railway (HO214)



Warburton War Memorial Obelisk, Warburton WWII Memorial Wall



The Alpine Retreat Hotel (HO336)

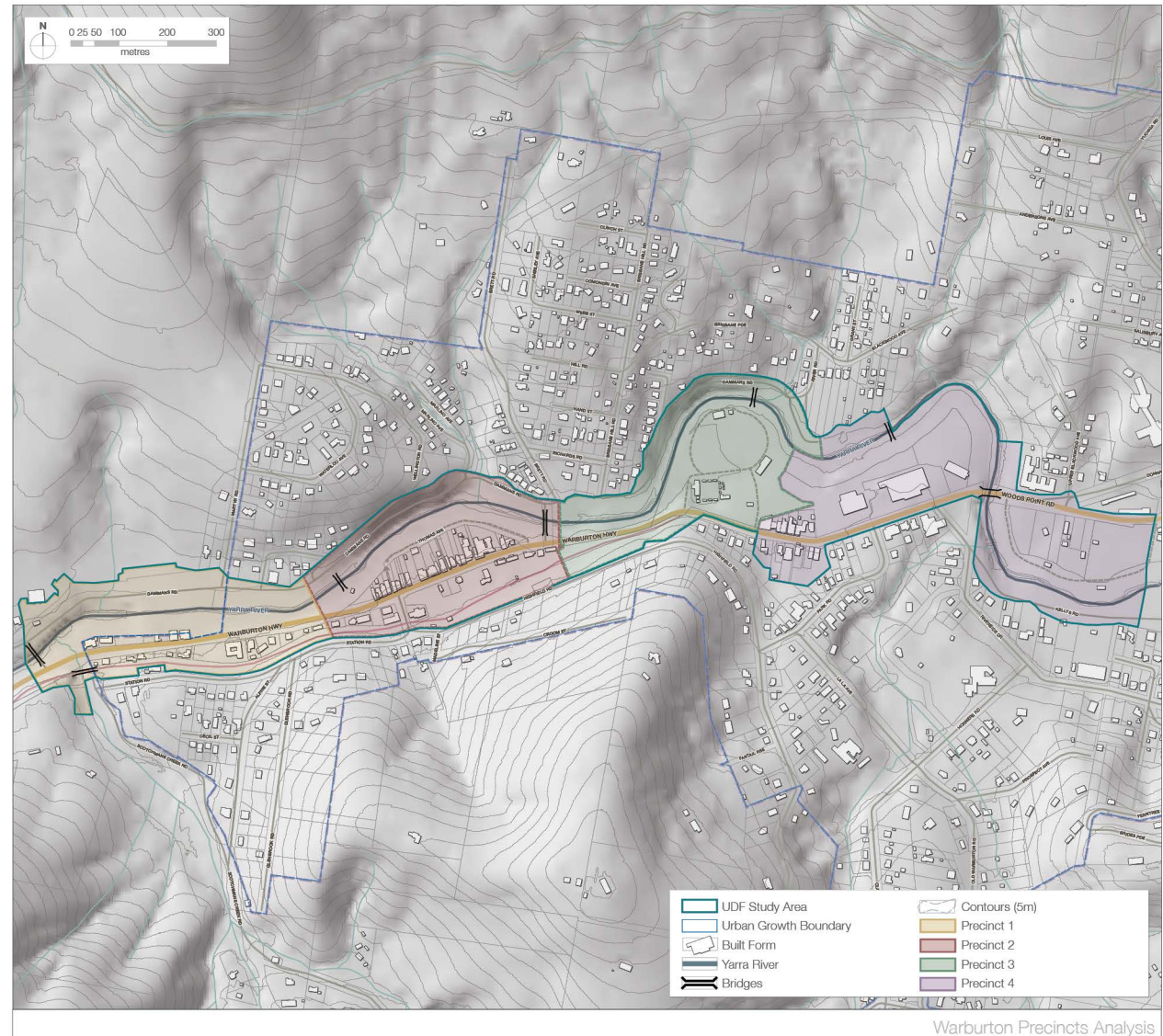
3.0 ANALYSIS

- 3.1 Precincts Analysis Overview
- 3.2 Warburton Gateway
- 3.3 Yarra Town Centre
- 3.4 Recreation
- 3.5 La La Town Centre

3.1 Precincts Analysis Overview

The Warburton UDF considers the town centre as four separate areas that have their own similar characteristics, referred to as precincts. These precincts are:

	Precinct	Role and Function
1	Warburton Gateway	Precinct 1 serves as the gateway into Warburton. It is defined by linear movement corridors, and open space routes including the Warburton Highway, the Warburton Rail Trail, and the Yarra River which is the precincts most defining natural feature.
2	Yarra Town Centre	Precinct 2 is the main town centre for Warburton. Accessed by the Warburton Highway the precinct is the main commercial town centre of Warburton. The Warburton Highway provides vehicle access through the precinct, and Thomas Avenue, adjacent to the Yarra River, provides access for the bulk of the commercial offering.
3	Warburton Recreation	Precinct 3 is defined by a number of active and passive recreation areas, and sits between Warburton's two town centres.
4	La La Town Centre	Precinct 4 is the secondary town centre for Warburton. The commercial town centre caters for a more local offer within Warburton. The area is defined by iconic architecture in the form of the Sanitarium Health Food Company heritage building.



3.2 Warburton Gateway

Precinct Character

Precinct 1 (12Ha) serves as the gateway into Warburton. Accessed by the Warburton Highway the precinct is bounded by Mayers Bridge at the western gateway and Story Reserve to the east. Precinct 1 leads into the commercial main town centre of Warburton. The precinct is defined by linear movement corridors, and open space routes which include Dammans Road on the northern edge of the precinct and the Warburton Rail Trail forming the southern boundary of Precinct 1. Centrally the Warburton Highway provides vehicle access through the precinct, and the Yarra River, the precincts most defining natural feature, caters for water flow and linear open space, and recreation opportunities on both river banks.

Structure

The Yarra River is the low point of the precinct, and with the proximity of the Warburton Highway these two linear corridors form the focal point of the precinct. All of the built form on the north side of the Warburton Highway is located within the 1 in 100 year flood zone. The land form rises on both sides of the river, sharply in sections, to enhance the focus and activity on the River and Road plateau. Partial views of Mt Donna Buang and Mt Little Joe reveal themselves as well as glimpses of the Yarra River, as you progress through the precinct.

Public Realm

There are two linear open space corridors within the precinct which both contain important pedestrian and cycling trails. The Warburton Rail Trail, and the Yarra Trail, provide strong movement corridors through the precinct, linking to Warburton, and to the greater region. There are two Reserve within the precinct as well with Dolly Grey Park, and the Upper Yarra River Reserve providing passive open space opportunities within the precinct. There are also two public toilet blocks, one near Mayer Bridge and the other within the Upper Yarra River Reserve.

Movement and Access

The Warburton Highway is the sole vehicle and public transport (bus) movement route into the precinct and Warburton. Mayer Bridge provides alternative road access to the residential area, including the Warburton Golf Course, north of the Yarra River through Dammans Road. Scotchmans Creek Road provides access to the residential catchment to the south of the Warburton Highway. Informal car parking areas exist along the Warburton Highway road reserve and adjacent to unconstrained areas along Dammans Road.

Built Form

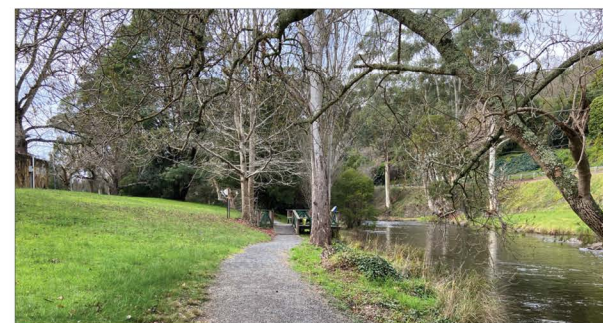
The precinct is made up of one and two storey built form, with the heritage listed Alpine Retreat Hotel the most notable building. The primary interface for built form is the Warburton Highway, with secondary interfaces forming through the Yarra River. Built form fronting the southern edge of the Warburton Highway sits above the road level, enhancing the perceived building height, however the majority of the interfaces do not activate or front the Warburton Highway. The limited built form that sits between the Warburton Highway and the Yarra River is highly visible and has excellent street address, but once again the built form interfaces could be improved.

Key Elements

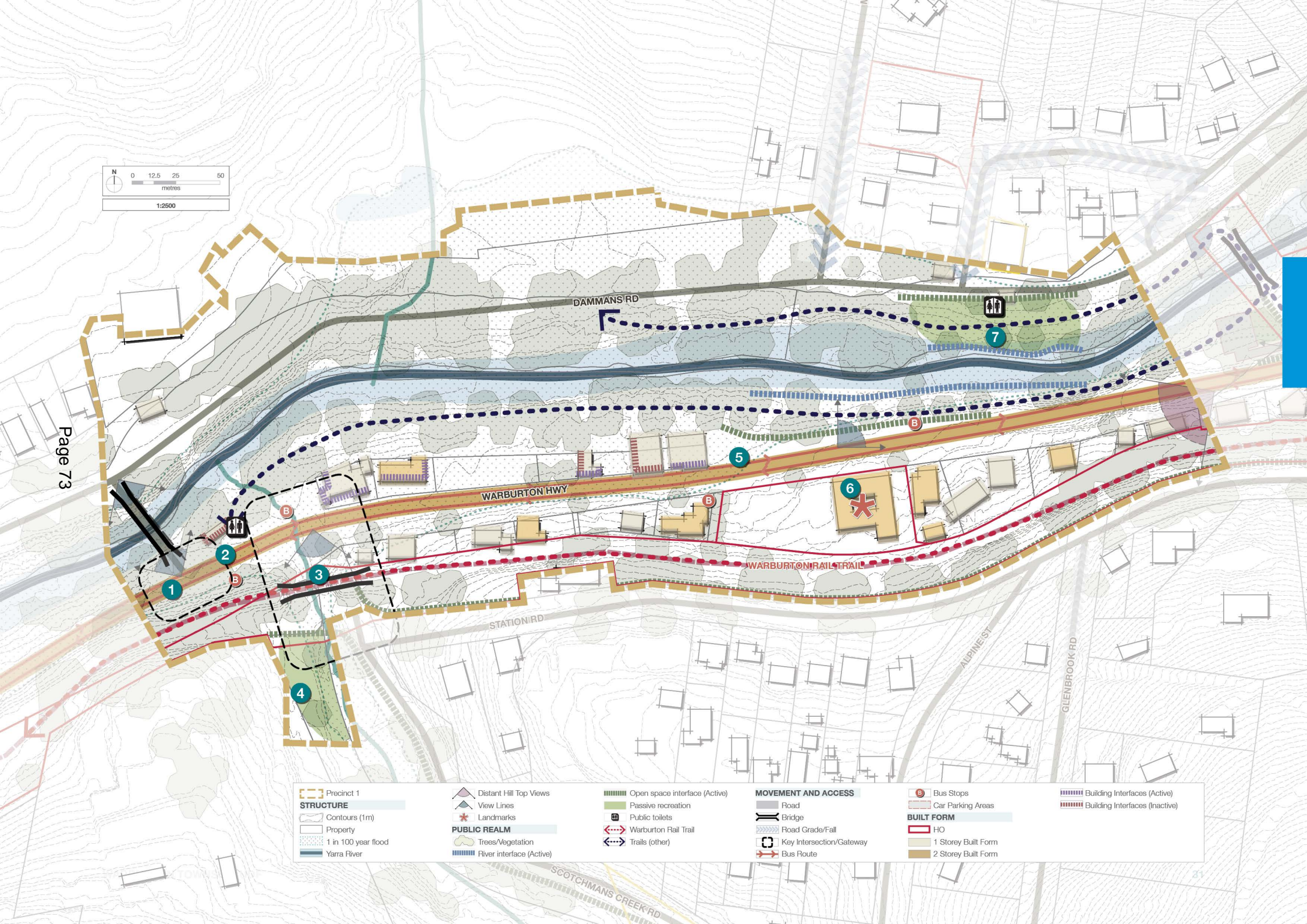
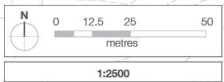
- 1 Mayers Bridge
- 2 Public Toilets
- 3 Scotchmans Creek Road
- 4 Dolly Grey Reserve
- 5 Warburton Highway Road Reserve (north)
- 6 The Alpine Retreat Hotel
- 7 Upper Yarra River Reserve (west)



4 Dolly Grey Reserve



7 Upper Yarra River Reserve (west)



STRUCTURE Precinct 1 Contours (1m) Property 1 in 100 year flood Yarra River	Distant Hill Top Views View Lines Landmarks PUBLIC REALM Trees/Vegetation River interface (Active)	Open space interface (Active) Passive recreation Public toilets Warburton Rail Trail Trails (other)	MOVEMENT AND ACCESS Road Bridge Road Grade/Fall Key Intersection/Gateway Bus Route	Bus Stops Car Parking Areas BUILT FORM HO 1 Storey Built Form 2 Storey Built Form	Building Interfaces (Active) Building Interfaces (Inactive)
---	--	---	--	---	--

3.3 Yarra Town Centre

Precinct Character

Precinct 2 (13Ha) is the main town centre for Warburton. Accessed by the Warburton Highway the precinct is bounded by Story Reserve and the Warburton Swing Bridge at the western gateway, and Brisbane Bridge at the east. Precinct 2 is the commercial main town centre of Warburton, and the precinct is defined by the Yarra River and Damman's Road to the north and the Warburton Rail Trail to the south. Centrally the Warburton Highway provides vehicle access through the precinct, and Thomas Avenue, adjacent to the Yarra River, provides access the bulk of the commercial offering which is located between the Yarra River and the Warburton Highway.

Structure

The Yarra River, the Warburton Highway, and the Warburton Rail Trail form three linear corridors that define the precinct. The main commercial precinct fronts the Warburton Highway and sits above the 1 in 100 year flood zone. The land form rises on both sides of the river, sharply to the north, with a more gradual slope rising to the Warburton Highway, and then elevating quickly again to the Warburton Rail Trail. The elevation on the southern side of the Warburton Highway provides excellent views of Mt Victoria over the retail buildings looking north, with Mt Little Joe visible to the south.

Public Realm

The river front for the Yarra River extends between the Warburton Swing Bridge and Brisbane Bridge, directly adjacent to Thomas Avenue, and the town centre. The linear open space corridor is open to the river with an active interface on the southern bank and includes important pedestrian and cycling trails. Within the town centre Yarra Square and Memorial Park provide passive urban open spaces to support the retail offer. The Warburton Rail Trail terminates at the town centre and positions Warburton as a destination for recreational cyclists and walkers. Chisholm Park partially sits in the precinct west

of Brisbane bridge and includes car parking. Two tennis courts are located on the Main Street at the western entrance of the town centre. The courts have been heavily modified from their original form and have continuing drainage issues that limit their usability. These courts are included in a heritage overlay that covers the nearby pavilion and Swing Bridge and this may explain why this recreation use still occupies land in a commercial corridor.

Movement and Access

The Warburton Highway again provides vehicle and public transport (bus) movement into the precinct. Brisbane Bridge provides alternative road access to the residential area north of the Yarra River, Station Road provides access to the residential catchment to the south. Thomas Avenue provides car parking and access to the town centre although traffic movement along this road is significantly congested at times because the avenue terminates in a dead end at its western end behind the tennis courts located on the Main Street. Other car parking areas (behind Police Station, and adjacent to Skate Park) suffer from a lack of visibility and limited through movement.

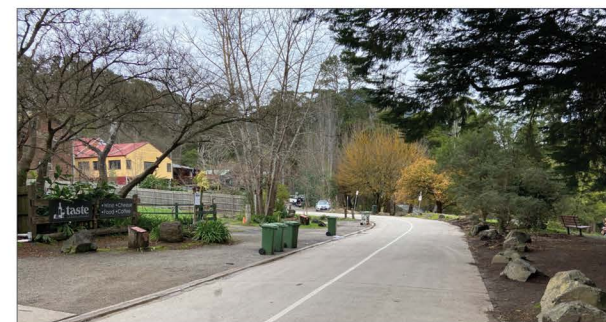
Built Form

The precinct is made up of one and two storey built form, with a number of heritage listed buildings spread throughout the town centre. The primary interface for built form is the Warburton Highway, with secondary interface opportunities to front Thomas Avenue and the Yarra River. Built form to the south of the Warburton Highway is defined by the Warburton Water Wheel, although this building is set well back from the street creating a large undefined area at the street interface. The primary built form frontage and 'main street' is the building line that sits on the northern interface to Warburton Highway. This built form is highly visible and has excellent street address, with the commercial uses creating an active built form interface to the road.

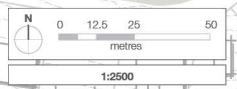
The narrow width of the footpath, on both sides of the Warburton Highway, compromises opportunities for outdoor dining and pedestrian movement along the 'main street' through the town centre.

Key Elements

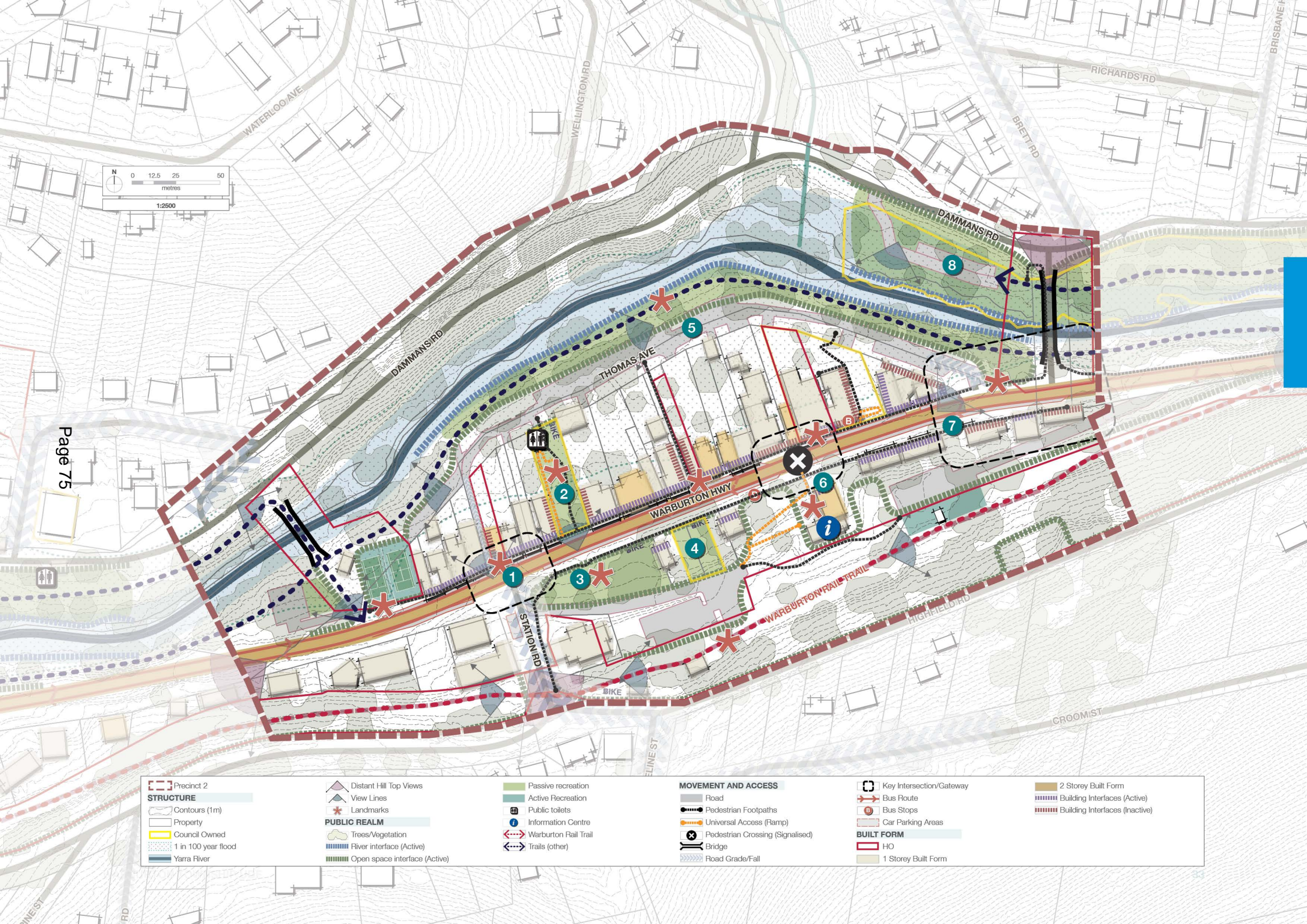
- 1 Warburton Highway/Station Road
- 2 Yarra Square
- 3 Memorial Park
- 4 Warburton Community Garden
- 5 Thomas Avenue
- 6 Warburton Water Wheel
- 7 Warburton Highway (south)
- 8 Chisholm Park (west)



5 Thomas Avenue



Precinct 2 STRUCTURE Contours (1m) Property Council Owned 1 in 100 year flood Yarra River		Distant Hill Top Views View Lines Landmarks PUBLIC REALM Trees/Vegetation River interface (Active) Open space interface (Active)		MOVEMENT AND ACCESS Road Pedestrian Footpaths Universal Access (Ramp) Pedestrian Crossing (Signalised) Bridge Road Grade/Fall		Key Intersection/Gateway Bus Route Bus Stops Car Parking Areas BUILT FORM HO 1 Storey Built Form		2 Storey Built Form Building Interfaces (Active) Building Interfaces (Inactive)	
Public toilets Information Centre Warburton Rail Trail Trails (other)		Passive recreation Active Recreation Active Recreation Information Centre Warburton Rail Trail Trails (other)		Key Intersection/Gateway Bus Route Bus Stops Car Parking Areas BUILT FORM HO 1 Storey Built Form		Key Intersection/Gateway Bus Route Bus Stops Car Parking Areas BUILT FORM HO 1 Storey Built Form		2 Storey Built Form Building Interfaces (Active) Building Interfaces (Inactive)	



3.4 Warburton Recreation

Precinct Character

Precinct 3 (11Ha) is defined by a number of active and passive recreation areas, and sits between Warburton's two town centres. Accessed by the Warburton Highway the precinct begins just beyond Brisbane Bridge, with the town centre commercial area bordering to the east. Precinct 3 is the recreation hub of Warburton, and the precinct is defined by the Yarra River and Dammans Road to the north and the Warburton Highway to the south.

Structure

The large areas of open space within the precinct are located in proximity to the Yarra River, located on the low lying and flat river front plateau. As such, the majority of the precinct is covered by the 1 in 100 year flood zone. The land form is reasonably flat with the gradual slope rising sharply to the north and south of the precinct.

Public Realm

Chisholm Park sits to the north of the Yarra River and provides passive recreation opportunities activating the banks of the River. Warburton Recreation Reserve is well setback from Warburton Highway and provides a range of passive and active recreational uses that includes: playground, picnic shelter, football/cricket oval, cricket nets, bowls club, and netball courts. Warburton Recreation Reserve has an unobstructed outlook to Mt Victoria but the interface with the Yarra River is obscured for most of the area through trees, and an elevated land form. Pedestrian and cycling trails, including the Warburton Rail Trail, link to the reserve, but trails through the reserve are not clearly identified.

Movement and Access

The Warburton Highway provides vehicle and public transport (bus) movement into the precinct. There is a pedestrian river crossing that links to Dammans Road, however movement within the precinct is heavily constrained. Ottrey's car park

provides the largest parking area that caters for the adjacent town centre and additional parking when Recreation Reserve use demands it. Ottrey's car park is unsealed and other car parking areas, located around the Reserve, have limited visibility and activation.

Built Form

As the area is defined by open space recreational uses, there is limited notable built form in the precinct. The precinct contains single storey built form, made up of sporting pavilions, clubhouses, toilet blocks and pavilions. La La Siding, Turntable and Crane are of local heritage significance as evidence of the scale of timber getting operations, but this heritage is almost invisible within the precinct. There is some vacant land in proximity to this area which makes up the rear of the town centre and would benefit with greater activation. With limited built form, there are limited built form interfaces, with none that can be described as street fronting.

Tree at 3457 Warburton Highway (Ottrey's Car Park)

Yarra Ranges Council has decided to retain the tree and include a ten (10) metre exclusion zone at its base that is to be enclosed with a suitably designed permanent fence. This will ensure the future safety of the public and enhance the biodiversity of the tree and surrounds, as well as provide additional planting to support potential habitat.

Key Elements

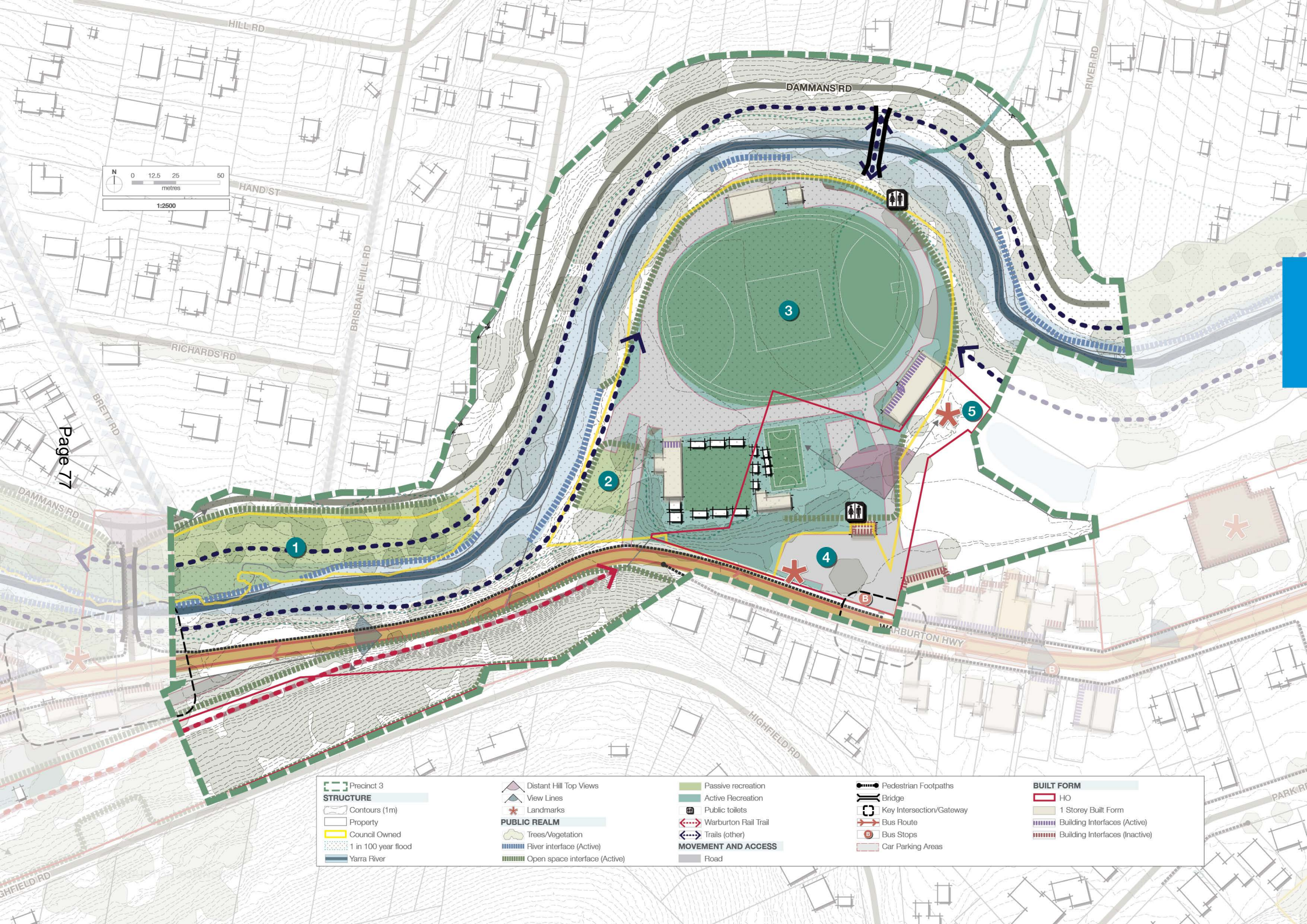
- 1 Chisholm Park (east)
- 2 Warburton Recreation Reserve Playground
- 3 Warburton Recreation Reserve
- 4 Ottrey's Car Park
- 5 La La siding, Turntable and Crane



3 Warburton Recreation Reserve



4 Ottrey's Car Park



3.5 La La Town Centre

Precinct Character

Precinct 4 (19Ha) is the secondary town centre for Warburton. Accessed by the Warburton Highway the precinct is bounded by a commercial precinct at the western gateway, and Signs Bridge forming the gateway from the east. The Precinct is a commercial town centre catering for a more local offer within Warburton. The precinct is defined by iconic architecture in the form of the Sanitarium Health Food Company and Signs Publishing Company heritage buildings. The Yarra River forms the boundary to the north and the Warburton Highway makes up the precinct boundary to the south.

Structure

The Warburton Highway is the defining movement route and central axis of the precinct. The local commercial precinct fronts the Warburton Highway and although providing uses on both sides of the street, activity is limited. The land form is reasonably flat by comparison to broader Warburton, with Precinct 4 gradually falling to the north and east down to the Yarra River and Signs Bridge. Views to Mt Victoria are once again available, with the streetscape defined by the Sanitarium Health Food Company and Signs Publishing Company heritage buildings.

Public Realm

The Precinct has limited open space areas with the sole open space for recreation being the Redwood Community Centre oval. The river front has limited open space areas to cater for water based activities however the Yarra Trail path network does continue through the Precinct continuing pedestrian and cycling access. Within the town centre there is limited public realm provided beyond the footpaths on the Warburton Highway, and with the proximity to the Warburton Recreation Reserve the commercial centre relies on this proximity to provide access to public realm amenity in the area.

Movement and Access

The Warburton Highway is the sole vehicle and public transport (bus) movement into and through Precinct 4. Signs Bridge defines a gateway entry into the precinct from the east, with Riverside Drive and Park Road providing the only local road links that provide access to the residential catchment to the south. Car parking is provided on both sides of the Warburton Highway, with other parking areas of note located within the private land holdings of the Sanitarium Health Food Company and Signs Publishing Company sites. The precinct relies on parking from the Warburton Recreation Reserve (Ottrey's Car Park) to support the commercial offer.

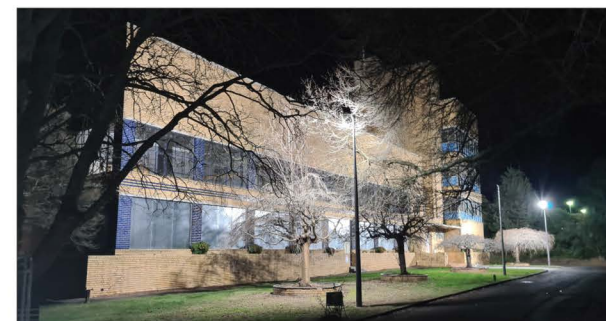
Built Form

The commercial areas are made up of one and two storey built form. The primary built form frontage and 'main street' is the building line that sits on the northern interface to Warburton Highway. This built form is highly visible and has good street address, with the commercial uses creating reasonable built form interface to the road.

The Sanitarium Health Food Company and Signs Publishing Company buildings although largely performing different functions, comprise an integrated industrial complex. The Warburton buildings are important early examples of modern architecture in Victoria. The primary interface for these buildings is the Warburton Highway, with both buildings set back from the street by private internal access roads. These buildings sit within large land parcels that have frontage to both the Warburton Highway and the Yarra River, with opportunities for future develop capable.

Key Elements

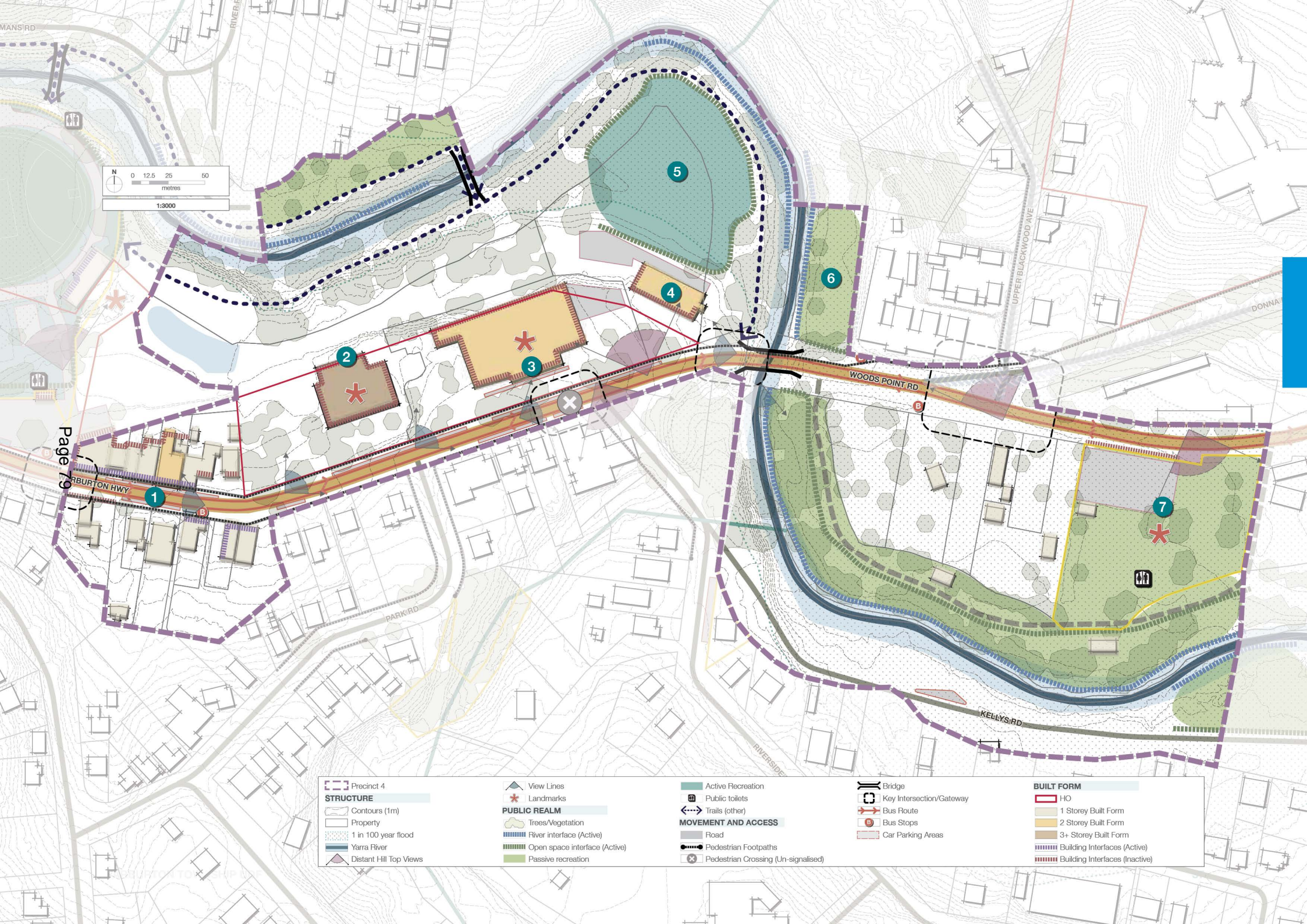
- 1 Warburton Highway
- 2 Sanitarium Health Food Company
- 3 Signs Publishing Company
- 4 Redwood Community Centre
- 5 Redwood Oval
- 6 Upper Yarra River Reserve (east)
- 7 Warburton Water World



2 Sanitarium Health Food Company



6 Upper Yarra River Reserve (east)



Page 19

Precinct 4	View Lines	Active Recreation	Bridge	BUILT FORM HO 1 Storey Built Form 2 Storey Built Form 3+ Storey Built Form Building Interfaces (Active) Building Interfaces (Inactive)
STRUCTURE Contours (1m) Property 1 in 100 year flood Yarra River Distant Hill Top Views	Landmarks	PUBLIC REALM Trees/Vegetation River interface (Active) Open space interface (Active) Passive recreation	Key Intersection/Gateway Bus Route Bus Stops Car Parking Areas	
MOVEMENT AND ACCESS Road Pedestrian Footpaths Pedestrian Crossing (Un-signalised)				
Public toilets Trails (other)				

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

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.

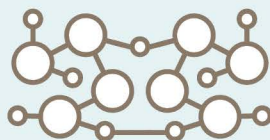
The *Urban Design Charter for Victoria* is the Victorian Government's commitment to making cities and towns in Victoria more liveable through good urban design. The Charter identifies 12 principles as essential qualities for the functioning of good public environments that are valued and significant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

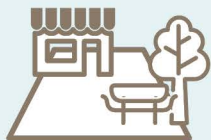
Stimulate activity and a sense of vitality in public places



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



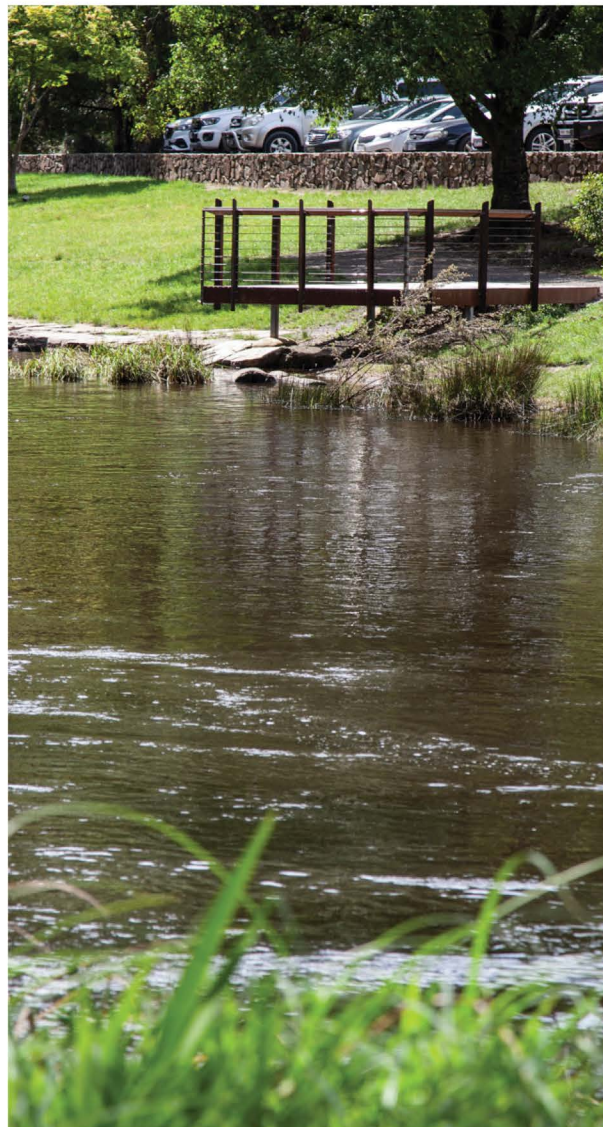
Interaction, even among strangers, exposes people to cultural diversity. Good urban design supports civic interaction. It ensures equity of access throughout the public environment for all people. It encourages the orientation of activities towards the public realm. It treats citizens as the collective 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

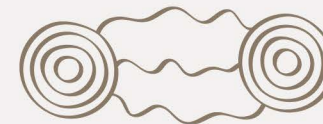


Good urban design addresses visible and invisible dimensions of human experience. A good city provides a satisfying environment from various perspectives, ranging from passengers on public transport to pedestrians walking past shopfront windows, and from visitors with a desire to come back again and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

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 Victoria. 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** Thomas Avenue Interface Activation
- B** Warburton Highway/Thomas Avenue (east) Gateway
- C** Warburton Highway Southern Interface Development

Key Movement Routes and Access

- D** Warburton Rail Trail Space Activation
- E** Warburton Highway Southern Interface Activation

Key Places

- F** Yarra Square Renewal
- G** Memorial Park Activation
- H** Warburton Water Wheel Forecourt Revitalisation
- I** 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

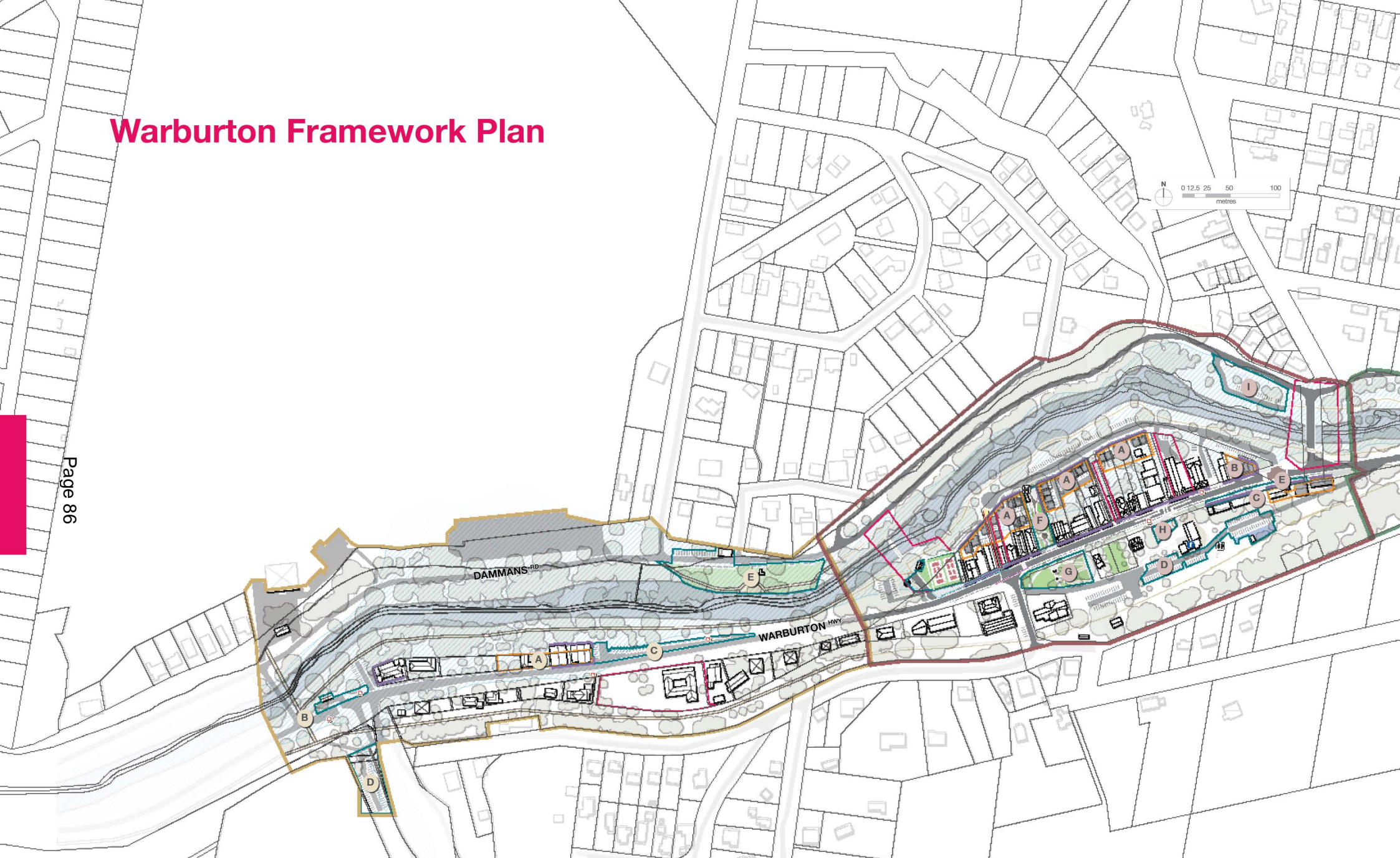
- C** Warburton Water World links

Key Places

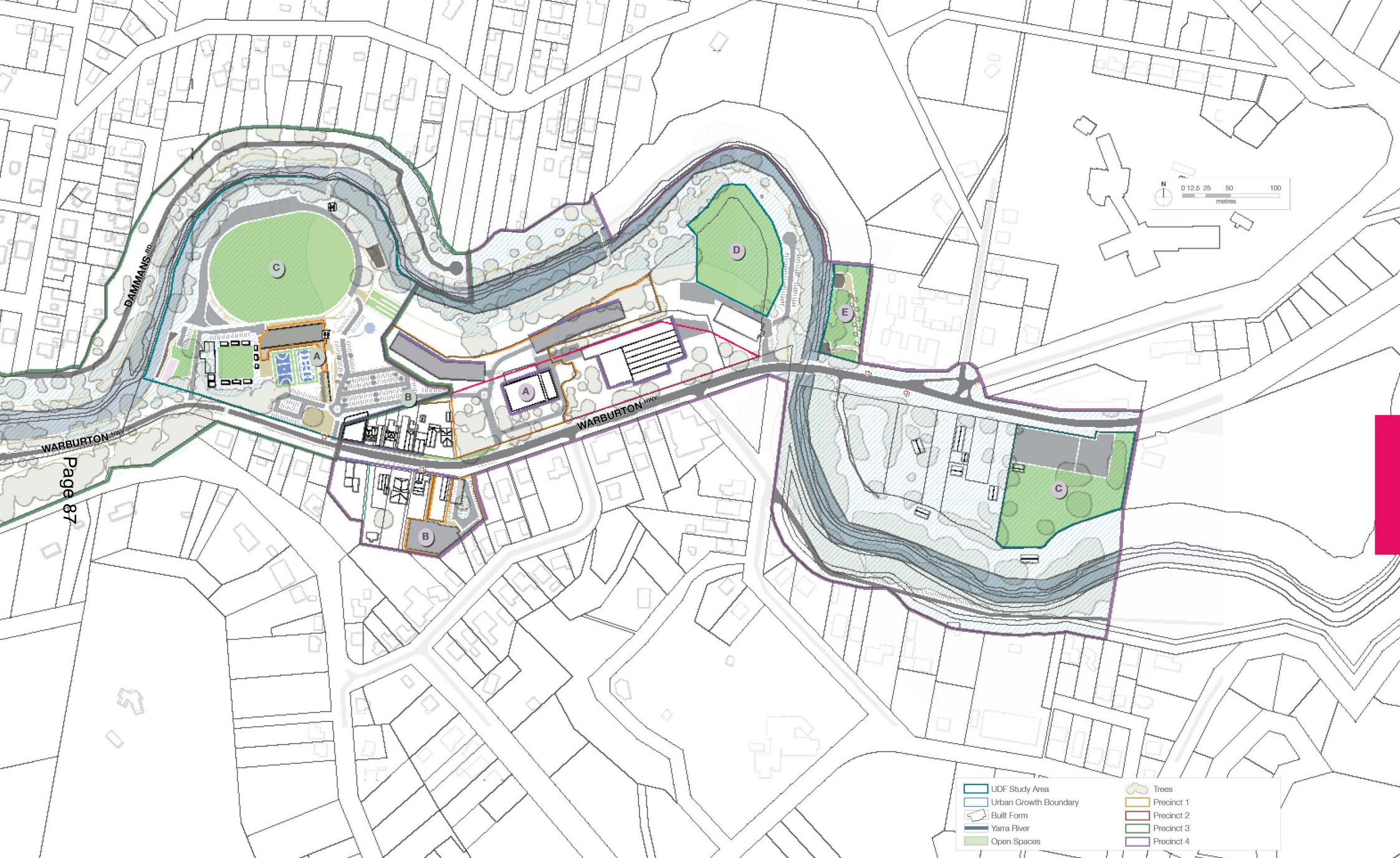
- D** Redwood Community Centre Access
- E** Upper Yarra River Reserve (east) Activation

Warburton Framework Plan

Page 86



Please note that this drawing represents design intent, and is conceptual only, and may include any future detailed design.



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

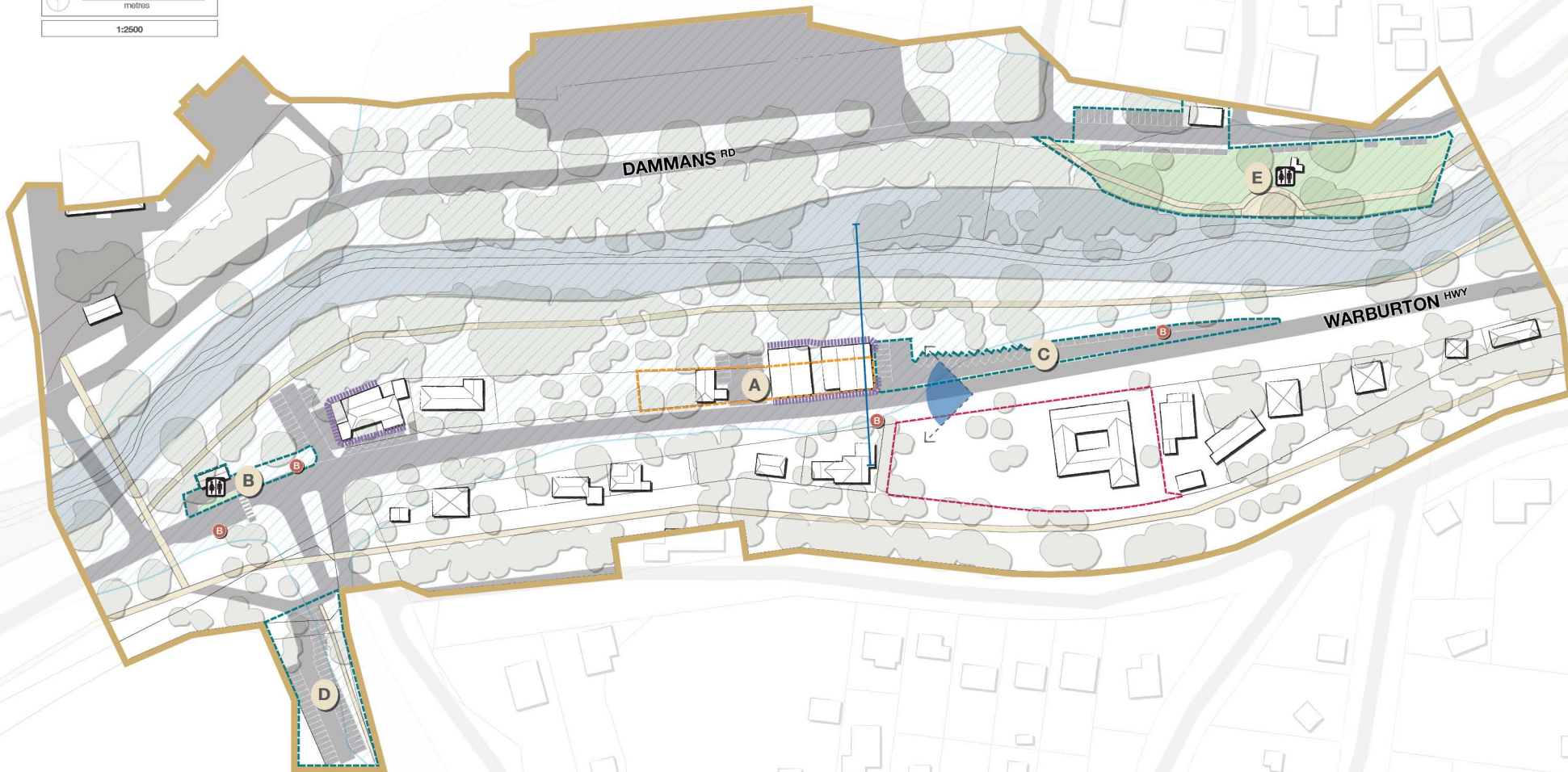
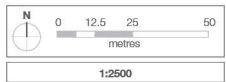
- A Warburton Highway Riverfront

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



Precinct 1	STRUCTURE	PUBLIC REALM	MOVEMENT AND ACCESS	BUILT FORM
<ul style="list-style-type: none"> Section/elevation view Perspective view 	<ul style="list-style-type: none"> Property 1 in 100 year flood Yarra River 	<ul style="list-style-type: none"> Key places Trees/Vegetation Passive recreation Trails (other) 	<ul style="list-style-type: none"> Road/parking areas Bus stops 	<ul style="list-style-type: none"> Key development opportunities Heritage Key Active Interfaces Buildings (existing)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design.

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

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

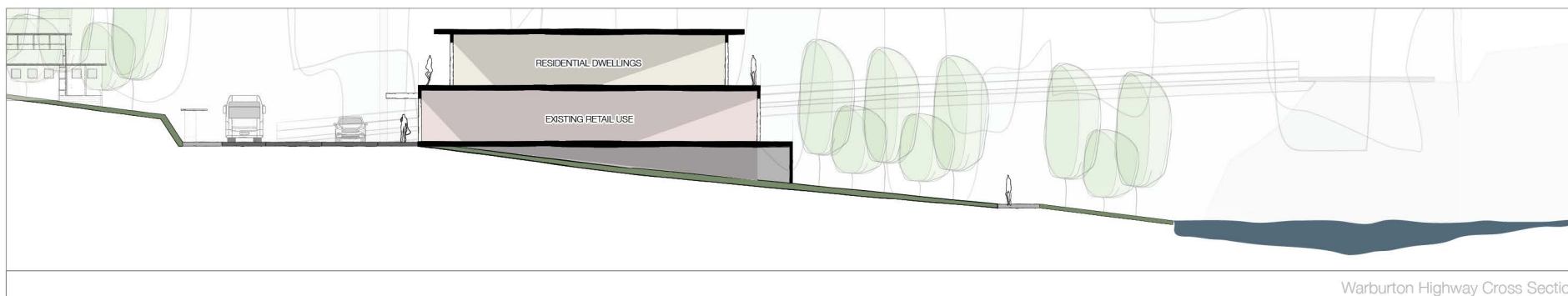


4.3.3. Building Performance

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:

- 4.3.3.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.



Warburton Highway Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

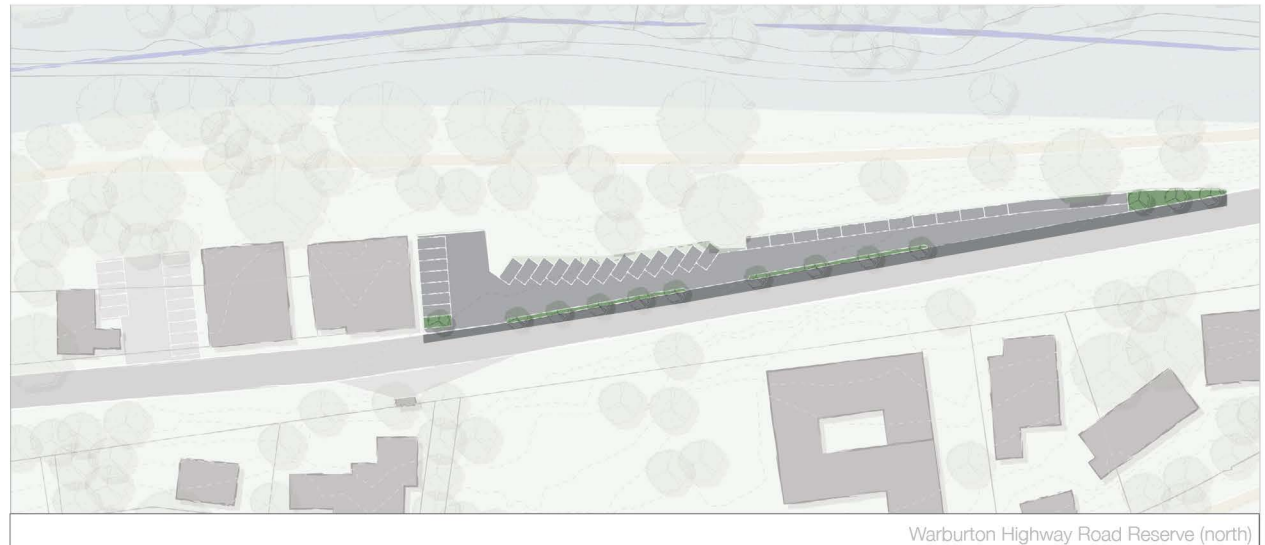
- 4.3.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.3.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.3.4.c** Restricting the amenity and aesthetic impacts of car parking areas by screening parking from view 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.



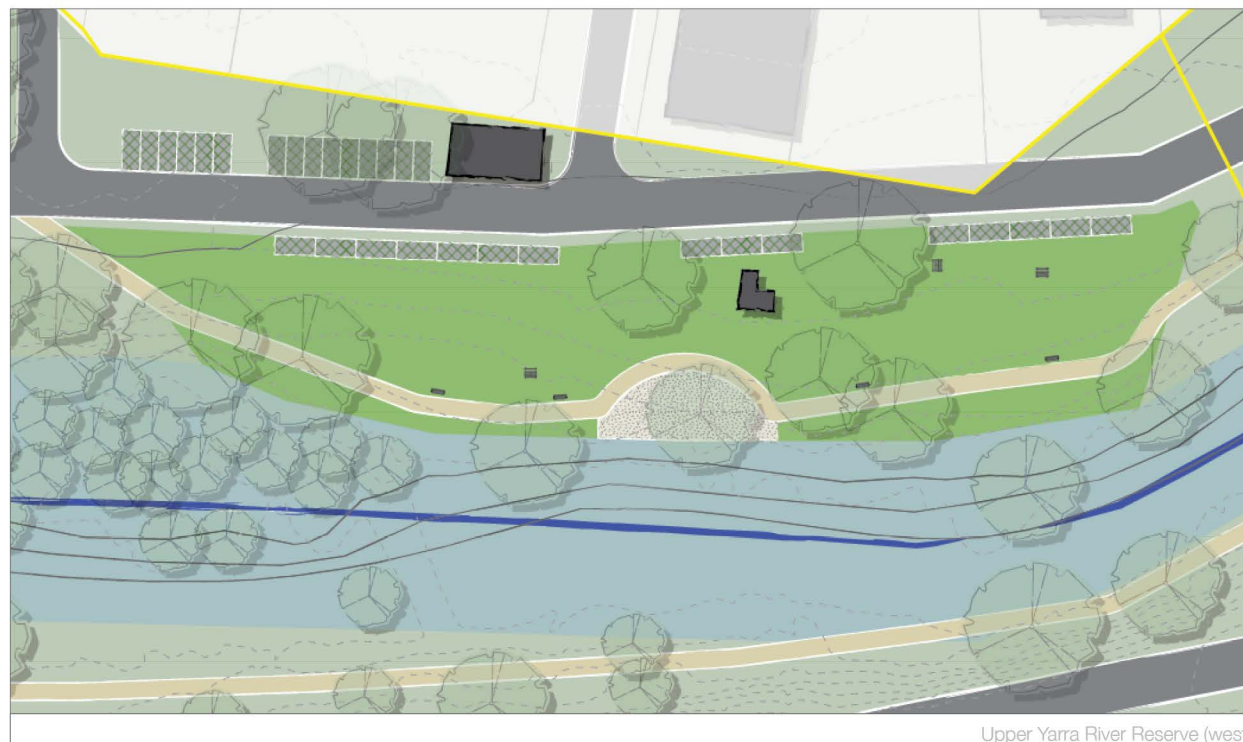
* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



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

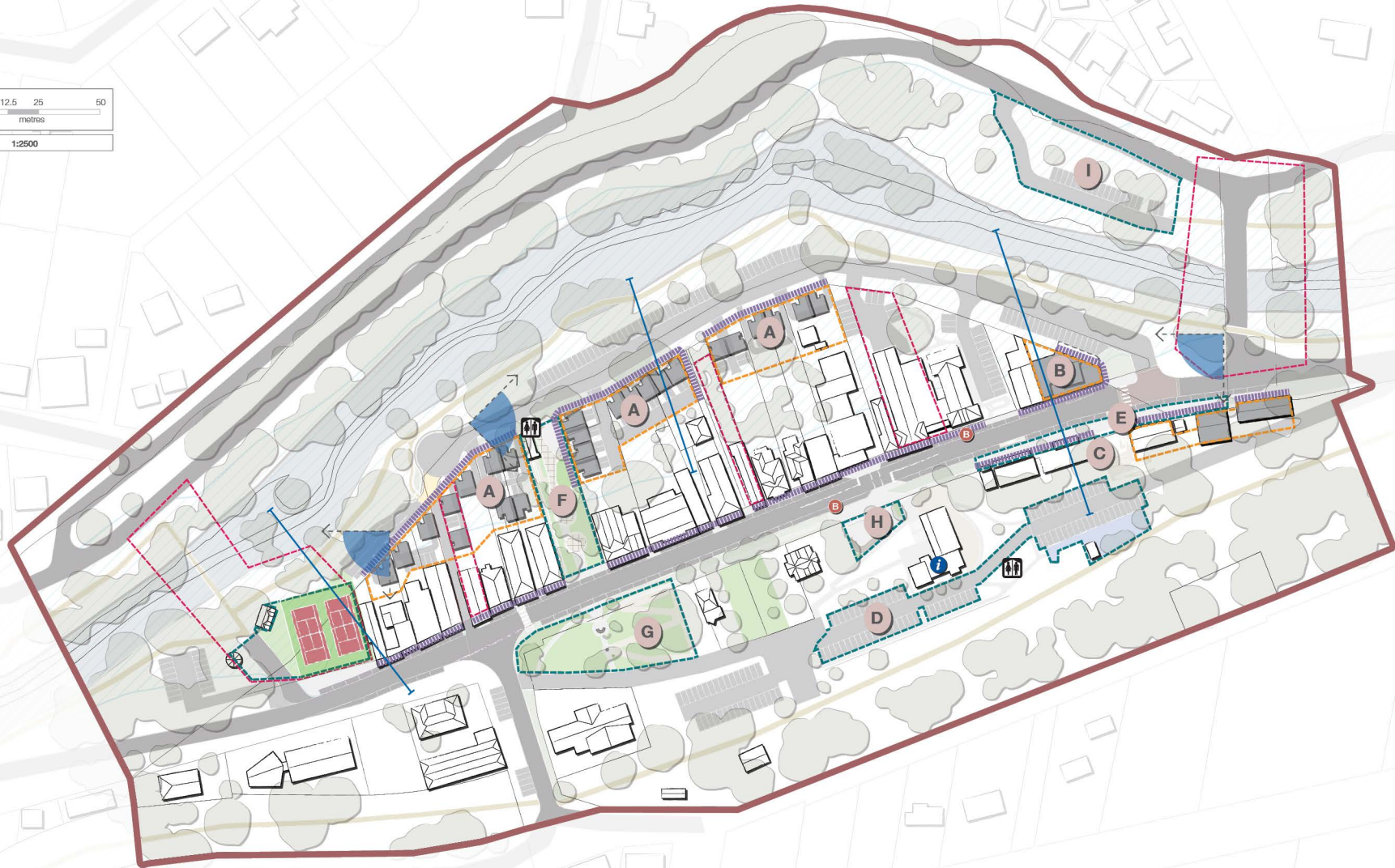
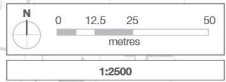
- A** Thomas Avenue Interface Activation
- B** Warburton Highway/Thomas Avenue (east) Gateway
- C** Warburton Highway Southern Interface Development

Key Movement Routes and Access

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

Key Places

- F** Yarra Square Renewal
- G** Memorial Park Activation
- H** Warburton Water Wheel Forecourt Revitalisation
- I** Chisholm Park (west) Reactivation



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design.

4.4.1. Building Design

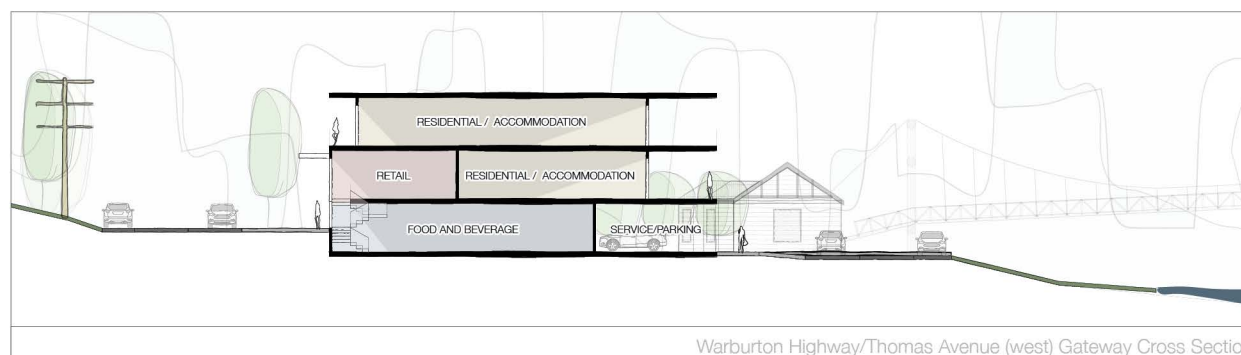
New development will activate Thomas Avenue, and improve the built environment interface with the Yarra River. The existing heritage character of the precinct will be retained and enhanced with new development being designed to compliment this character.

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

- 4.4.1.n** 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.o** 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.p** Requiring buildings that exceed the maximum preferred building heights to conceal upper levels from street view.



Warburton Highway/Thomas Avenue (west) Gateway Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

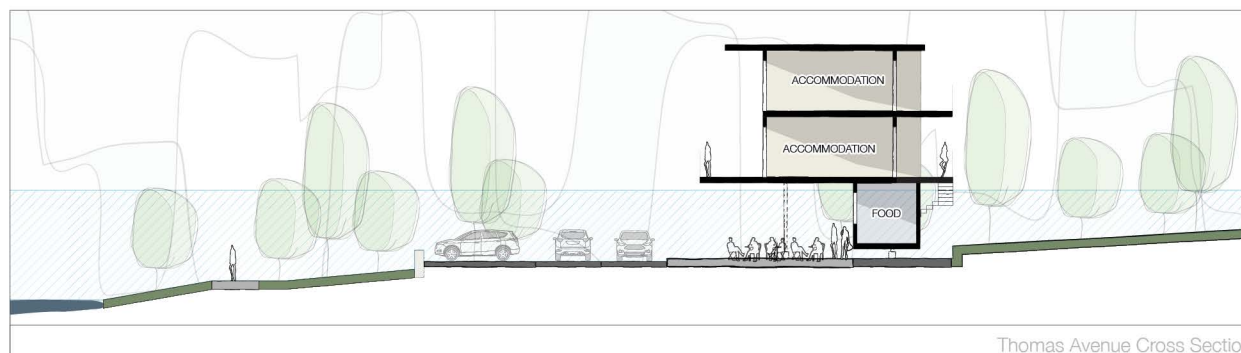


4.4.2. Building Frontages and Interfaces

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.



Thomas Avenue Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Please note that this is drawn in perspective view. All figures are shown in a simplified manner and are not intended to represent any specific person or object.



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.

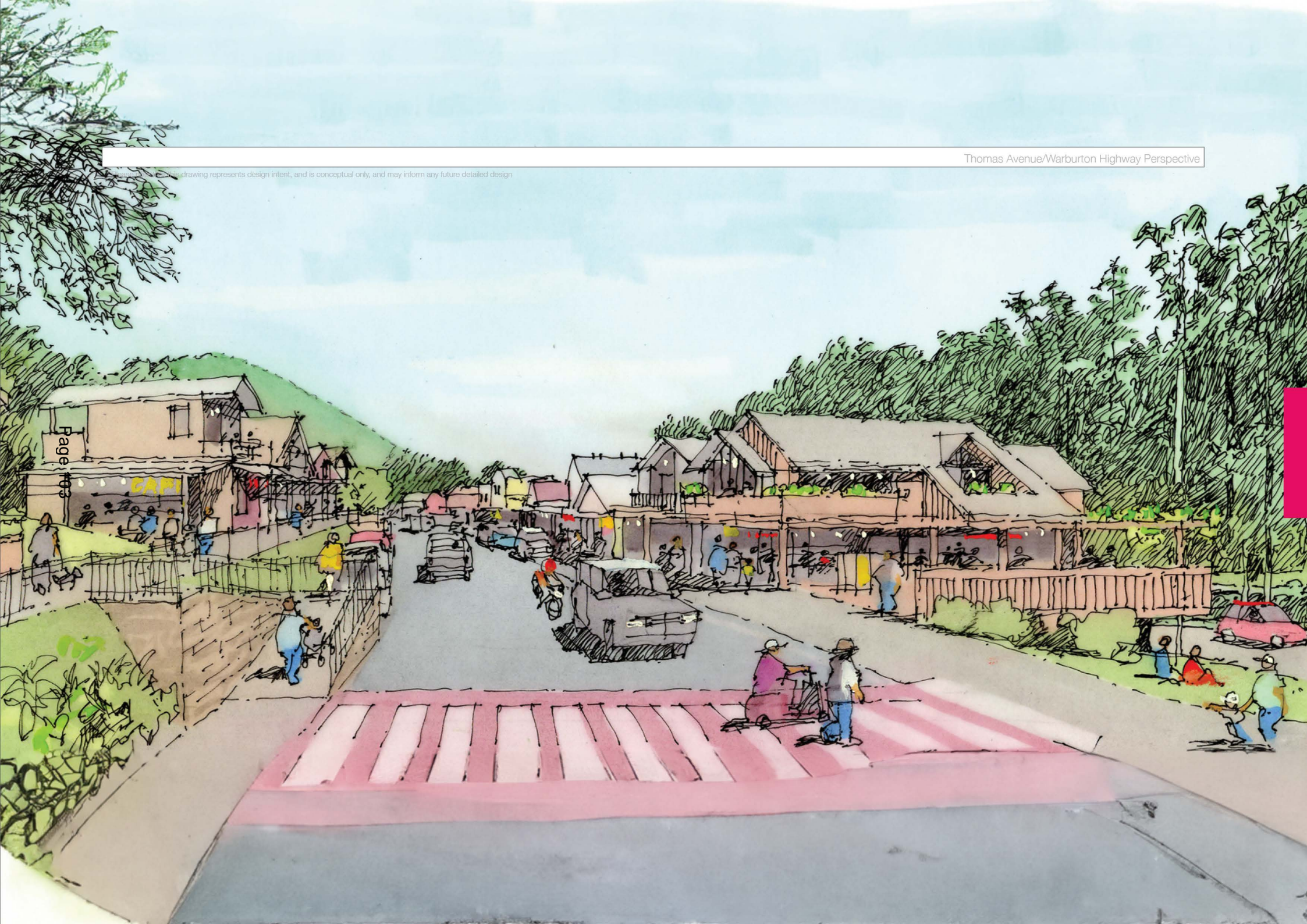
- 4.4.3.g** Incorporating stormwater and recycled water infrastructure into new development.
- 4.4.3.h** Incorporating durable, sustainable and attractive materials that minimise maintenance and contribute to the preferred character of the area.



Thomas Avenue/Warburton Highway Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

This drawing represents design intent, and is conceptual only, and may inform any future detailed design



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.



Car Parking

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



Access

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

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

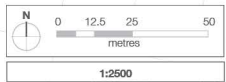
- A Warburton Recreation Reserve Pavilion Redevelopment

Key Movement Routes and Access

- B Warburton Recreation Reserve/Warburton Sanitarium link

Key Places

- C Warburton Recreation Reserve Revitalisation



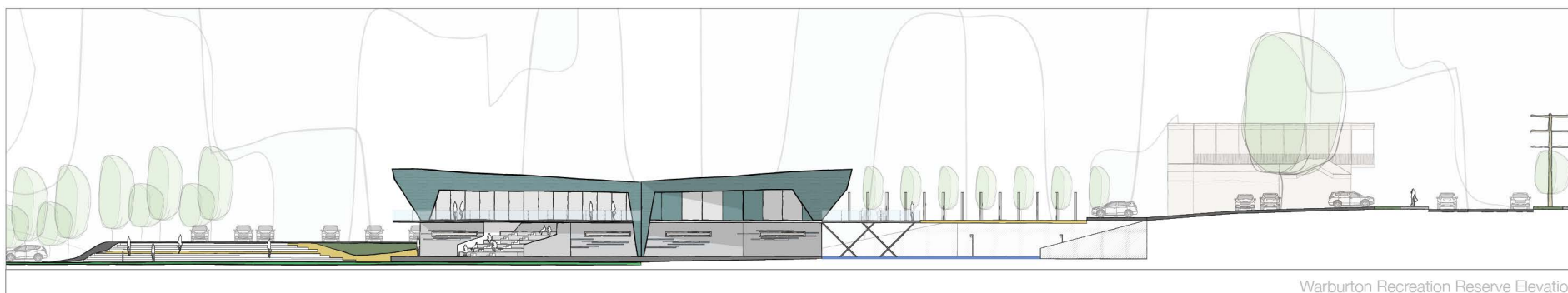
Precinct 3	STRUCTURE	PUBLIC REALM	MOVEMENT AND ACCESS	BUILT FORM
<ul style="list-style-type: none"> Section/elevation view Location of Turntable (HO343) to be confirmed through detailed design 	<ul style="list-style-type: none"> Property 1 in 100 year flood Yarra River 	<ul style="list-style-type: none"> Key places Trees/Vegetation Passive recreation Trails (other) 	<ul style="list-style-type: none"> Road/parking areas Bus stops 	<ul style="list-style-type: none"> Key development opportunities Heritage Buildings (existing) Potential development

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 Victoria).
- 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.



Warburton Recreation Reserve Elevation

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

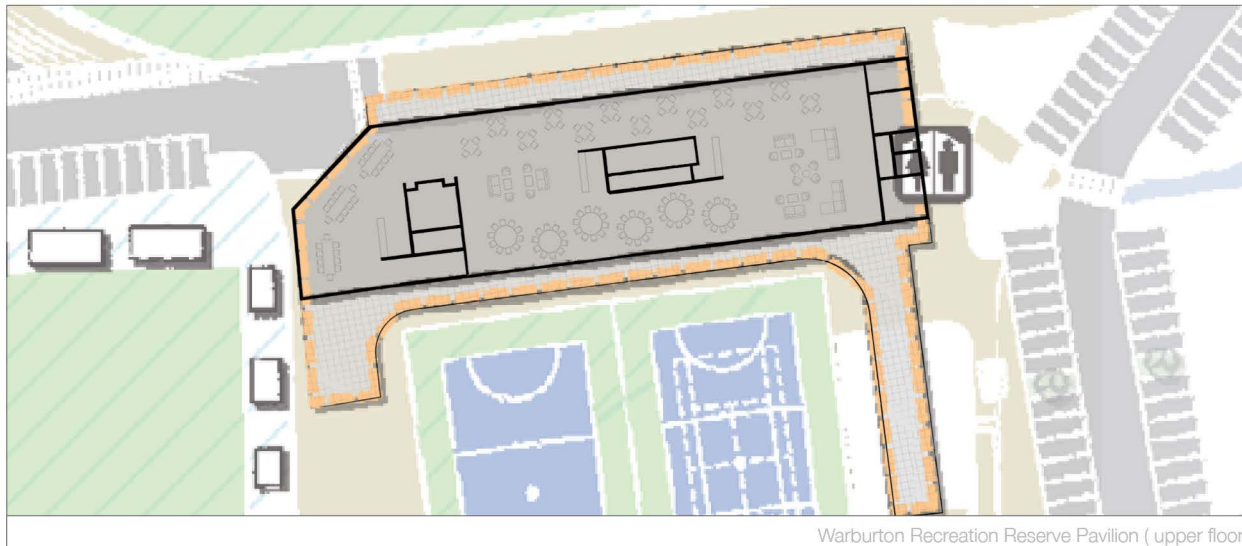
4.5.3. Building Performance

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:

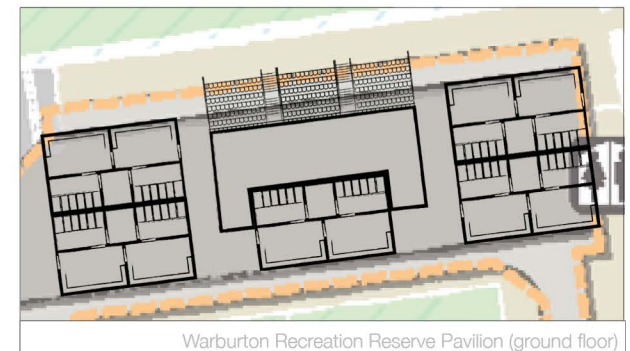
- 4.5.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.5.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.5.3.c** Using durable and high quality materials to complement 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 (upper floor)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



Warburton Recreation Reserve Pavilion (ground floor)

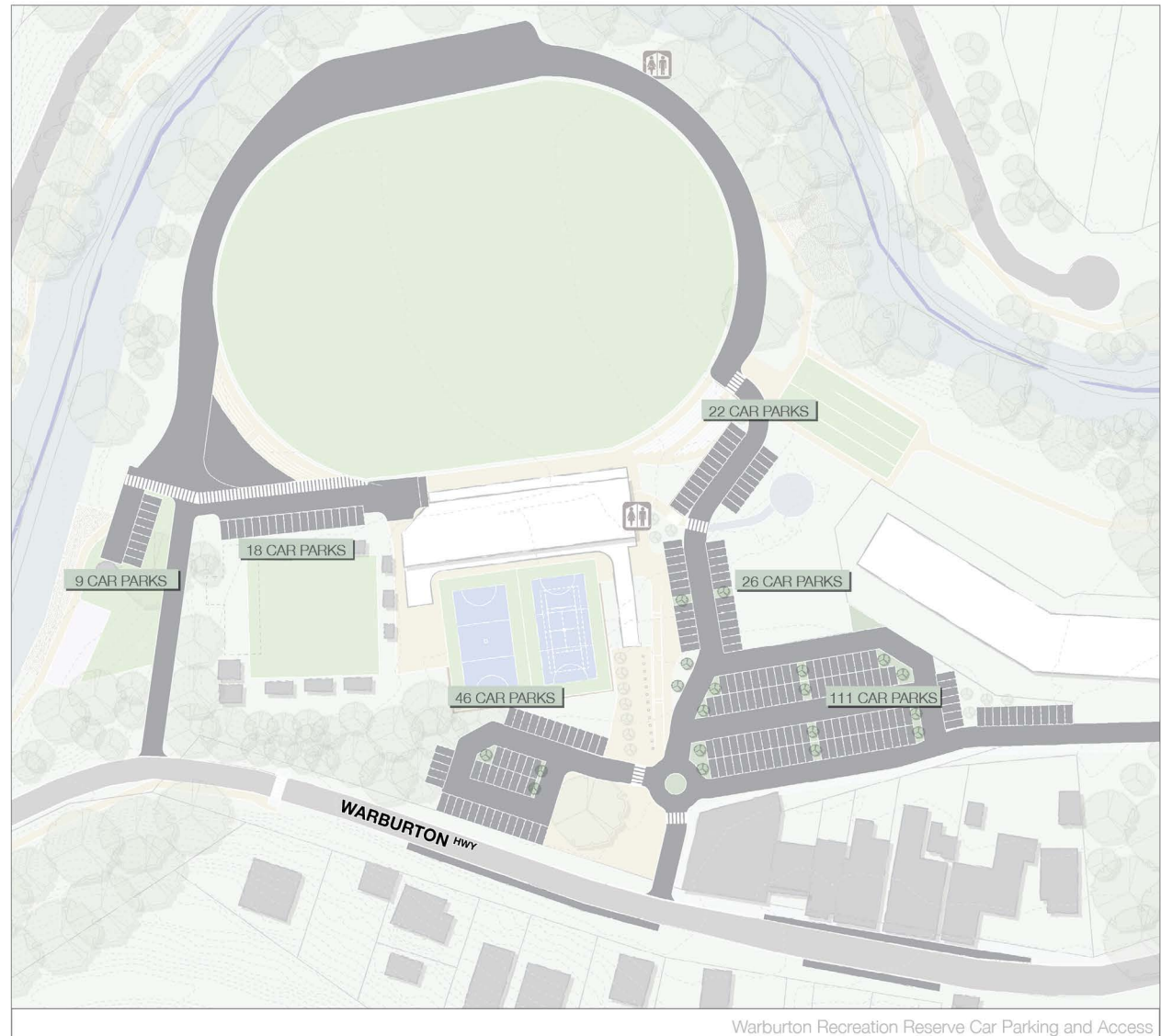
* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.



Warburton Recreation Reserve Car Parking and Access

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

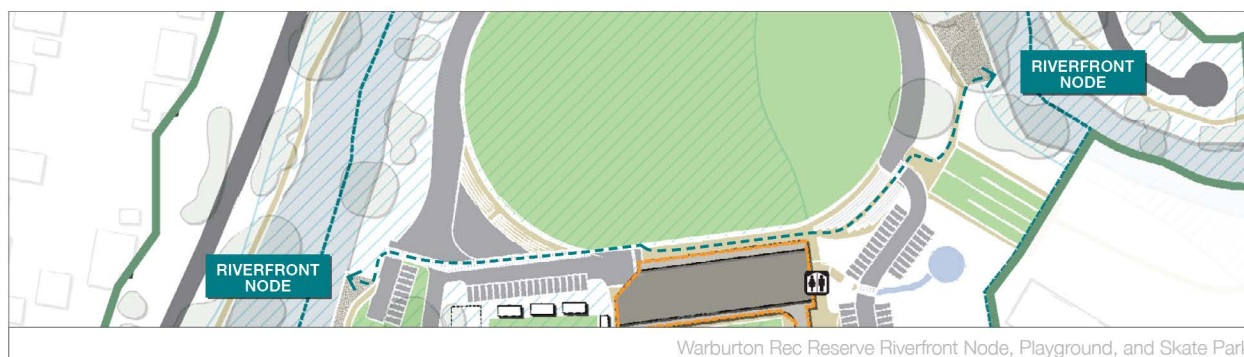
- 4.5.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.5.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.5.5.c** Locating access points for loading bays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



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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 Victoria, 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.
- 10** Responds to size and scale of existing heritage sites and current state for redevelopment.
- 11** Establishes residential catchment within the precinct.

Key Development Opportunities

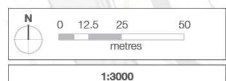
- A** Warburton Sanitarium Redevelopment
- B** IGA Supermarket Development

Key Movement Routes and Access

- C** Warburton Water World links

Key Places

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



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design.

4.6.1. Building Design

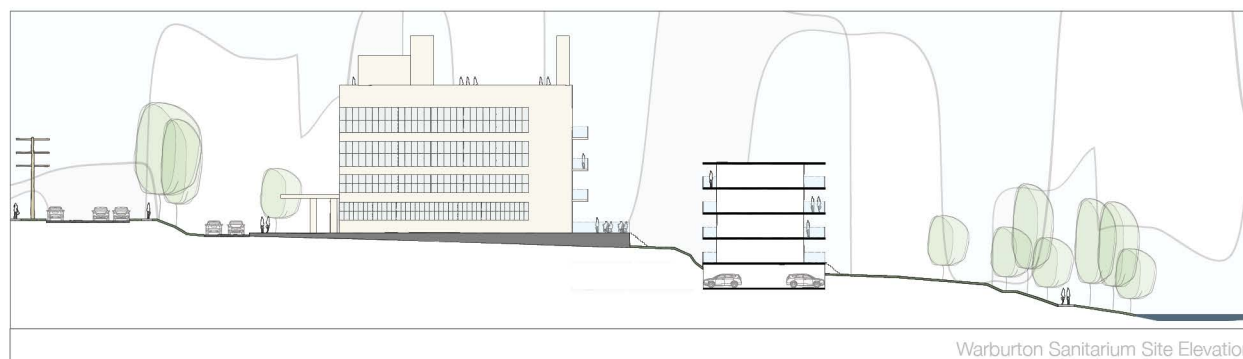
New development interfaces with the Yarra River and Warburton Highway, improving the built environment in the precinct. The existing heritage character of the precinct is retained and enhanced with new development designed to compliment this character.

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 Victoria).
- 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** New 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.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



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.



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:

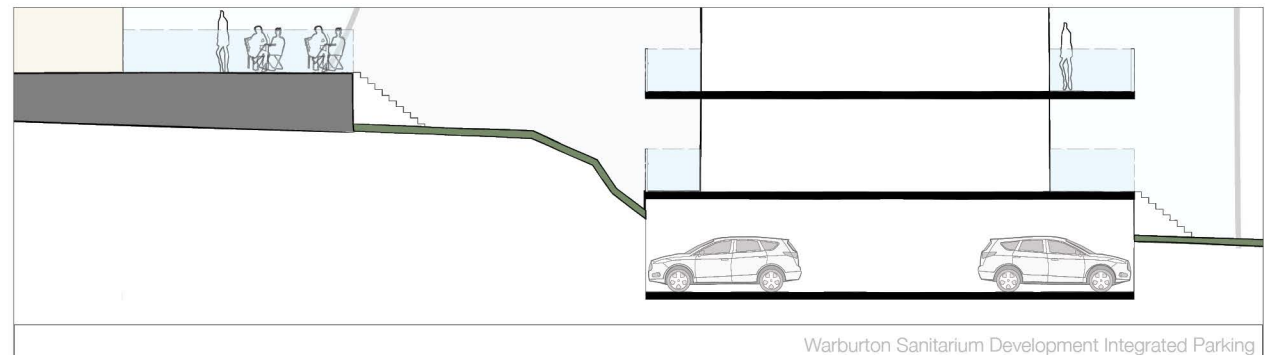
- 4.6.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.6.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.6.3.c** Using durable and high quality materials to complement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



Warburton Sanitarium Development Integrated Parking

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

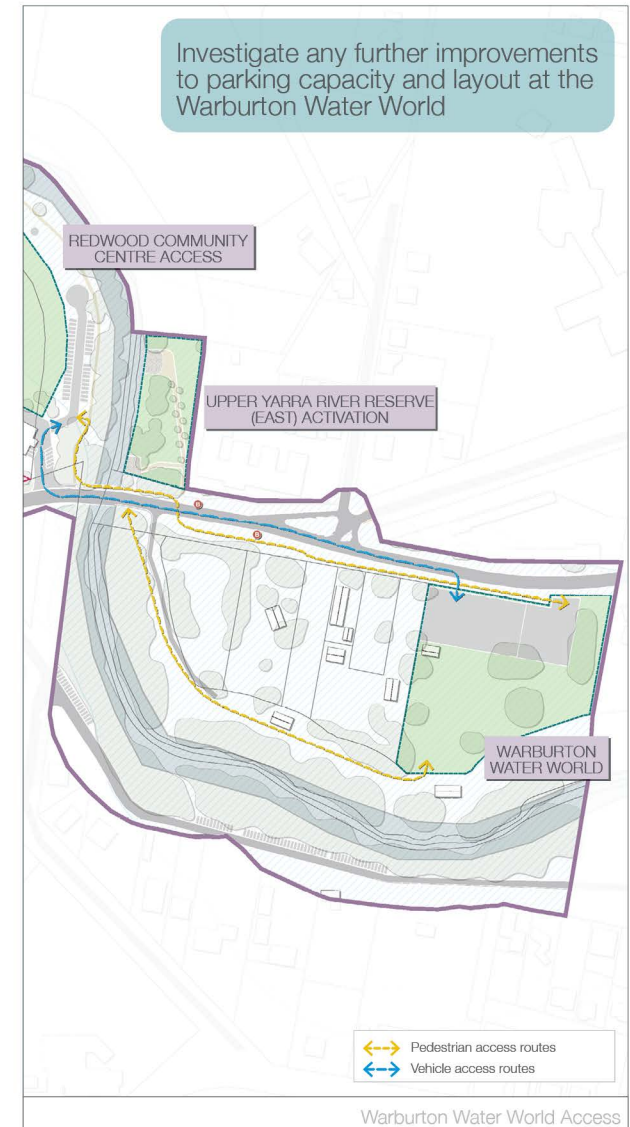
- 4.6.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.6.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.6.5.c** Locating access points for loading bays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



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

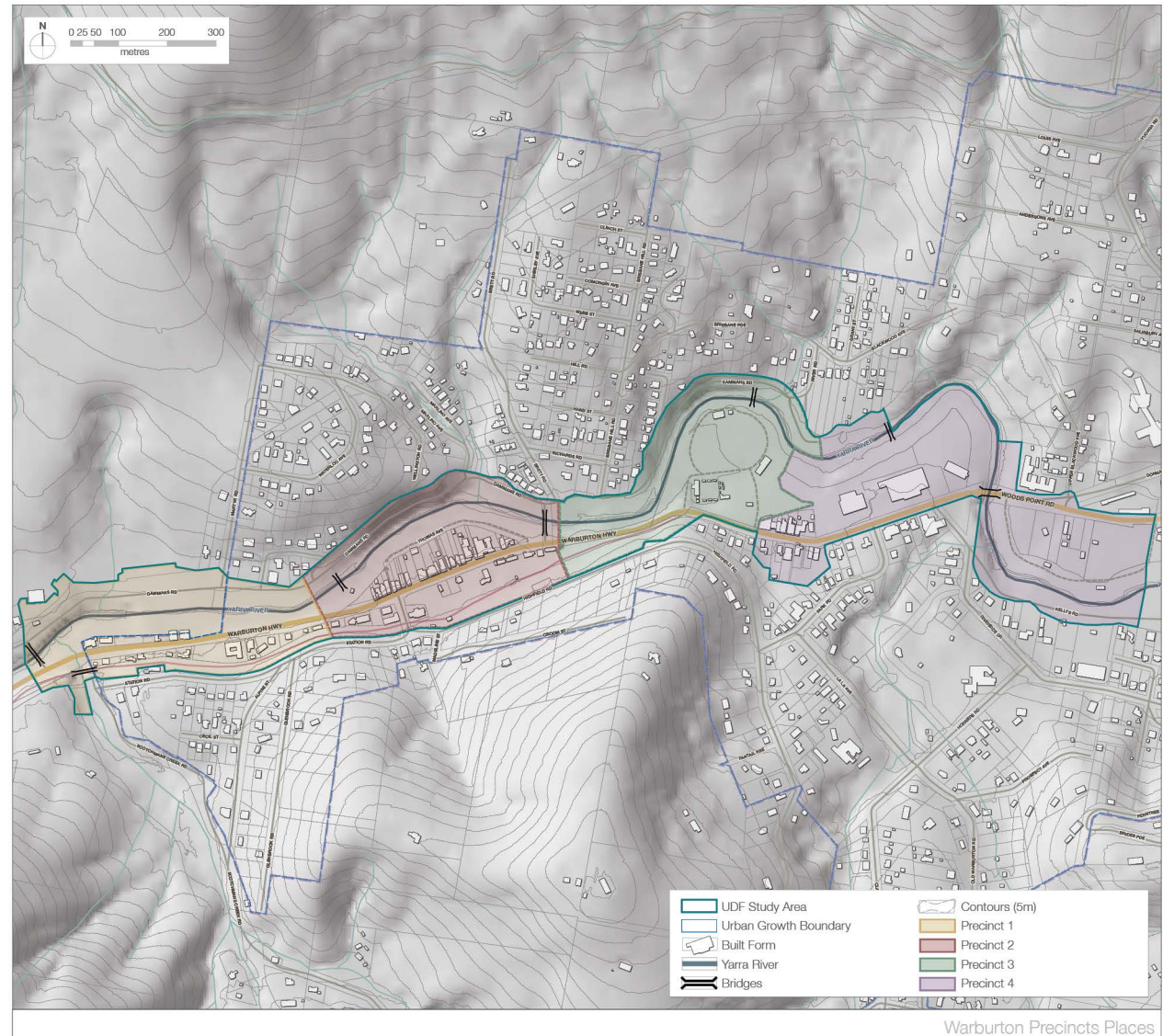
5.0 PLACES

- 5.1 Places Framework Overview
- 5.2 Warburton Gateway
- 5.3 Yarra Town Centre
- 5.4 Warburton Recreation
- 5.5 La La Town Centre

5.1 Places Framework Overview

This section provides guidance on the preferred character and design requirements for the public realm in Warburton.

	Precinct	Role and Function
1	Warburton Gateway	Precinct 1 is defined by linear movement corridors, and open space routes including the Warburton Highway, the Warburton Rail Trail, and the Yarra River which is the precincts most defining natural feature.
2	Yarra Town Centre	Precinct 2 is the main town centre for Warburton with a range of open space areas including urban parks, memorials, and river front nodes adjacent to Thomas Avenue.
3	Warburton Recreation	Precinct 3 is defined by a number of active and passive recreation areas, and sits between Warburton's two town centres.
4	La La Town Centre	Precinct 4 caters for a more local offer within Warburton. The area is defined by iconic architecture in the form of the Sanitarium Health Food Company heritage building which has an excellent interface to the Yarra River.



Warburton Precincts Places

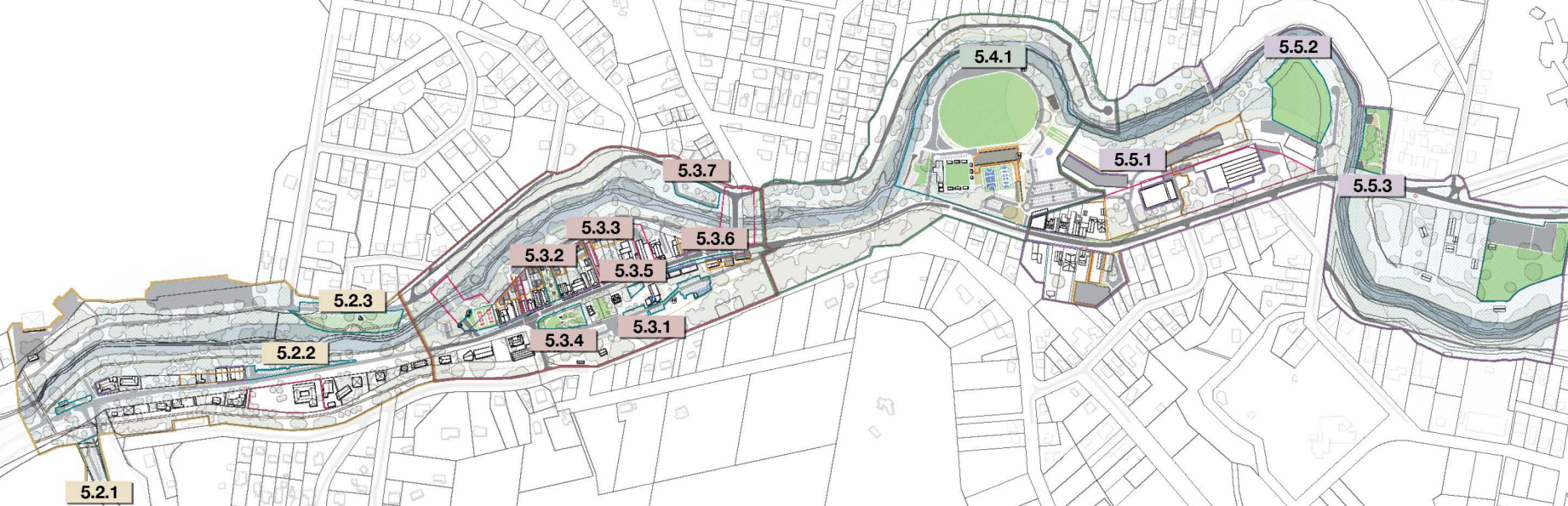
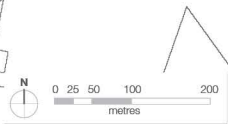
Warburton Places

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 demand and provide improved pedestrian and vehicle linkages.

The location and orientation of the built form of the facilities should create sheltered and surveyed public spaces between different buildings with links to streets, the public realm and car parking. Where these spaces adjoin a retail or commercial use these spaces should be fronted by activated retail frontages.

The following table lists the proposed public places within Warburton, identifying their size, role, and function within the Warburton Township.

No.	Place Name	Role and Function
5.2 Warburton Gateway		
5.2.1	Dolly Grey Activation	Car parking area with 42 car parks to support links to WMBD trail network.
5.2.2	Warburton Highway Road Reserve (north) Access	31 car parks established by formalising the existing road reserve area with the upgraded car parking to meet the local demand.
5.2.3	Upper Yarra River Reserve (west) Rejuvenation	Open space enhanced with new riverfront node, public toilets, and 31 car parks.
5.3 Yarra Town Centre		
5.3.1	Warburton Rail Trail Space Animation	New car park will activate an underutilised area with the upgraded car parking for 44 car parks with access to the Warburton Rail Trail and the Yarra Town Centre.
5.3.2	Yarra Square Renewal	Yarra Square is located in the core of the activity centre. This space is to rejuvenated by improved streetscape elements and proposed interfacing built form.
5.3.3	Thomas Avenue Interface Activation	Development potential to activate Thomas Avenue and the Yarra River interface presenting an active built form edge to cater for future demand for accommodation.
5.3.4	Memorial Park Activation	This park creates an elevated open space interface with the commercial strip and provides distant views of Mount Victoria.
5.3.5	Warburton Water Wheel Forecourt Revitalisation	The forecourt interfaces with commercial buildings on the northern side of the Warburton Highway, linking to the Warburton Water Wheel Information Centre.
5.3.6	Warburton Highway Southern Interface Development	This space will create an eastern gateway to the Yarra Town Centre, and maximise the access to Thomas Avenue. The area will utilise hard landscaping and outdoor dining elements to create a desirable and active main street interface.
5.3.7	Chisholm Park (west) Reactivation	Car parking area with 30 car parks adjacent to the Yarra River and Brisbane Bridge.
5.4 Warburton Recreation		
5.4.1	Warburton Recreation Reserve Revitalisation	Co-location of active recreation uses including tennis, netball, and football which is supported by a new community pavilion and car parking.
5.5 La La Town Centre		
5.5.1	Warburton Sanitarium Redevelopment	Large development site with potential to activate the Yarra River interface and enhance the existing heritage values of the site.
5.5.2	Redwood Community Centre Access	Car parking area with 61 car parks to support demand from uses in the local area.
5.5.3	Upper Yarra River Reserve (east) Activation	Open space enhanced with new riverfront nodes, avenue tree planting and seating, and picnic area.



5.2 Warburton Gateway

5.2.1. Dolly Grey Activation

Future Character

Dolly Grey will provide access into Warburton with a focus as a potential 'park and walk' gateway into the main commercial precinct in Warburton, and the future Warburton Mountain Bike Destination. Catering for pedestrian, cyclist, and vehicle access the new car park will activate an underutilised area with the upgraded car parking establishing a base for access to walking and cycling within Warburton and links to the WMBD path network.

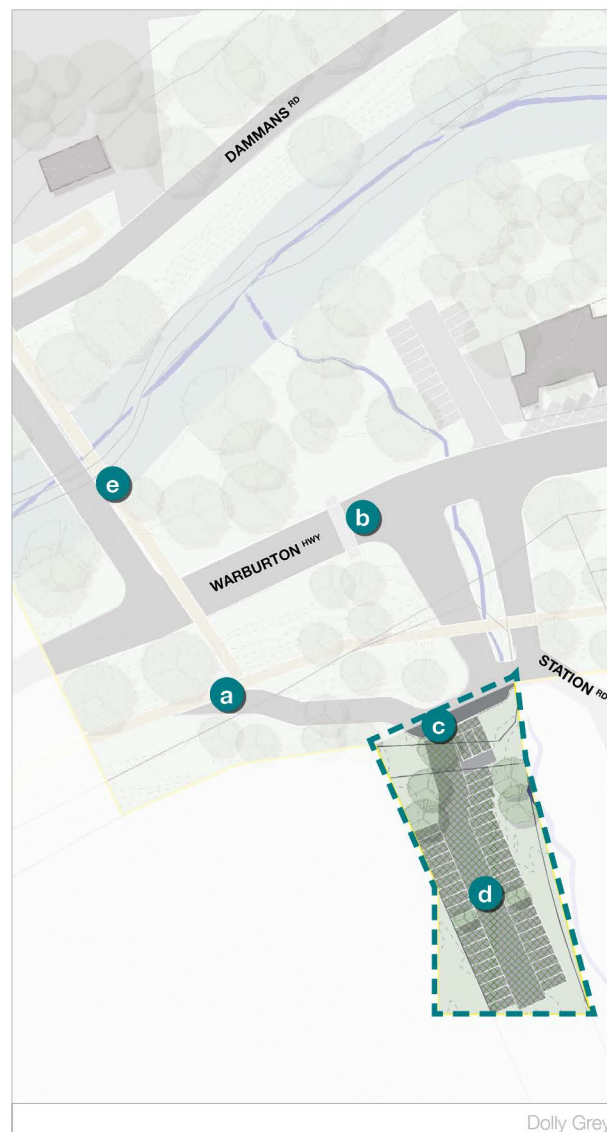
Design Requirements

This will be achieved by:

- Creating a formal off street car park outside of the main town centres for local and tourist access to existing and future walking and cycling networks.
- Establishing a pedestrian link to the WMBD bridge across Warburton Highway.
- Establishing a pedestrian link to the proposed crossing of Warburton Highway, linking to the Yarra River environs.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** Pedestrian/cycling link to Rail Trail
- b** Pedestrian/cyclist crossing of Warburton Highway (in line with SALT report recommendation)
- c** Vehicle access to car park
- d** 42 new car parks created
- e** WMBD bridge link to Warburton Golf Club trail head



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.2.2. Warburton Highway Road Reserve (north) Access

Future Character

The Warburton Highway Road Reserve is in proximity to the Yarra River and forms the western gateway into Warburton. This area has the potential to provide car parking to support the Yarra Town Centre demand, as well as catering for pedestrian, and cyclist, access to the Yarra River Trail network. The new car park will formalise an area with the upgraded car parking meeting the local demand.

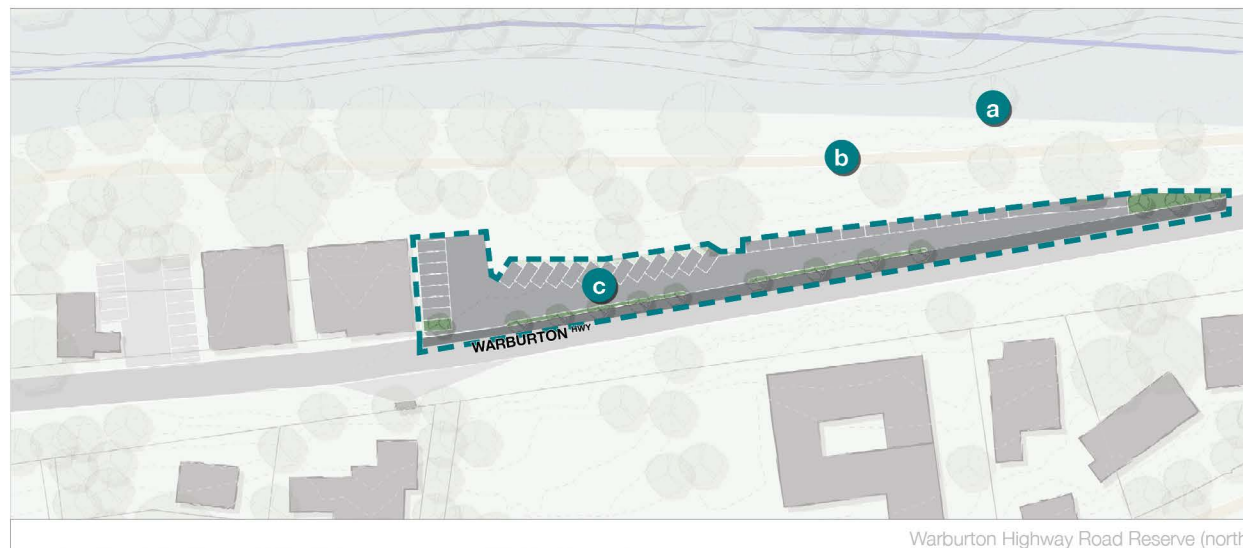
Design Requirements

This will be achieved by:

- Utilising existing road verge for additional car parking
- Formalising a car park adjacent to the main town centre for local and tourist access, as well as access to existing walking and cycling networks.
- Establishing a link between the Warburton Highway and the Yarra River.
- Establishing a pedestrian link to the Yarra Town Centre creating secondary links to the Yarra River environs.

Key Initiatives

- a** Link to Yarra River environs
- b** Yarra River Trail
- c** 31 car parks formalised



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Highway Road Reserve (north)

5.2.3. Upper Yarra River Reserve (west) Rejuvenation

Future Character

The Warburton Highway Road Reserve is in proximity to the Yarra River and forms the western gateway into Warburton. This area has the potential to provide car parking to support the Yarra Town Centre demand, as well as catering for pedestrian, and cyclist, access to the Yarra River Trail network. The new car park will formalise an area with the upgraded car parking meeting the local demand.

Design Requirements

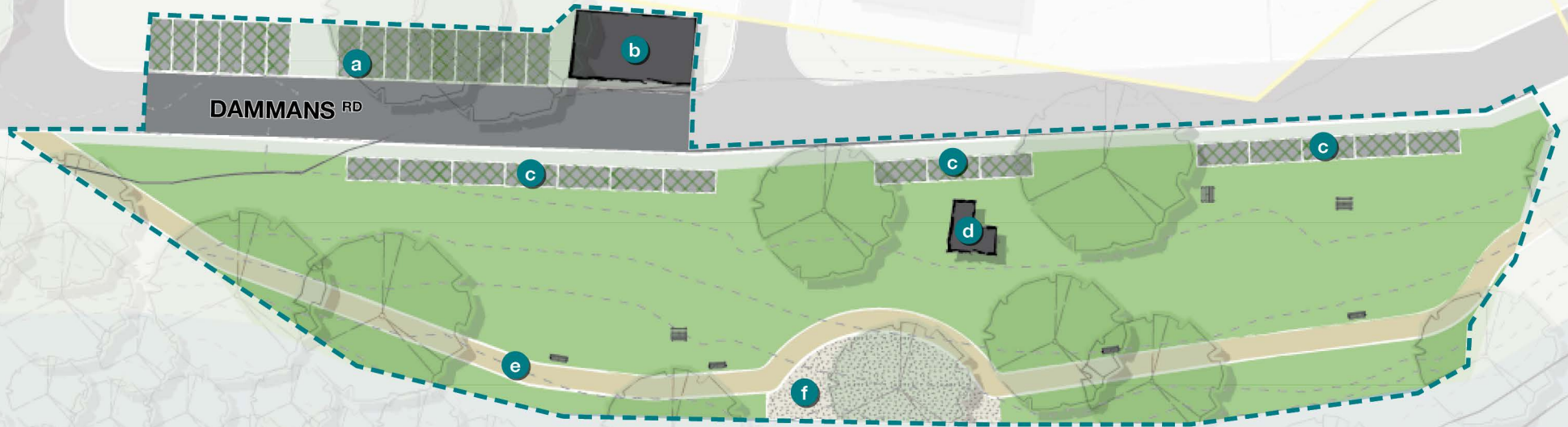
This will be achieved by:

- Formalising car parking adjacent to the reserve to maximise access and opportunities for additional use of the open space.
- Enhancing an open space reserve link with the Yarra River providing quality formal passive open space on the northern bank of the river.
- Establishing an accessible riverfront node to the Yarra River.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** 15 car parks formalised
- b** BBQ shelter
- c** 15 new car parks created
- d** Public toilet block
- e** Yarra River Trail
- f** Riverfront node





Upper Yarra River Reserve (west)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.3 Yarra Town Centre

5.3.1 Warburton Rail Trail Space Animation

The Warburton Rail Trail Space located behind the Warburton Water Wheel and Information Centre, has the capacity to provide an additional parking area to support the Yarra Town Centre. The car parking area links existing parking areas adjacent to the Police Station, and the skate park, and creates a road link between the Warburton Highway and Station Road. Catering for pedestrian, cyclist, and vehicle access the new car park will activate an underutilised area with the upgraded car parking establishing a base for access to the Warburton Rail Trail and the Yarra Town Centre. Opportunities for community markets and special events will be created in this location to provide an alternative to parking within Thomas Avenue.

Design Requirements

This will be achieved by:

- Creating a formal off street car park in the area between the Warburton Water Wheel and the Warburton Rail Trail.
- Establishing an area that is capable of supporting additional uses such as community markets and special events.
- Formalising the gravel car parking area adjacent to the skate park.
- Establishing a vehicle link between the car parking area adjacent to the Warburton Police Station and the car park adjacent to the skate park.
- Creating a vehicle connection between the Warburton Highway and Station Road to cater for parking access away from Thomas Avenue, and the main street.
- Providing accessible ramps between the car parking areas and the Yarra Town Centre main street.

- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** Western car park entry/exit
- b** Accessible ramp
- c** 44 new car parks created
- d** Public toilet
- e** Bike parking/wash/charging
- f** Skate park
- g** Formalised car park 37 spaces
- h** Accessible ramp
- i** Eastern car park entry/exit





5.3.2. Yarra Square Renewal

Future Character

As the primary urban square within the township, Yarra Square is a key civic space located in the core of the activity centre. The square provides a link between Warburton Highway and Thomas Avenue, and more broadly the Yarra River. This space is to be rejuvenated by improved streetscape elements and proposed interfacing built form. The location and orientation of the surrounding built form should create a well-defined, sheltered and surveyed public space that will accommodate seating, play elements, landscaping, bike parking, and bike charging elements.

Design Requirements

This will be achieved by:

- Landscape elements providing seating on multiple tiers and adjacent soft landscaping features.
- Creating additional ramp access to each of the landscaped tiers.
- Areas for seating and urban play elements.
- Bike parking and bike charging elements.

Key Initiatives

- a** Entry/exit points
- b** Tiered seating areas
- c** Access ramp
- d** Playspace
- e** Public toilets
- f** Bicycle node



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.3.3. Thomas Avenue Interface Activation Future Character

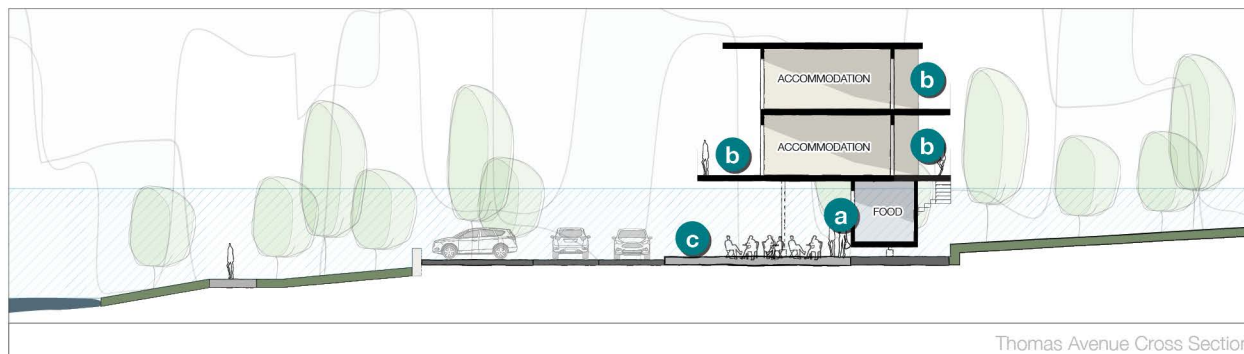
Activating Thomas Avenue and in turn, the Yarra River, with an active built form interface will enhance the riverfront interface within the Precinct. Activating this interface will provide an opportunity for an alternative 'main street' to spread activity throughout the commercial centre, as well as providing expanded opportunities for outdoor dining with a north facing aspect, and distant views to surrounding hill tops like Mt Victoria.

The Thomas Avenue access is to be rejuvenated by improved through connections, and pedestrian links, with enhanced streetscape elements, and proposed interfacing built form to accommodate the visitor population. The location and orientation of the surrounding built form should create a well-defined, sheltered and surveyed public space that will accommodate pedestrian movements, outdoor dining, seating, and landscaping.

Design Requirements

This will be achieved by:

- Activating the Thomas Avenue, and Yarra River interface with an active built form edge.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Thomas Avenue Cross Section

- Creating outdoor dining opportunities linked to existing businesses by providing access from Thomas Avenue.
- Areas for seating, bike parking, and bike charging elements.

Key Initiatives

- a** Ground floor food service/outdoor dining
- b** Upper floor balconies
- c** Additional pedestrian movement routes



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Thomas Avenue Accommodation Layout Options

5.3.4. Memorial Park Activation

Future Character

Located on the corner of Warburton Highway and Station Road within the township, Memorial Park is a key open space within the core of the activity centre. Memorial Park contains heritage listed features in the Warburton War Memorial Obelisk, and the Warburton WWII Memorial Wall. The location and orientation of the park creates an elevated open space interface with the commercial strip and provides distant views of Mount Victoria. The park is well-defined, visible, and accessible and will accommodate seating, accessible ramps, landscaping, bike parking, and bike charging elements.

Design Requirements

This will be achieved by:

- Landscape elements providing seating on multiple tiers and adjacent soft landscaping features.
- Creating ramp access with access to car parking areas to the south and to the heritage features within the park.
- Areas for seating and urban play elements.
- Bike parking and bike charging elements.

Key Initiatives

- a** Grassed area
- b** Memorial Obelisk
- c** WWII Memorial Wall
- d** Access ramp
- e** Picnic area
- f** Bicycle parking
- g** Stairs



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Memorial Park

5.3.5. Warburton Water Wheel Forecourt Revitalisation

Future Character

This forecourt will form a key urban square within the township. The Warburton Water Wheel Forecourt is a key civic space located in the core of the activity centre. The forecourt interfaces with the main street commercial buildings on the northern side of the Warburton Highway, linking to the Warburton Water Wheel and the Information Centre. This space will be elevated above the Warburton Highway, with an open northerly aspect, and will provide excellent visibility and surveillance of the main street as well as creating distant views of Mount Victoria. The forecourt will utilise hard landscaping and improved streetscape elements to create a desirable urban plaza. Amphitheater seating and clearly defined entry and exit points will create a well-defined, surveyed public space that will accommodate seating, landscaping, play and interactive elements.

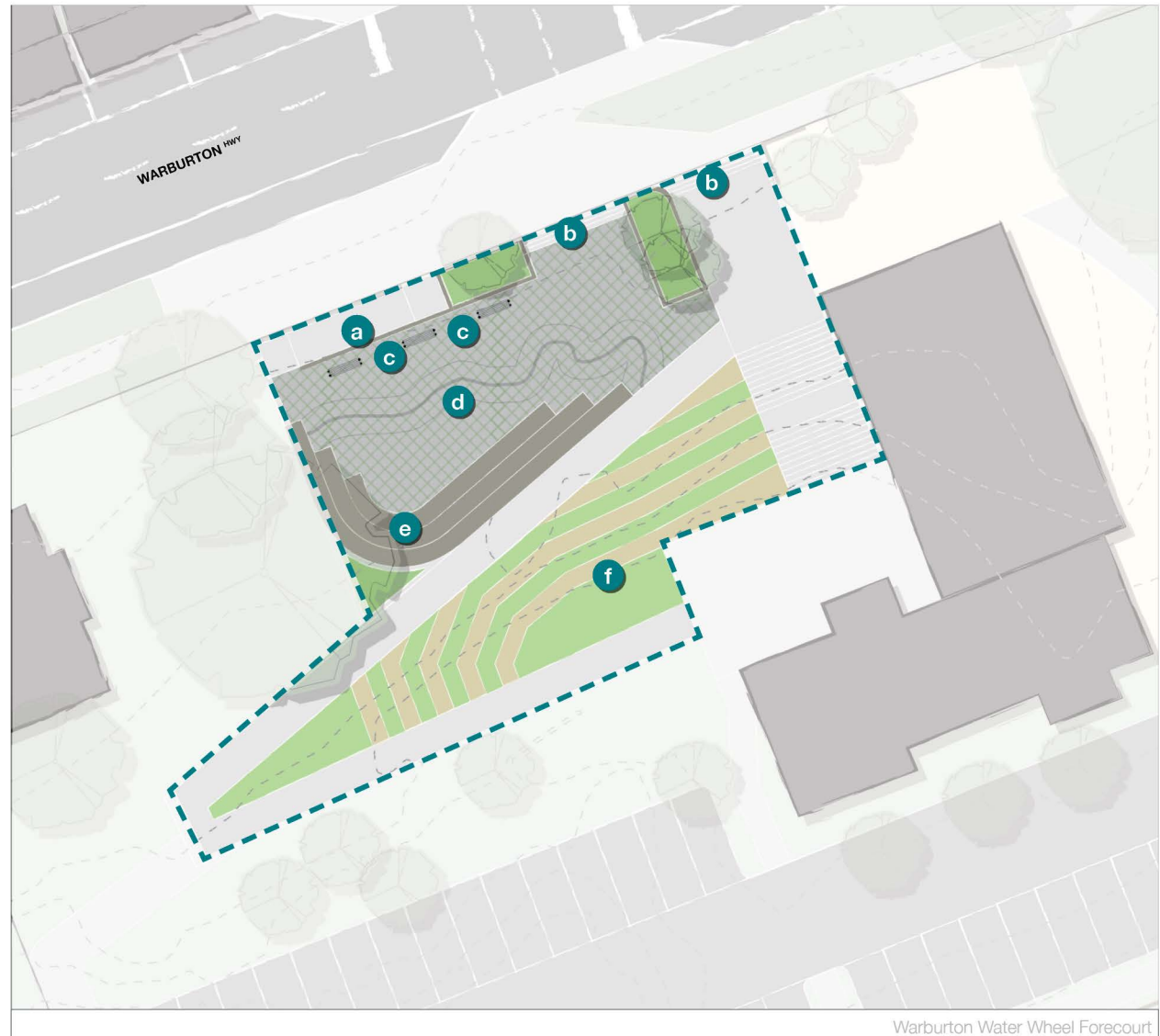
Design Requirements

This will be achieved by:

- Landscape elements providing varied levels of seating within an amphitheater.
- A map of Warburton inlaid into the new hard landscaped area.
- An access ramp, and stairs providing multiple entry and exit points to the forecourt.

Key Initiatives

- a** Access ramp
- b** Stairs
- c** Seating
- d** Map of Warburton (large scale)
- e** Amphitheater seating
- f** Tiered landscaped areas



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Water Wheel Forecourt

5.3.6. Warburton Highway Southern Interface Development

Future Character

The southern commercial interface to Warburton Highway is elevated above the road level and with a northerly orientation is ideal to maximise outdoor dining opportunities. This space will create an eastern gateway to the Yarra Town Centre, and maximise the access to Thomas Avenue. The area will utilise hard landscaping and outdoor dining elements to create a desirable and active main street interface. A well-defined, surveyed public space that will interface with the existing commercial offer at the ground floor will be enhanced, with ramp access linking to elevated car parking areas as well as to parking on Warburton Highway.

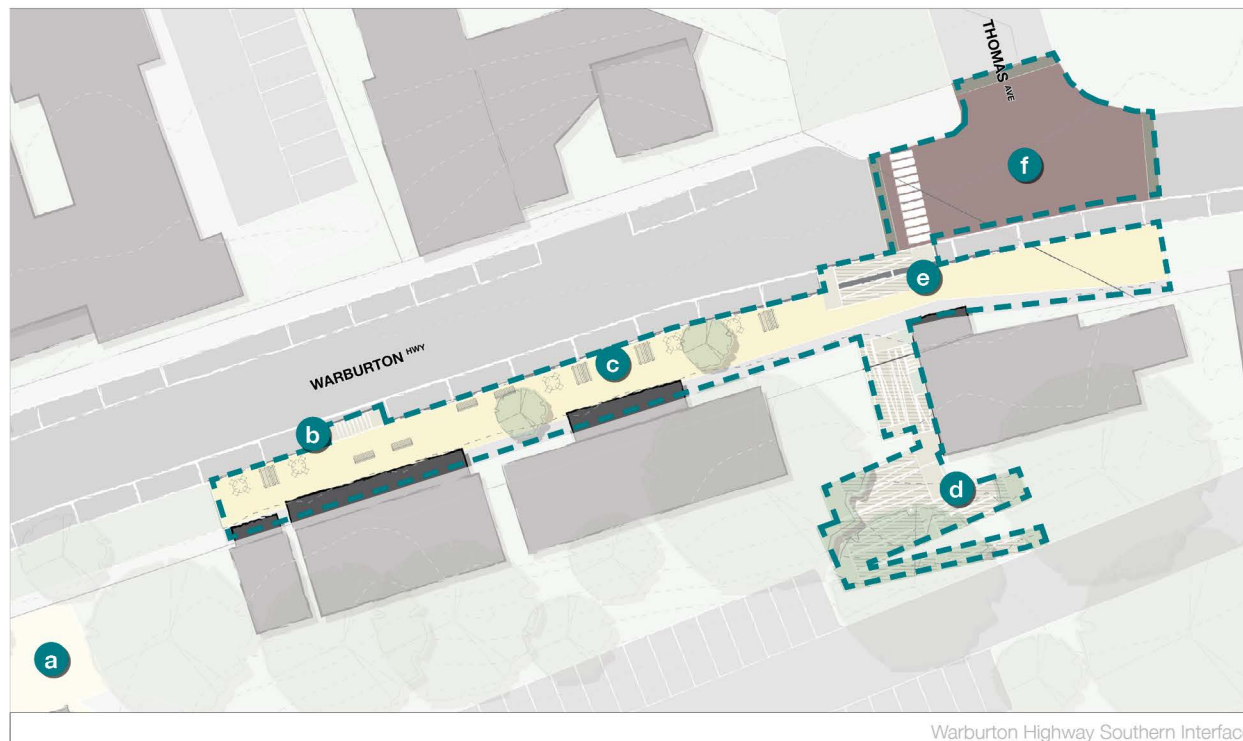
Design Requirements

This will be achieved by:

- Providing areas for outdoor dining opportunities.
- Links to existing parking areas through access ramps.
- An raised pavement intersection defining the Thomas Avenue intersection and enhancing the eastern Yarra Town Centre gateway.

Key Initiatives

- a** Cafe forecourt
- b** Stairs to access Warburton Highway
- c** Outdoor dining opportunities
- d** Ramp access between car parking and commercial area
- e** Ramp access to Warburton Highway
- f** Raised pavement to define gateway into Yarra Town Centre



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Highway Southern Interface

5.3.7. Chisholm Park (west) Reactivation

Future Character

The Chisholm Park (west) car parking area is adjacent to the Yarra River and forms the northern entry to the Brisbane Bridge linking the residential area with the Yarra Town Centre in Warburton. This area has the potential to formalise existing car parking to support the Yarra Town Centre demand, as well as catering for pedestrian, and cyclist, access to the Yarra River Trail network.

Design Requirements

This will be achieved by:

- Potentially utilising existing road verge (Dammans Road) for additional car parking (parallel bays).
- Formalising the car park opposite to the main town centre for local and tourist access, as well as access to existing walking and cycling networks (Yarra Trail).
- Establishing an out of centre car parking area to service Chisholm Park adjacent to the northern banks of the Yarra River.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** 10 new car parks created
- b** Formalised car park 20 spaces
- c** Yarra River Trail
- d** Ramp access to Brisbane Bridge



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Chisholm Park (west)

5.4 Warburton Recreation

5.4.1. Warburton Recreation Reserve Revitalisation

Future Character

Ottrey's Car Park, and La La Siding and Crane form the entry into the Warburton Recreation Reserve. This area will incorporate the relocated tennis courts, as well as an additional netball court, which will consolidate the recreation uses within the precinct. A new double storey community pavilion will provide improved facilities to support the recreation uses, with new car parking spaces also provided to meet the demand within the precinct.

Design Requirements

This will be achieved by:

- Providing a new community pavilion with ground floor change rooms, and upper floor community space and viewing balcony.
- Consolidating all recreation uses into the Warburton Recreation Reserve.
- Enhancing the connection between Warburton Highway and the new pavilion through a defined entry forecourt.
- Providing links between riverfront nodes through the Reserve to allow for water based recreational activities within the Yarra River.

Key Initiatives

- a** Riverfront Node
- b** Playground
- c** Bowling Club
- d** Netball courts (x2) - include multi-use linemarking to the second netball court at Warburton Recreation Reserve to cater for tennis use. Netball to have priority of use of both courts.
- e** Car parks
- f** New double storey community pavilion
- g** Entry forecourt
- h** Defined entry/exit with access to Warburton Recreation Reserve
- i** Raised viewing area overlooking football oval
- j** Public toilets

- k** Cricket Nets (x4)

Following a Council decision in August 2023, the tree in Ottrey's carpark will be enclosed within an exclusion zone of approximately 400m2. This is to minimise risk to public from the tree and support habitat potential. The tree and the exclusion zone would be part of the entry forecourt area.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design.

Warburton Recreation Reserve



5.5 La La Town Centre

5.5.1 Warburton Sanitarium Redevelopment

Future Character

Large development site with potential to activate the Yarra River interface and enhance the existing heritage values of the site. The iconic Sanitarium building forms the dominant attraction, and visual of the site from the Warburton Highway. However, there are opportunities to activate the riverfront areas behind the Sanitarium will built form accommodation to cater for growing visitor demand in the Warburton area. .

These accommodation units also provide expanded opportunities for outdoor dining at the back of the Sanitarium, to access a north facing aspect, and distant views to surrounding hill tops like Mt Victoria. The location and orientation of the proposed built

form should create a well-defined, sheltered and surveyed public space that will accommodate pedestrian movements, seating, and activity along the Yarra River.

Design Requirements

This will be achieved by:

- Activating the Yarra River interface with an active built form edge.
- Activating the Warburton Sanitarium with uses that attract and serve the needs of the Warburton community.
- Creating outdoor dining opportunities as part of any Sanitarium development.
- Areas for seating, bike parking, and bike charging elements to cater for activity along the Yarra River.

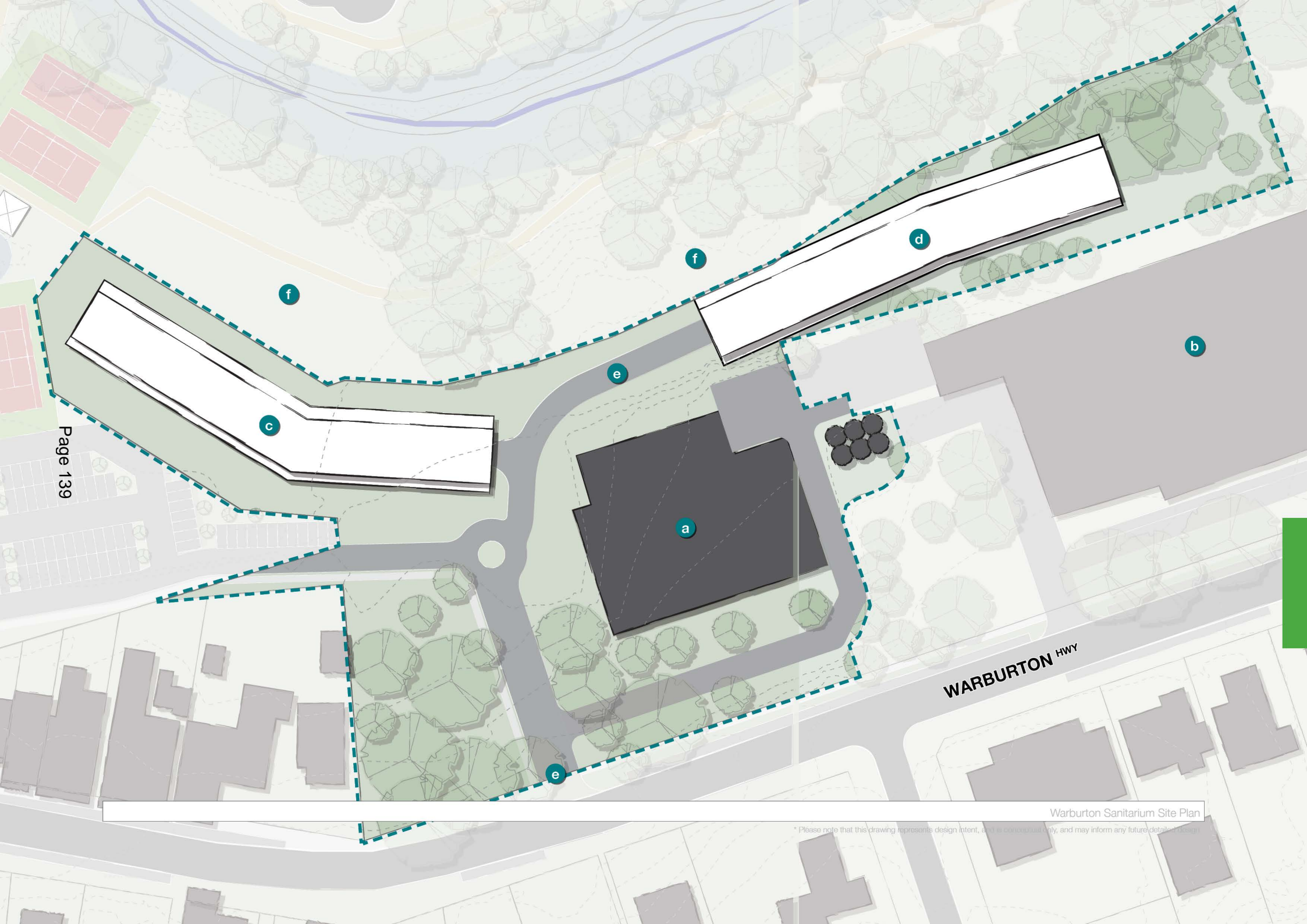
Key Initiatives

- a** Sanitarium Health Food Company building
- b** Signs Publishing Company building
- c** Potential accommodation wing (west)
- d** Potential accommodation wing (east)
- e** Road access
- f** River frontage



Warburton Sanitarium Perspective

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



WARBURTON HWY

Warburton Sanitarium Site Plan

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future/detailed design.

5.5.2. Redwood Community Centre Access Future Character

The Redwood Community Centre car park is in proximity to the Yarra River and forms the eastern gateway into Warburton with an entry adjacent to the Sign Bridge. This area has the potential to provide car parking to support the Warburton Water Park and surrounding uses including the Redwood Community Centre and the Upper Yarra River Reserve. This car park will assist in meeting peak demand, as well as catering for pedestrians, and cyclists, with direct access to the Yarra River Trail network.

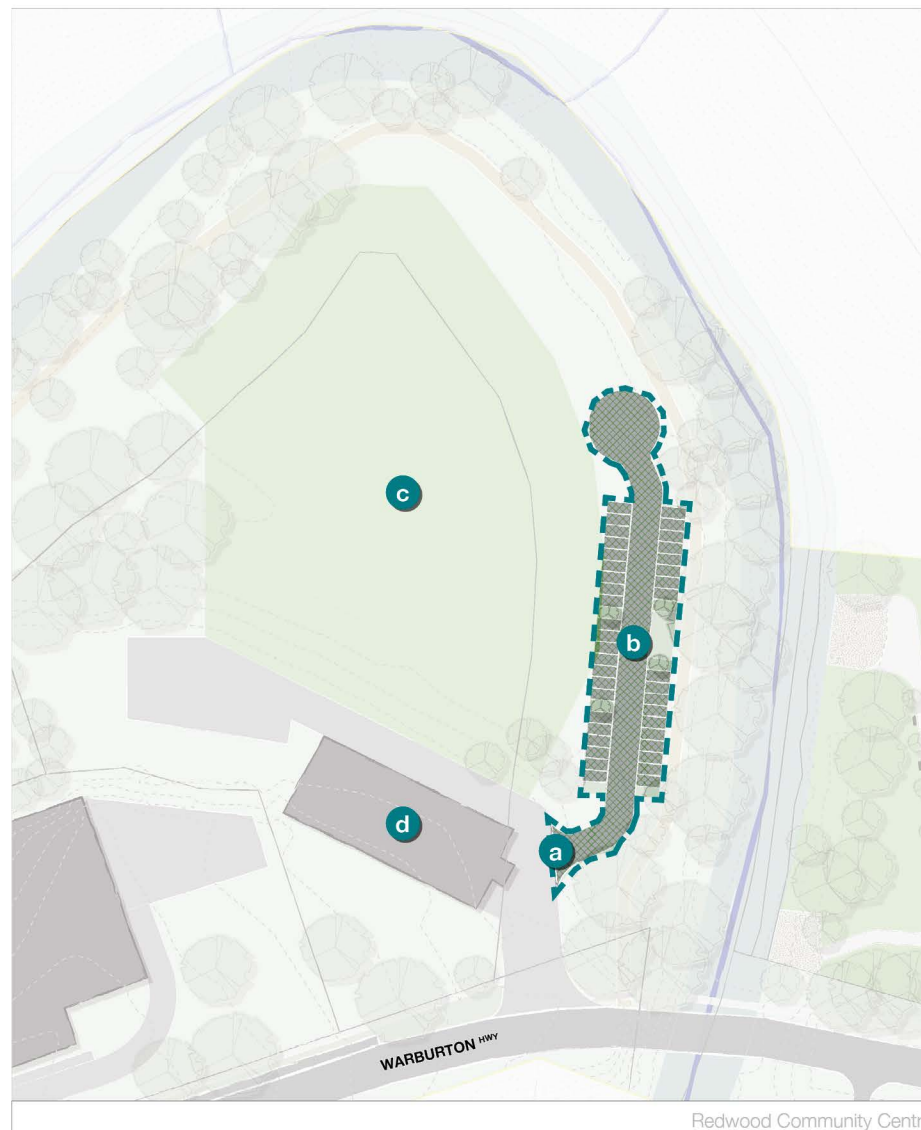
Design Requirements

This will be achieved by:

- Creating a formal off street car park outside of the main town centres for local and tourist access to Warburton.
- Establishing an interface with the Yarra River and a pedestrian link to the Yarra River Trail.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** New car park access
- b** 40 car parks created
- c** Redwood Community Centre Oval
- d** Redwood Community Centre



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.5.3. Upper Yarra River Reserve (east) Activation

Future Character

The Upper Yarra River Reserve is in proximity to the Warburton Water Park, the Signs Bridge, and the Redwood Community Centre. The reserve forms the eastern gateway into Warburton and activates an underutilised open space reserve within Warburton. The direct interface with the Yarra River is maximised through two riverfront nodes, which are supported by a picnic area, and accessed by an avenue including seating and tree planting.

Design Requirements

This will be achieved by:

- Enhancing an open space reserve link with the Yarra River providing quality formal passive open space on the eastern bank of the river.
- Establishing accessible riverfront nodes to the Yarra River.
- Areas for seating and picnic tables.

Key Initiatives

- a** Primary riverfront node
- b** Secondary riverfront node
- c** Picnic area
- d** Tree/seating avenue
- e** Pedestrian access point



Upper Yarra River Reserve (east)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

6.0 ACTIONS AND COSTINGS

6.1 Actions and Estimated Costings (October 2022)

6.1 Actions and Estimated Costings (November 2022)

The following Actions and Estimated Costings have been derived from the projects proposed within the Warburton Urban Design Framework. These projects have been categorised as follows:

Public Realm Projects

Parks, reserves, play spaces, squares, plazas and other public realm areas prioritised for community use, that include pedestrian paths, access ramps, signage, hard and soft landscaping, street furniture, public toilets, and shelter amongst other things.

Access Projects

Car parking areas that include pedestrian paths, parking configuration, accessible parking, EV charging, lighting, bicycle parking, stormwater, and arborist information.

Movement Projects

Pedestrian crossings, raised intersections, traffic calming measures, and other movement projects that include moving pedestrians, cyclists, and vehicles safely throughout the Warburton UDF area.

Major Developments

Large scale developments within the public, and private realm that will have a significant impact on the look and feel of Warburton. This category may also include major infrastructure projects for the Warburton area as well.

Other Projects

This may include reports, studies, or strategies required to provide a more detailed analysis of the area and could include parking studies, heritage reports, and also things such as Planning Scheme Amendments.

These projects have been proposed, and assessed at a concept design level and the costings, in turn, reflect the high level nature of these estimates that have been generated through comparison projects and square metre rates.

The following Project Cost Tiers table and Timing table have been used to compare the scope and potential cost implications of each of the proposed projects within the Warburton UDF.

Project Cost Tiers		
A	\$1-\$49,999	Reports Minor reports, studies, or strategies including planning scheme amendments
B	\$50,000-\$249,999	Minor Projects Street furniture replacements, minor upgrades to open space areas, and pedestrian crossings
C	\$250,000-\$499,999	Small Projects Small open space upgrades, path network improvements
D	\$500,000-\$999,999	Medium Projects Open space upgrades, new plazas, path network improvements
E	\$1M-\$1.99M	Large Projects Large public realm developments and key open space areas
F	\$2M-\$5M	Very large Projects Large infrastructure and pavilion redevelopments
G	\$5M-\$9.9M	Major Projects Major infrastructure and pavilion redevelopments
H	\$10M+	Regionally Significant Projects Land Redevelopment areas and complete Recreation Reserve redevelopments

Timing	
Short	1-5 Years
Medium	5-10 Years
Long	10+ Years

Action	Description	Responsibility	Timing	Cost Tier	Estimate
Public Realm Projects					
A01	Upper Yarra River Reserve (west) Rejuvenation Upgrades to reserve including: upgrade of public toilets; additional car parking, new furniture; riverfront landscaped node; and pedestrian paths.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Medium	E	\$1,163,012
A02	Yarra Square Renewal Upgrades to Square including: upgrade of public toilets; new furniture; new ramp entries; landscaped areas; bike charging; bike wash; and bike storage.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Short	E	\$1,136,108
A03	Memorial Park Activation Upgrades to park including: upgrade of pedestrian paths with new accessible paths; new furniture; new landscaping; and new stair access.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Short	C	\$492,291
A04	Warburton Water Wheel Forecourt Revitalisation Upgrades to forecourt including: new access ramp; new hard landscaped forecourt; new furniture; new soft landscaping; and amphitheater seating.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Short	C	\$290,273
A05	Upper Yarra River Reserve (east) Activation Upgrades to reserve including: new furniture; two riverfront landscaped nodes; new soft landscaping; picnic area; and pedestrian paths.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Medium	C	\$483,555
CONCEPT LEVEL ESTIMATE				\$3,565,239	
Access Projects					
A06	Dolly Grey Activation Redevelopment of reserve including: new car parking; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	D	\$728,904
A07	Warburton Highway Road Reserve (north) Access Redevelopment of road reserve including: new car parking; bus bay; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	D	\$658,926
A08	Warburton Rail Trail Space Animation Creation of Warburton Rail Trail Space car parking to include new car parking; pedestrian paths; accessible parking; stormwater; WSUD; EV charging; bicycle storage; bicycle wash; lighting; stormwater; and soft landscaping.	Infrastructure Services (YRC)	Medium	E	\$1,227,239
A09	Chisholm Park (west) Reactivation Redevelopment of existing car park including: upgraded car parking; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	D	\$658,001

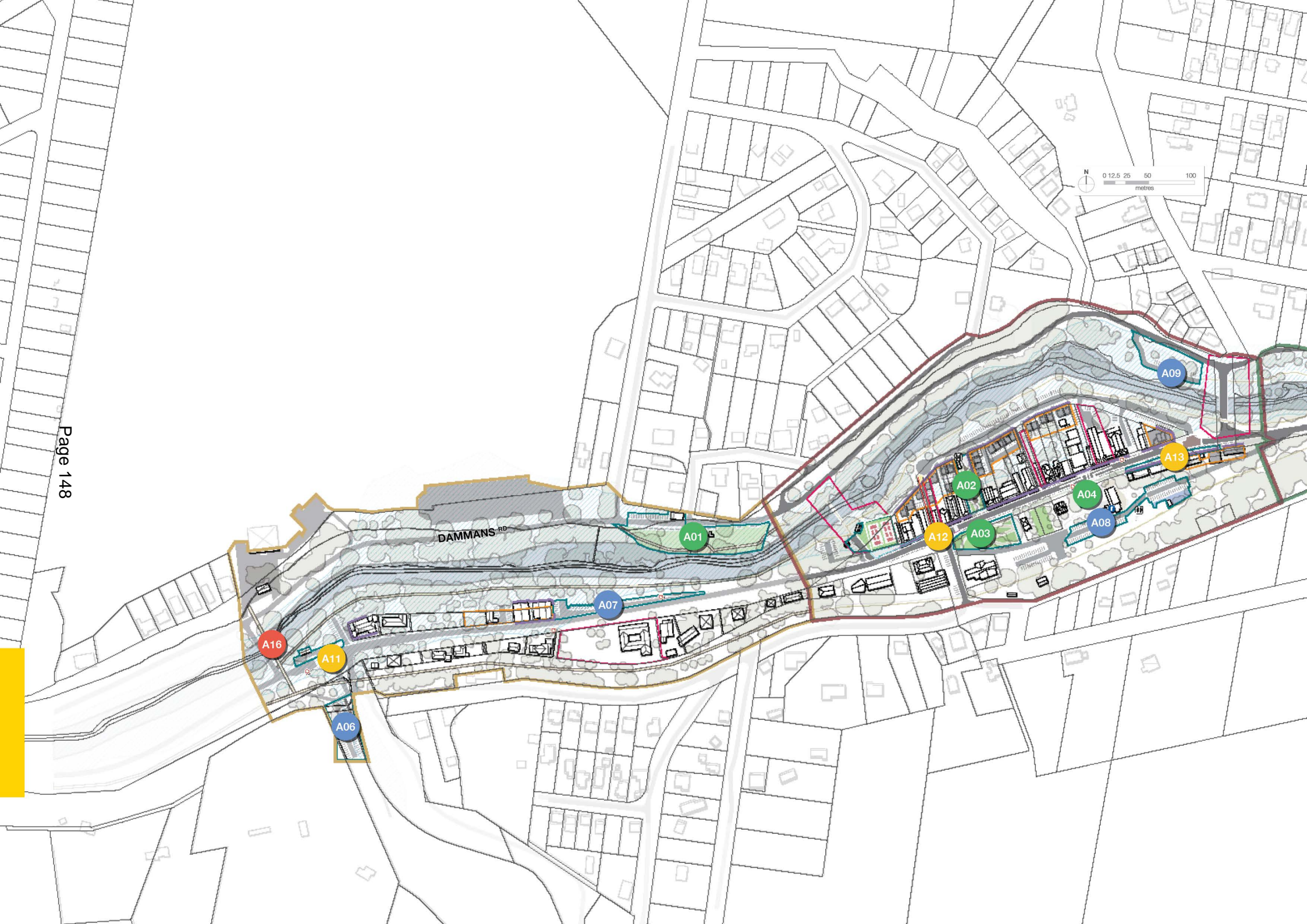
Action	Description	Responsibility	Timing	Cost Tier	Estimate
A10	Redwood Community Centre Access Redevelopment of reserve including: new car parking; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	E	\$1,084,786
CONCEPT LEVEL ESTIMATE				\$4,357,856	
Movement Projects					
A11	Pedestrian Crossing Warburton Highway (near Mayers Bridge) Installation of pedestrian crossing along Warburton Highway to east of Mayers Bridge to connect bus stop/s and public toilets.	Infrastructure Services (YRC) Department of Transport	Short	C	\$381,892
A12	Pedestrian Crossing Warburton Highway (near Station Road) Installation of pedestrian crossing along Warburton Highway to east of Station Road to connect Memorial Park with existing laneway to Thomas Avenue.	Infrastructure Services (YRC) Department of Transport	Short	C	\$357,271
A13	Raised Intersection and Pedestrian Crossing Warburton Highway/Thomas Avenue (includes ramps and stairs on Warburton Highway interface) Installation of raised intersection and pedestrian crossing along Warburton Highway at Thomas Avenue to create eastern gateway to commercial centre.	Infrastructure Services (YRC) Department of Transport	Medium	E	\$1,305,158
A14	Pedestrian Crossing Warburton Highway (near Warburton Recreation Reserve) Installation of pedestrian crossing along Warburton Highway to connect Warburton Rail Trail to Warburton Recreation Reserve.	Infrastructure Services (YRC) Department of Transport	Short	C	\$332,476
A15	Path Links from Signs Bridge to Warburton Waterworld Installation of pedestrian paths along parts of Yarra River and Warburton Highway near Signs Bridge to connect proposed car parking at Redwood Community Centre with Warburton Water World.	Infrastructure Services (YRC)	Short	D	\$551,836
CONCEPT LEVEL ESTIMATE				\$2,928,633	
Major Developments					
A16	WMBD Proposed Pedestrian Bridge Provide a safe and comfortable cycling link between the Warburton rail trail and the trail head proposed at the Warburton Golf Course. An at-grade connection is the preferred outcome, however given the terrain, Warburton Highway and the Yarra River, a bridge should be considered, provided the connection is well designed and integrates into the local environment. is well-lit and properly maintained.	Recreation Projects and Parks (YRC) Infrastructure Services (YRC)	Long	F	\$2,026,137

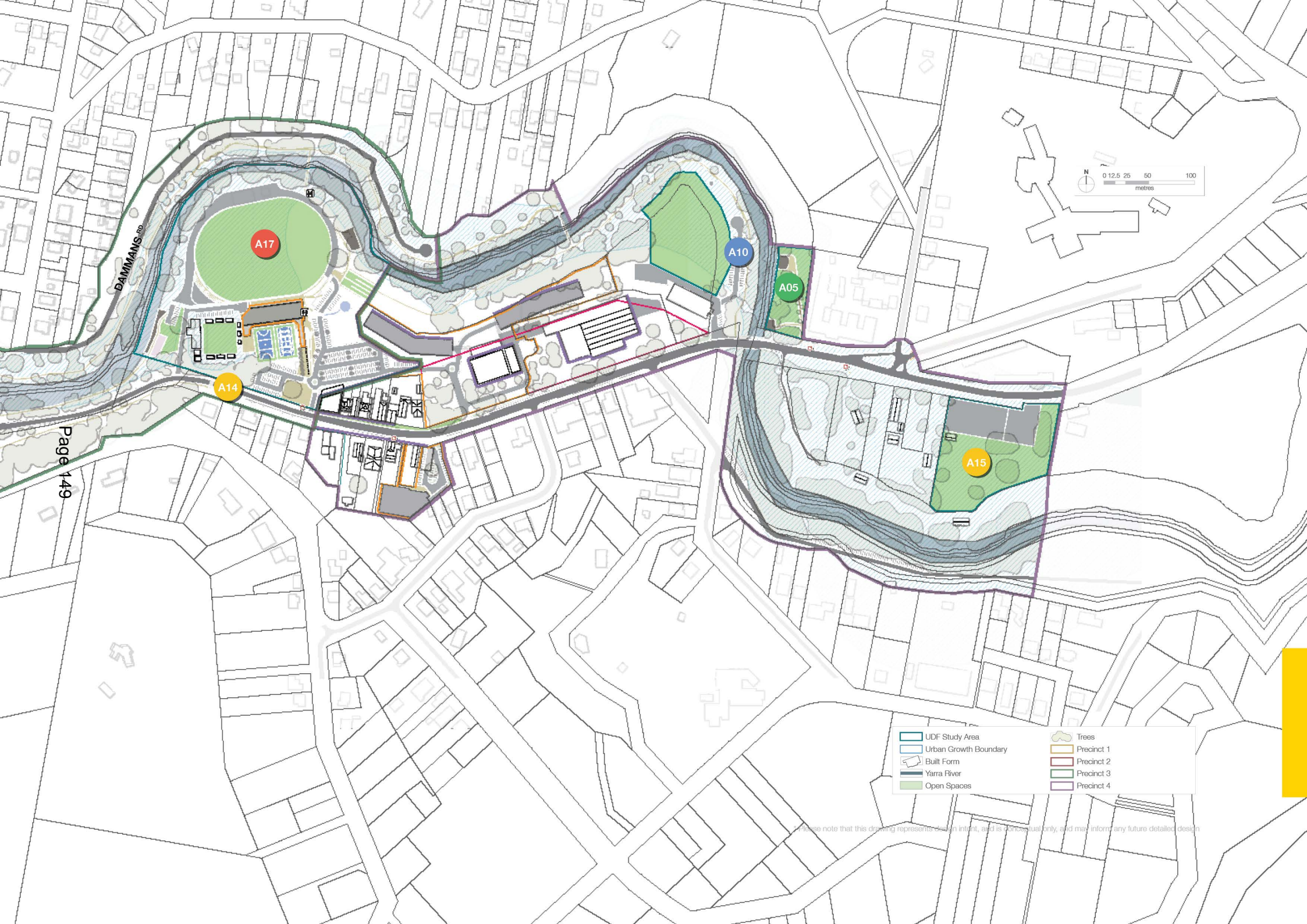
Action	Description	Responsibility	Timing	Cost Tier	Estimate
A17	Warburton Recreation Reserve Revitalisation Prepare a master plan for upgrades to Warburton Recreation Reserve. Master plan is to include relocation of tennis courts, new tennis courts, new netball courts, new cricket nets, new pavilion, investigation of pedestrian paths, car parking, accessibility, public toilets, relocation of skate park, furniture, hard and soft landscaping, and road access.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Long	H	\$21,008,880
CONCEPT LEVEL ESTIMATE				\$23,035,017	
Other Projects					
A18	DDO12 Undertake a Planning Scheme Amendment to update planning controls (Design Development Overlay 12) to reflect the design and built form outcomes of the Urban Design Framework	Design and Place (YRC)	Short	A	\$30,000*
CONCEPT LEVEL ESTIMATE				\$30,000	
TOTAL CONCEPT LEVEL ESTIMATE				\$33,916,745	

Notes

1. Removal and replacement of hazardous materials including asbestos and contaminated soil is excluded
2. Excavation, removal and replacement of rock, building rubble, in-ground structures etc is excluded
3. Upgrading or diversion of existing services other than services clarified is excluded
4. Out of hours work is excluded
5. Goods and services tax (GST) is excluded
6. All costs are at November 2022 cost level. All concept level estimates may escalate over time.

* Did not form part of Quantity Surveyor (QS) estimate. Covered by operational budget.





7.0 GLOSSARY

Page 150

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2024

This glossary is a guide to the interpretation of commonly used place making, urban design, and planning terms.

A

Accessibility

The ease of reaching destinations. Highly accessible locations, enable a person, regardless of age, ability or income, to reach many activities or destinations quickly. People in places with low accessibility can reach fewer places in the same amount of time.

Active frontage

Street frontages that allow for interaction between people in the street and, people within the buildings. This quality is assisted when the main entrance to a building and large windows open towards the street.

Ground floors of buildings that offer uses such as cafes, shops or libraries provide the best active frontages.

Active transport

Transport requiring physical activity, typically walking and cycling.

Active use

Active uses generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, higher density residential and offices

Activity centre

Activity centres are a focus for services, shopping, employment and social interaction. They are where people meet, relax, work and often live. Usually well-served by public transport, they range in size and mix of uses from local strip shopping centres to traditional town centres and major regional centres.

Activity spine (see also 'main street')

Mixed used land development that is concentrated along streets. Buildings are oriented towards the street, and extend along the street's length.

Adaptability (or 'adaptive re-use')

The capacity of a building or space to respond to changing social, technological, and market conditions and accommodate new or changed uses.

Affordable housing

Housing that is appropriate for the needs of a range of low to moderate income households, and priced so these households are able to meet their other essential basic living costs.

Amenity

The pleasantness and good functioning of area. Basic amenity standards include impact from overlooking, overshadowing, solar access and noise.

Anchor

A larger building or tenant (such as a supermarket or department store) in an activity centre. Anchors are typically located on larger landholdings within centres, and attract a significant numbers of people to the activity centre.

Animation

A quality of the built environment which supports sustained activity through the architectural and artistic embellishment of materials and details, the visual and physical accessibility of interior activities from the exterior, and the introduction of supportive public facilities and amenities.

Apartment

A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

Awning

An overhead shade structure projecting from the facade of a shop over a footpath with no support posts that provides shelter from rain and direct sunlight.

B

Bookend

The use of 2 similar elements (e.g. landmark buildings or plazas) that are positioned at each end of a street or expanse of buildings to frame that space, per a set of bookends.

Building line

The actual or apparent line created by a building's front wall along a street. A consistent building line in a street can visually connect different building types and forms, and can assist new buildings to fit in with the surrounding context.

Building height

The vertical distance from natural ground level to the roof at any point.

Built form

The height, volume and overall shape of a building as well as its outside appearance.

C

Character (current)

The cumulative impact of every property, public place and piece of infrastructure in an area. To understand character is to describe how the features of an area come together to give that area its own particular feeling (positively or negatively).

Character (preferred)

A vision statement that captures how the positive characteristics of a place today, look and work, to establish the future preferred character of the area.

Communal open space

An area within a private site providing for informal recreation activities by building occupants and, in some cases, visitors. It is distinct from private open space and public open space.

Community facilities

Infrastructure accommodating a range of community support services, programs and activities. This includes (but is not limited to): education facilities; health and community services; community arts and culture; sport, recreation and leisure; and emergency services.

Community heart

A centrally located focal point for a township including public open spaces and key community facilities. This space is used for community gatherings, markets and other community events.

Concealment place

Often perceived as unsafe, these spaces that are not easily visible and provide the opportunity to hide potential offenders, their victims, as well as illegitimate uses, antisocial activity or crimes.

Connectivity

The number of connecting routes within a particular area. An area may be measured for its 'connectivity' for different travel modes – vehicle, cyclist or pedestrian. An area with high connectivity has an open street network that provides multiple routes to and from destinations.

Consolidation

To encourage development within existing urbanised (suburban or township) areas rather than on non-urbanised (farmland or rural) land.

Crossover (vehicle crossover or driveway)

Part of a pedestrian path where motor vehicles cross to access a property. The pedestrian path section may be raised to path level to alert drivers to the crossing, or the path may be dropped to form a ramp for pedestrians.

D

Design response

A response to the site and the area immediately surrounding it that feeds into a proposed building development or public space design.

Design standard

A statement of function and performance criteria for the production of an object or place, often as agreed by a professional, technical or representative body.

Desire-line (or 'pedestrian desire-line')

The desire-line path usually represents the preferred route and the shortest or most easily navigated route between an origin and destination (e.g. home and school). Desire-lines can often be seen as alternative shortcut tracks in places.

Dwelling

A building that is designed for residential use by a person(s). Dwellings include a range of facilities to support residential living (including kitchen, bathroom and bedroom). Houses, units and apartments are all types of dwellings.

E

Edge condition

The transition or interface of a public space with its adjacent land uses and structures. An edge may be 'active', with a building's doors and windows addressing the space, or it may be 'inactive', with blank walls.

Enclosure (or 'sense of enclosure')

Where the building frontage, height, street width and street tree canopy creates a contained feeling when within the streetscape.

Escape route

An alternative and safe means of exit from an area. Clear escape routes are required in times of extreme events such as bushfires or floods.

F

Facade (or 'building facade')

The main wall of a building that usually faces the street and is easily visible. It is the face of the building and helps inform passers-by about the building and the activities within.

Fine-grain

An urban development style with mixed uses (shops and housing), relatively narrow street frontages and zero setback, commonly found along the main street of townships.

Frontage (or 'front lot line')

The property boundary that abuts the street. If a property abuts two or more streets, it is the boundary the building or proposed building faces.

G

Gateway

A gateway is an entrance, which acts as a transition between different spaces for the people who live, work, or visit these places (such as an entry to a public plaza or the moment you arrive into a town).

H

Heritage Place

A heritage place may be a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, or other place of natural or cultural significance and its associated land.

Human scale

The proportional relationship of the physical environment (such as buildings, trees, roads) to a typical human height of 1.75 metres. Maintaining a human scale means that structures are not perceived as overwhelming at ground level and urban environments are highly walkable.

I

Integrated water management (see also 'Water-sensitive urban design')

A design approach that incorporates the water cycle to provide environmental, economic and social benefits. It can include: sewage management, water supply, stormwater management and water treatment.

Interface

The transition point or boundary between two different land uses.

Interface (Active)

A continuous interface that provides physical and visual connection between two different land uses. For example the use of opening doors and windows onto the street from a building facade or shop front provides an active transition between building and street.

Interface (Inactive)

An interface that does not provide any visual or physical connection between two different land uses. For example a wall which has few or no windows or doors, and has no decoration or visual interest when viewed from the street.

K

Key development site

Prominent or strategic land parcels within cities and towns suitable for new development or redevelopment. They may be located in activity centres or are accessible to transport connections, services and jobs.

Key public space

Easily recognisable spaces may be located in parks, plazas, or streets. They are generally public places of significance, with high levels of amenity.

L

Landmark

An object or feature of a landscape or town that is easily seen and recognised from a distance, especially one that enables someone to establish their location.

Land use

The purpose for which the land has been or is being or may be developed. The activity on the land.

Laneway

A vehicular way or pedestrian access way, often narrower than a street, located to the rear or side of lots providing access to the service areas, parking and outbuildings.

Legibility

The ease with which a person is able to see, understand and find their way around an area, building or development. A 'legible' layout is one that people find easy to navigate and move through.

Lighting

Lighting systems can be large-scale or small. They may be overhead lamps, bollards, up-lights, wall or veranda lighting, feature and facade lighting. Good lighting supports way-finding, and safe movement at night, and also provides decorative effect for building facades, landmarks and paths.

Liveability

A measure of a residents' quality of life. It includes socioeconomic, environmental, transport and recreational measures.

Living Locally

The 20-minute neighbourhood is all about 'living locally' and enabling people to meet most of their daily needs within a 20-minute return walk from home.

Local park

Public spaces up to about one hectare in size and may include trees, grass, gardens and playgrounds and are located within easy reach of users. Some local parks also include water features, cafes or sports facilities.

M

Main street (see also 'activity spine')

The principal retail and small business street in an area (such as a town centre), and accommodates higher volumes of pedestrians and traffic.

Master plan

A plan that is more detailed than a structure plan or urban design framework. It outlines how design concepts will be delivered and is supported by key background work (including but not limited to): traffic movements, drainage, planting types, building and facility layouts, and the final size and shape of open space areas.

Mixed-use development

A range of complementary uses within the same building, site or precinct. The different uses may be arranged floor by floor, or side by side. The uses may be residential, commercial, retail or community.

Movement network

The connected system of streets, roads and paths that accommodates pedestrians and cyclists, on-road public transport, emergency and private vehicles. The movement network connects people and places.

Municipal Planning Strategy (MPS)

The Municipal Planning Strategy is located at Clause 02 of all Planning Schemes and is the foundation for all planning decisions. The MPS succinctly explains the context for a municipality and provide the overarching strategies for the major land use and development matters that affect it.

N

Native vegetation

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

Natural hazard

A natural event that has potential to cause harm to people, property or the environment, including climate change, bushfire, flooding and sea level rise.

Neighbourhood activity centres

Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.

Nodes

Are key places or points where activity such as land uses, number or people present and traffic movement is concentrated. They may be (but are not limited to): street intersections, transport stations, parks, or buildings.

O

Objects in the public realm (see also 'public realm')

Include street furniture, trees and planting, barriers and fencing, lighting, signs, drinking fountains, café furniture, bicycle parking hoops, post boxes, parking meters, payphone cabinets and other small public buildings and structures.

Off-road public transport

Public transport that runs on a network largely independent of streets and arterial roads. It includes light rail, metropolitan and regional rail. It does not include on-road public transport such as the metropolitan bus and tram network.

On-road public transport

Public transport reliant on the existing road and street network such as buses and trams.

Open space

Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

Outlook

A place from which a view is possible; a vantage point.

P

Passive surveillance

Observation, from the street or from adjacent buildings, provided by the general public as they go about their daily activities. This kind of observation can deter criminal activity or anti-social behaviour and make places feel safer.

Pathway

A pedestrian path, bicycle path or other area for use by people but not by motor vehicles. Paths may be located on local streets and major roads, in public spaces such as parks and reserves, or through semi-public spaces such as car parking lots, and forecourts. Paths may be solely for pedestrians, cyclists, or shared paths for both pedestrians and cyclists.

Pedestrian and bicycle crossings

Are points for pedestrians and cyclists to safely and conveniently cross roads and streets, or other barriers such as motorways, railway lines or waterways.

Pedestrian priority street

Streets that prioritise walking, cycling and facilitating social contact, while allowing for low-speed motor vehicle traffic (under 40km per hour). These streets are found usually in town centres, at education facilities and public transport interchanges. Pedestrian priority streets may also restrict vehicle types or access at times.

Permeability

The extent to which the township or suburban street layout permits, or restricts, movement of people or vehicles through an area, and the capacity of the area network to carry people or vehicles.

Planning & Environment Act 1987

The legal State document that controls planning decision making throughout Victoria.

Planning scheme

Controls land use and development within a municipal district in accordance with the *Planning & Environment Act 1987*. It contains state and local planning policies, zones and overlays and other provisions that affect how land can be used and developed.

Planning scheme amendment

Changes to the planning scheme are called amendments and the process is set out in the *Planning and Environment Act 1987*. An amendment may involve a change to a planning scheme map (for example: a rezoning), a change to the written part of the scheme, or both.

Plaza

A public open space connected to the street network. A plaza may be a wide mid-block pedestrian link, bordered by buildings or attached to a public building such as a town hall, school, sports facility.

Precinct

The designated area of a town highlighted due to similar land uses or defined by major edges including roads, rivers, or land uses.

Primary use

Uses that bring people to spend time in the area, such as workplaces, residences, supermarkets or services like libraries. Also see 'Secondary uses'.

Principal Public Transport Network (PPTN)

The PPTN reflects the network of current and future public transport services around Victoria.

Private land

Land that is owned by a private person or group and kept for their exclusive use. Some privately held land is available for the public to access and use, but the land owner may control aspects of access and use – see 'Public space'.

Private open space

An open area or place that is privately owned and exclusively occupied. Private open space is usually attached to a private dwelling. See also 'communal open space'.

Public open space

A place for public leisure or recreation. A public open space may be provided as a plaza, park, square or sports field. See also 'public space', 'public realm'.

Public realm (see also 'Objects in the public realm')

The public realm comprises of spaces and places that are open and freely accessible to everyone. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Public space

An area in the public realm that is open to public access, provides a public use or recreation function, and that is owned and maintained by councils or other government agencies.

Public transport interchange

Places where people can access or transfer between public transport modes and routes. For example, between train, tram or bus mode, or a multi-route bus or train station.

R

Recreation (Active)

Recreational activities undertaken in a more structured way. These activities are often physical and require equipment and facilities at prescribed places such as hardcourts, fields or ovals.

Recreation (Passive)

Recreational activities that are commonly unorganised and noncompetitive, including, but not limited to, picnicking, bicycling, and walking. Amenities for such activities include, but are not limited to, playgrounds, picnic tables, open play areas, pathways, benches, and pedestrian bridges.

Resilience

The capacity of individuals, communities, businesses, systems and infrastructure to survive, adapt and grow, in response to challenges.

Responsible authority

The decision maker on planning permit applications – usually the relevant municipal Council but in some situations, could be the Victorian Planning Authority.

S

Safer design

Design actions that focus on improving safety in places by increasing informal surveillance and community usage of public spaces, reducing opportunities for crime and antisocial behaviour, and creating connected and integrated streets and public places.

Scale

The size of a building in relation to its surroundings, or the size of parts or details of the building, particularly in relation to the scale of a person. Scale refers to the apparent size, not the actual size.

Secondary use

Are those that capitalise on opportunities to serve people who are already in the area for other reasons, such as their work place, residence, or visiting a supermarket. Secondary uses may be convenience shops, or cafes. See also 'Primary uses'.

Setback

The distance of a building wall from any lot boundary. A building front setback can add to the perceived width of the street, provide additional public or private space, and allow space for landscaping.

Shared path (see also 'Pathway')

A path that is shared by both pedestrians and cyclists, but does not accommodate motor vehicles. On a shared path, cyclists must give way to pedestrians.

Shared zone (see also 'Pedestrian priority street')

A street where pedestrians, cyclists and vehicles share the roadway, and pedestrians outnumber motor vehicles. A shared zone has no cross motor traffic.

Sightline (also known as 'viewline')

Lines of clear, uninterrupted sight from a viewer's location to other locations and distances.

Sign (see also 'Way-finding')

Signs give information about way-finding, directions, place and street names, cultural identity, buildings, uses, or for advertising.

They can also act as a landmark. Signs may vary in scale and appearance, and may use maps, text, images or symbols to convey information.

Site analysis

Detailed description and examination of the features of a site, to determine how these features will affect and contribute to the design of a proposed development. A site analysis directly informs the design response.

Site coverage

The proportion of a site covered by buildings.

Small public buildings and structures

Include shelters, toilets, bicycle storage cages and utility buildings, such as electrical substations, often located in public spaces. Some small public buildings and structures may be temporary or relocatable to allow for the flexible use of public spaces.

Social housing

Non-profit housing owned and managed for the purpose of providing affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by housing associations and community housing.

Social infrastructure

Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs.

Solar access

Ability of a property, street or open space to receive sunlight.

Street edge

The interface between building frontage or private property boundary and the street. The way a building, space or wall meets the street affects the character of the street.

How a street space appears to people from the combination of street width, paving, street furniture,

plantings and the surrounding buildings. The people and activities in the street also contribute to the streetscape.

Structure plan

A land use planning framework for an identified area, guiding decisions about change for a period of years into the future. The plan can use policies, plans and diagrams to guide infrastructure, built form and land-use change.

Subdivision

The act of subdivision means the division of a land parcel into two or more parts. It is also a term used for the resulting pattern of blocks and lots, and streets.

Sustainable development

An approach to development that seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable transport

Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.

T

Topography

The arrangement of the ground resulting from natural features (such as waterways) or man-made features (such as sports fields). Topography can be described from being steep to flat.

Transit-oriented development

Compact, walkable, mixed-use communities centred on high-quality public transport systems that greatly reduce the need for driving.

Traffic calming

Devices, such as speed humps, installed in streets to slow or reduce vehicle traffic and improve safety for pedestrians and cyclists. These measures can slow cars speed to between 15 and 40km per hour.

U

Universal Access

Providing infrastructure and services that allow access to all areas (public and private) and places equally regardless of age and ability.

Urban context (or 'context')

The broader setting of an identified area. It includes the physical surroundings of topography, movement patterns and infrastructure, built form and uses, and the cultural, social and economic environment.

Urban context analysis

Similar to a site analysis, context analysis provides a review of the wider area around a site, to determine how these aspects will affect and contribute to the design of a proposed building development or public space design.

Urban design framework (UDF)

Documents that set out an overarching design vision for the desired future development of places. Using words and graphics UDFs outline the intentions, principles and actions to guide and manage changes from small scale (the public realm) to large scale (town centres) places.

Urban growth boundary (UGB)

Manages outward development around the edge of Metropolitan Melbourne into farmland and open space by directing new development to areas with existing infrastructure and services.

Urban renewal

Refers to the large scale restoration and/or redevelopment of under-utilised urban areas.

Urban structure

The overall topography and land division pattern of an urban area including street layout, the shapes and sizes of blocks and lots. It also includes the location and types of activity centres, public transport corridors, public space, community facilities, and infrastructure.

V

Viewlines (or 'sightlines')

Lines of clear, uninterrupted sight from a viewer's location to other locations and distances.

W

Walkability

Walking environments that best balance safety, connection, accessibility and enjoyment.

Walkable catchment

The area within a specified walking distance of a destination. Often a 400m walking distance is defined as walkable, (a five minute walk for most people). More important destinations, such as train stations or major centres, may serve a wider walkable catchment.

Walkable neighbourhood

A neighbourhood where travel on foot, and also by bicycle, is made easy, direct and safe as possible. This includes all members of the community including children, people with prams or shopping carts and those using mobility aids.

Water-sensitive urban design (see also 'Integrated water management')

Integrating and managing the water cycle in an area through collection, treatment and reuse technologies, to improve an areas appearance.

Way-finding (see also 'sign')

The act of finding one's way around an area. Wayfinding can be aided by space design and key elements along paths and at destinations. Signs can aid way-finding.

Weather protection

The protection of an area adversely affected by moisture, wind and cold, by covering, enclosing and/or heating.

Z

Zero setback

A building facade built along the front property boundary that has no street setback. A building with zero front setback can directly address the street, provide an active interface, and direct access between the building at the footpath.

Zones

A planning scheme uses zones to designate land for particular uses, such as residential, industrial or business. A zone will have its own purpose and set of requirements. It will identify if a planning permit is required and the matters that must be considered before deciding to grant a permit.

Sources

- *Urban Design Guidelines for Victoria Glossary* [2022]
State Government of Victoria (Department of Planning, Environment, Land & Water) [Internet].
Available from: <https://www.urban-design-guidelines.planning.vic.gov.au/toolbox/glossary>
[Accessed December 2022]
- *Victorian Planning Authority Glossary* [2022]
State Government of Victoria (Victorian Planning Authority) [Internet].
Available from: <https://vpa.vic.gov.au/glossary/>
[Accessed December 2022]
- *Plan Melbourne 2017-2050* [2017]. "20 Minute Neighbourhoods"
State Government of Victoria (Department of Planning, Environment, Land & Water) [Internet].
Available from: <https://www.planmelbourne.vic.gov.au/current-projects/20-minuteneighbourhoods>
[Accessed December 2022]



Post consultation and engagement changes
Targeted consultation changes



Page 161

WARBURTON TOWNSHIP

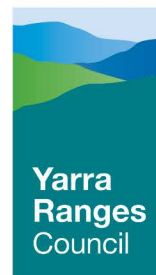
URBAN DESIGN FRAMEWORK //
[MONTH] DRAFT FOR CONSULTATION 2023
[YEAR]

Acknowledgement of Country

We respectfully acknowledge the Traditional Owners, the Wurundjeri People as the custodians of this land. We also pay respect to all Aboriginal community elders, past and present, who have resided in the area and have been an integral part of the history of this region.

Acknowledgement of
Country updated with
most recent text

Published by Yarra Ranges Council.



Contact

Web yarraranges.vic.gov.au
Email designandplace@yarraranges.vic.gov.au
Phone 1300 368 333

Contents

1.0 INTRODUCTION 04

1.1 Overview	05
1.2 Vision	06
1.3 Background	08
1.4 Background Context	XX
1.5 Yarra Strategic Plan	XX

2.0 CONTEXT 10

2.1 Regional Context	11
2.2 Land Form	14
2.3 Environment	16
2.4 Land Use	17
2.5 Open Space	18
2.6 Transport	19
2.7 Architecture and Heritage	20

3.0 ANALYSIS 24

3.1 Precincts Analysis Overview	25
3.2 Warburton Gateway	26
3.3 Yarra Town Centre	28
3.4 Recreation	30
3.5 La La Town Centre	32

4.0 FRAMEWORK 34

4.1 Framework Design Principles	35
4.2 Warburton Framework Plan	38
4.3 Warburton Gateway	42
4.4 Yarra Town Centre	48
4.5 Recreation	56
4.6 La La Town Centre	62

5.0 PLACES 68

5.1 Places Framework Overview	69
5.2 Warburton Gateway	72
5.2.1 Dolly Grey Activation	72
5.2.2 Warburton Highway Road Reserve (north) Access	73
5.2.3 Upper Yarra River Reserve (west) Rejuvenation	74
5.3 Yarra Town Centre	76
5.3.1 Warburton Rail Trail Space Animation	76
5.3.2 Yarra Square Renewal	78
5.3.3 Thomas Avenue Interface Activation	79
5.3.4 Memorial Park Activation	80
5.3.5 Warburton Water Wheel Forecourt Revitalisation	81
5.3.6 Warburton Swing Bridge Forecourt Redevelopment	82
5.3.7 Warburton Highway Southern Interface Development	84
5.3.8 Chisholm Park (west) Reactivation	85
5.4 Warburton Recreation	86
5.4.1 Warburton Recreation Reserve Revitalisation	86
5.5 La La Town Centre	88
5.5.1 Warburton Sanitarium Redevelopment	88
5.5.2 Redwood Community Centre Access	90
5.5.3 Upper Yarra River Reserve (east) Activation	91

6.0 ACTIONS AND COSTINGS 92

6.1 Actions and Estimated Costings (October 2022)	93
---	----

7.0 GLOSSARY 100

Glossary added within document for reference

Updated page numbers to reflect added content

1.0 INTRODUCTION

- 1.1 Overview
- 1.2 Vision
- 1.3 Background

1.1 Overview

Purpose

The Urban Design Framework (UDF) builds upon the work undertaken as part of the Warburton Place Plan in 2021. Its purpose is to provide clear design guidance regarding the development and structuring of land within the Warburton Township along the Warburton Highway.

The preferred character, guidelines and illustrations contained in this document provide directions to landowners, designers, Yarra Ranges Council and the wider Warburton community with regards to the expected place based outcomes that are to be achieved by the development of land within Warburton Township.

This framework provides a series of character statements and guidelines to achieve integrated urban design outcomes throughout the commercial centres in Warburton to ensure that consistent and preferred built form and public realm outcomes are achieved.

This UDF considers Warburton's Regional Context; Land Form; Environment; Land Use; Open Space; Transport; and Architecture and Heritage. With a detailed analysis of key precincts exploring Character; Structure; Public Realm; Movement and Access; and Built Form.

The UDF provides a clear course of action for future development of key strategic, and public realm sites within Warburton. By utilising the most appropriate mechanisms for implementing key recommendations from this framework, this UDF can inform draft planning scheme policies and controls, as well as future capital works programs.

No capital funding (Council funding) is committed to projects proposed within the UDF at this time. Any future funding streams required to establish new buildings, public realm projects, streetscape projects, or undertake upgrades of an existing building/place/infrastructure including: design,

architectural, surveyor and permit costs; site preparation costs; project management costs; construction costs; and other associated costs will rely on future funding streams including, but not limited to, capital works, and available grants.

What is an Urban Design Framework?

Urban Design Frameworks (UDFs) are strategic planning and placemaking tools that set out an integrated design vision for desired future public and private development of urban places. UDFs provide direction for interventions that shape open space, buildings, landscape, and the public realm.

Unlike a master plan, which only gives a final detailed vision for how an area will develop, an UDF provides flexibility by identifying key principles and concepts rather than finite solutions. It includes a design vision for how a place might develop and provides sufficient detail at key locations so that the vision can be tested for economic and functional viability.

Also a UDF allows room for continuous review of detailed actions within the strategic framework, and assists council to assess development proposals with industry best guidance on design outcomes.

How to Use this Document

All development applications and public realm design projects for land within Warburton (the defined study area) should refer to the Warburton Urban Design Framework.

The UDF contains a design framework that introduces a series of requirements and illustrations to help achieve the design vision. Each section within the design framework includes the following as relevant:

- Preferred character statements describing the desired outcome to be achieved by development and the public realm.
- Design guidelines that should be considered within future development proposals, and public realm master planning.
- Illustrations and plans that provide indicative guidance on the built form and public realm outcomes that are to be achieved.

The design framework of the UDF will be transferable into the Yarra Ranges Planning Scheme. Any planning scheme provisions will be introduced through a Planning Scheme Amendment as further outlined in the implementation section of this document.

1.2 Vision

Warburton is a beautiful township home to a diverse, robust, and creative community, that is an increasingly popular tourism destination. Warburton has a celebrated community of arts, culture and environment that supports prosperous local employment opportunities.

The Yarra River concentrates activity through a series of spaces that connect people to the Indigenous heritage of the area, offering leisure and recreation along the River. The village-feel streets of Warburton are booming with local businesses that embrace the views connecting with the beauty of the River. The Warburton Rail Trail connects cyclists and walkers from as far away as Lilydale to relax and recharge beneath the striking Mount Donna Buang.

Several large developments shape the local Warburton area, such as the reactivation of prominent vacant sites including the Warburton Sanitarium Health Food Company building, Warburton Recreation Reserve, Warburton Water World, and the Warburton Mountain Bike Destination. Adored heritage places have returned to life, driving vibrancy, employment, and a renewed local character. The two town centres have been unified which has empowered housing to support the local community. Major tourist and regional events are balanced carefully with the natural environs, and local community needs.

People of all abilities can now access the parks and spaces around Warburton, and through innovative new technologies everyone can access services and transport to support the breadth of lifestyle needs. The beauty and character of Warburton that is loved by the community has been preserved, and enhanced as it has developed, and evolved to become a vibrant, and attractive destination in Melbourne.





1.3 Background

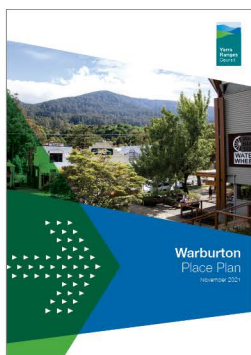
The Warburton Urban Design Framework has been developed to translate the principles of the Warburton Place Plan into actual designs and projects prepared for delivery. The below summarises the relationship of the Warburton Place Plan, and the Warburton Urban Design Framework.

Warburton Place Plan

The Warburton Place Plan guides decisions about Warburton, lays the foundations for design, captures the values and qualities of the place, and encourages direct investment for the township.

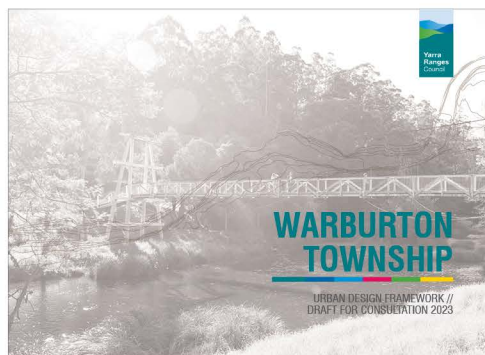
The Place Plan articulates clearly the unique character and attributes of the centre that must be at the heart of all projects. It lays out a coordinated approach across different programs of work, and forms the foundation for substantial design through a subsequent Urban Design Framework, focused Master Plans and discrete projects, along with prioritisation of annual roads, footpaths and community infrastructure works.

Importantly, it gives confidence that the values and character of Warburton are understood, and will be enriched as the place changes over time.



Warburton Urban Design Framework

The Urban Design Framework provides the local community, and Yarra Ranges Council with the tools to guide future development focused on the commercial town centres and main precincts within Warburton in a positive way. The UDF establishes a design vision to achieve land use and community expectations, articulating how people will experience Warburton as the area transitions to meet the needs of the local community and the demands of increasing tourism in the future. The UDF provides built form guidance, identifying key sites for future development outcomes through the preparation of design concepts that demonstrate how projects can achieve the vision for Warburton. Additionally, the UDF provides design guidance on key public realm areas, streetscapes, and transport (including car parking) outcomes for Warburton.

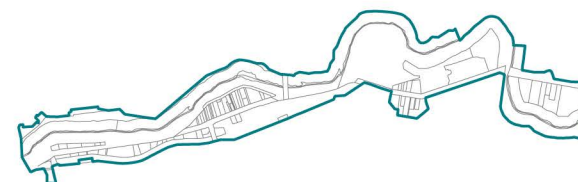


Study Area

The study area is approximately 55Ha in size and is focused on the Warburton Highway and the Yarra River which provide access to both town centres within Warburton. The study area is accessed from the west by Mayers Bridge and from the east by Signs Bridge with both bridges forming gateways into Warburton. The study area is bounded to the north by Dammans Road and the Yarra River and to the south by the Warburton Rail Trail and the Warburton Highway.

Commercial zoning identifies the two town centres in Warburton with a more refined boundary, through the Design Development Overlay (DDO), highlighting the retail areas. These town centres are accessed by the Warburton Highway which forms a linear movement route through Warburton catering primarily for vehicle movements and access.

This is supported by a pedestrian and cyclist movement route provided by the Warburton Rail Trail which also accesses the township. Additionally, the Yarra River creates a natural linear open space that includes adjacent open space land uses in Warburton Recreation Reserve, and the Redwood Community Centre oval.





Study Area

1.4 Process

2021

Warburton Place Plan

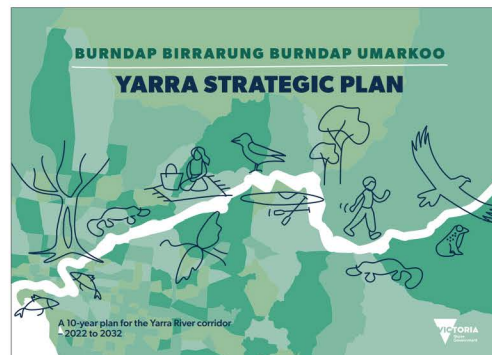
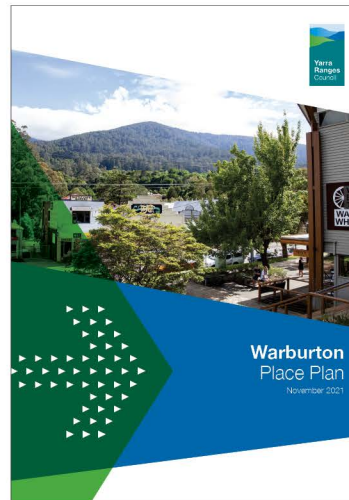
- Set a shared vision for Warburton between the Community and Council for the next 20 years.
- Framework to deliver the community's aspirations for the township.
- Framework to direct investment into Warburton.
- Developed 5 Key Principles with associated actions required to deliver the agreed vision.
- Embedded the Yarra Strategic Plan

Community Consultation

- Initial engagement between December 2018-May 2019.
- 400 people participated in the process.
- 8 weeks of intensive Community Consultation between July 2021-August 2021.
- 1,500 residents engaged, 107 responses.

Relationship to the Urban Design Framework

- Action 3.1 the preparation of an Urban Design Framework
- Protect and enrich the character of Warburton.
- Improved public places that provide platform for greater connection, participation, and activation.
- Enhanced sense of safety and community connection, belonging and pride.
- Enhances Warburton's public places and provides opportunities for cultural expression.
- Makes better use of existing infrastructure and amenities.



2022

Burndap Birrarung burndap umarkoo Yarra Strategic Plan

The Upper Yarra is a unique part of Victoria with its blend of tourism, agriculture, and climate, amongst the backdrop of a picturesque landscape. It is also where the Birrarung (Yarra River) commences its 242-kilometre journey to Port Philip Bay. The river is at the heart of all activity in this region. The Burndap Birrarung burndap umarkoo, (Yarra Strategic Plan) 2022-2032 recognises the Birrarung as a living and integrated natural entity, and was developed to embed the long term (50 year) vision for the river, and support collaborative management of the river and its lands.

"Warburton is significant as the largest township in the upper rural reach and the gateway to the Yarra Ranges National Park. It is a historic rural township with significant character and cultural values. Established around the Yarra River, it provides opportunities for direct experiences of the river's environment."

Development of tourism is recognised as a priority in the Yarra Ranges' Economic Development Strategy 2012-2022, with the natural beauty of the river and surrounding environment a key feature. The Warburton Place Plan (in preparation) will guide Council's directions and actions over the next 20 years, ensuring that the town's future matches the values and culture of the area¹."

¹Yarra Strategic Plan 2022-2032, 2022, p.90

2024

Warburton Urban Design Framework

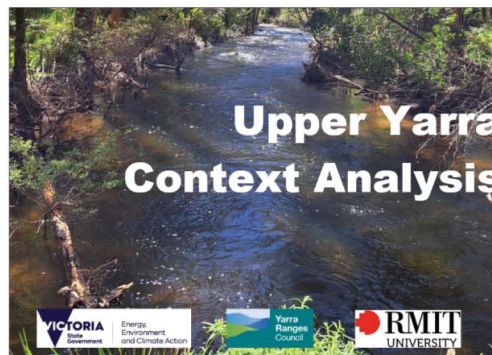
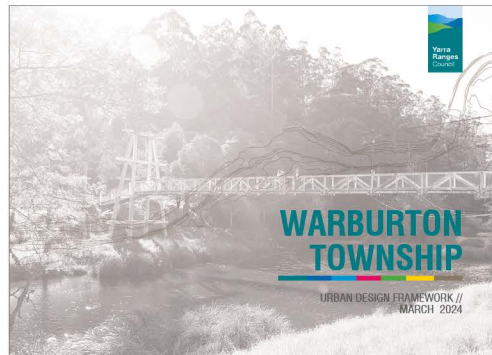
- Focuses on the commercial and public owned land within the Warburton Town Centre only.
- Establishes a design vision to achieve built form and community expectations.
- Provides design guidelines to protect and enhance the character of Warburton.
- Uses local character and attributes to inform the appearance of private and public development.
- Uses key features of the township such as the Yarra River and surrounding valley to inform design principles and outcomes.

Community Consultation

- 12 weeks of Community Consultation between December 2022 and March 2023.
- 1800 comments received on the UDF
- More than 3000 people reviewed the document.
- Key State government Bodies (i.e. Melbourne Water and the Country Fire Authority) informed 3 times of the UDF.

Relationship to the Urban Design Framework

- The Yarra River is identified as a key feature of the Warburton Township and is discussed in context section of the UDF.
- Responsive design approaches based on the different environs of the Yarra River.



2025

Draft Upper Yarra Local Development Strategy (In Development)

- Looks at the whole Yarra Valley from Woori Yallock east to Powelltown.
- Focused on transitioning the economy following the closure of the timber industry following the 2019 Victorian Forestry Plan.
- Seeks to improve economic and social opportunities of the communities.
- Developed 6 'innovation opportunities' for the Upper Yarra region
- Identifies high level projects that could be further investigated.

Community Consultation

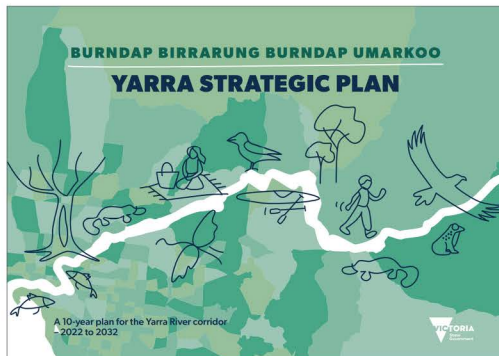
- Commenced after the Urban Design Framework was consulted on and updated.
- State Government led with input from Council, RMIT University and the community.
- Undertook research and analysis, and targeted consultation in early 2023.
- Formal Community Consultation November 2023

Relationship to the Urban Design Framework

- Identifies the innovation opportunities - Repurposing abandoned places and underused buildings.
- Identifies the innovation opportunities - Renewable Energy & Energy Resilience.
- Identifies the innovation opportunities - improved transport and access.

1.5 Yarra Strategic Plan

The **Burndap Birrarung burndap umarkoo (Yarra Strategic Plan) 2022-2032** recognises the Birrarung as a living and integrated natural entity, and was developed to embed the long term (50 year) vision for the river, and support collaborative management of the river and its lands.



Warburton sits within the **Upper Rural Reach** area of the Plan, and lays out the following **Community priorities and values** which align closely with the Warburton UDF projects:

- *Promote and celebrate local cultural heritage through collaboration and community education.*
- *Develop new opportunities around local tourism, including river-based learning.*
- *Celebrate and promote opportunities for people to immerse themselves in the unique landscape, local wildlife and incredible biodiversity.*
- *Provide an expanded river access network for recreation and social connection.*
- *Foster healthy local ecosystems for the river, its wetlands and billabongs, which are recharged through environmental flows.*

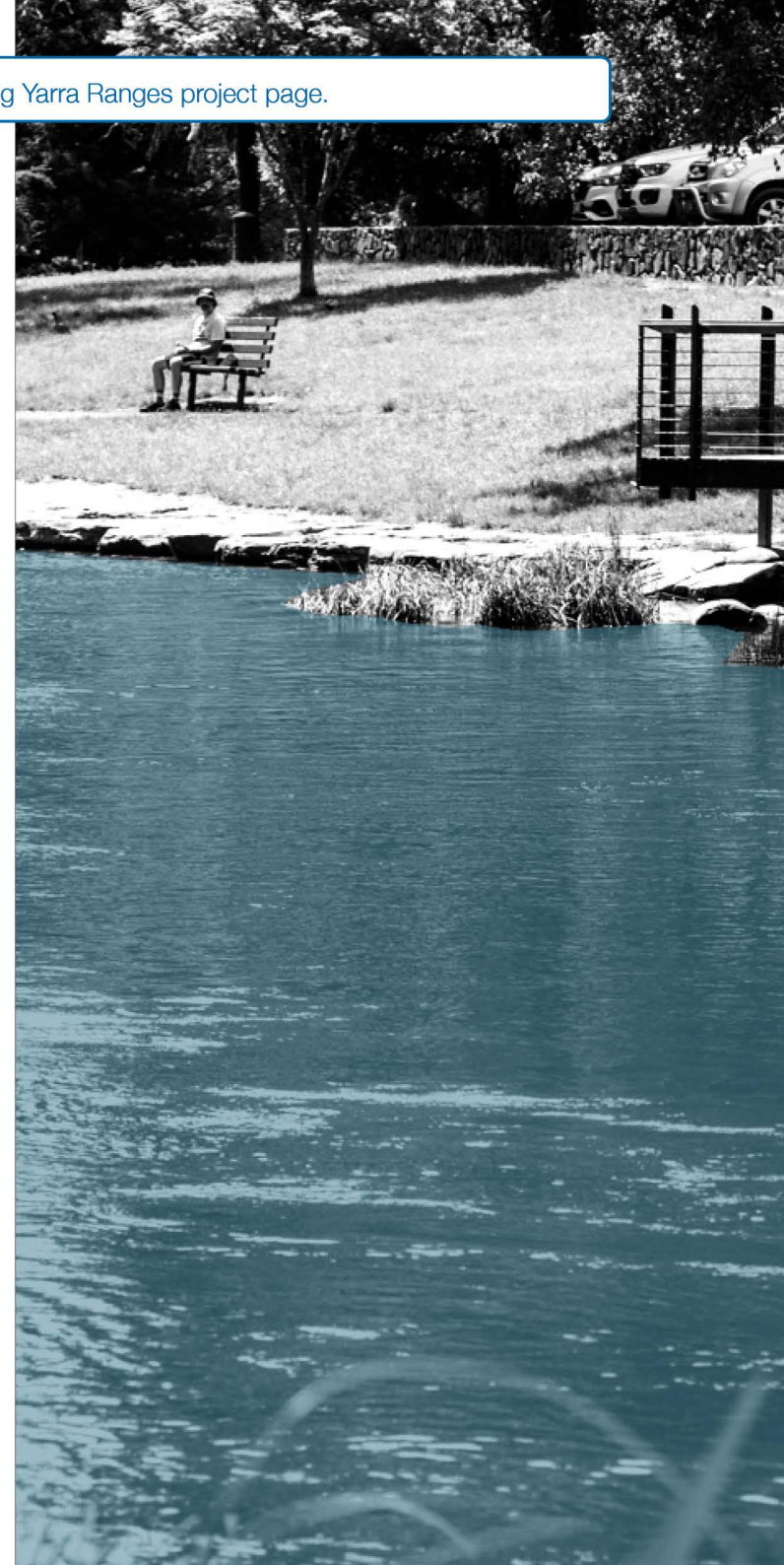
- *Work with local farming communities to ensure sustainable water use.*
- *Celebrate personal connections to the river.²*

The Plan articulates the following **Opportunities for future projects and alignment for Warburton Township** that have been embedded into the directions and recommendations of the Warburton Urban Design Framework:

- *Develop Warburton as a destination for naturebased tourism and recreation.*
- *Enhance opportunities to experience the river at Warburton by upgrading the Yarra River Walk circuit trail and connections between the different public spaces along the river, as well as providing visitor facilities as required.*
- *Upgrade launching facilities for paddlers at Mayer Bridge.*
- *Provide interpretive information at key locations to share stories of the river's history and environment.*
- *Protect views to the river from the Warburton Highway and the Lilydale–Warburton Rail Trail.*
- *Strengthen the riverbank environment through additional planting of appropriate species.*
- *Amend existing planning controls to ensure that new buildings present a positive interface with the river and its adjoining parklands, provide adequate setbacks for planting and allow for the creation of public access to the river where appropriate.³*

²Yarra Strategic Plan 2022-2032, 2022, p.88

³Yarra Strategic Plan 2022-2032, 2022, p.90



To achieve the preferred land-use framework the plan sets out a series of land-use directions that are specific to certain section and/or places along the length of the river.

Below are the relevant directions as well as a description of how the Urban Design Framework is addressing these.

	Warburton Township Directions	UDF Response
UR 15	<i>Apply permanent planning controls to manage building heights and setbacks to protect the Yarra River landscape corridor and ensure development maintains the heritage character of townships.</i>	Provide specific guidance on the character and built form of Warburton to inform a future Warburton-specific Design & Development Overlay.
UR 16	<i>Apply permanent planning controls to ensure new development creates a positive interface with the Yarra River landscape corridor and facilitates public access to the river where appropriate.</i>	Current built form turns its back to the river and is often unsightly. The UDF demonstrates strategies to create more inviting and engaging interfaces to the Yarra River corridor. Several proposed projects improve access to the Yarra River, dispersing the intensity of activity currently occurring on Thomas Avenue, providing additional river access nodes and upgraded picnic areas and reserves along the Yarra River along with enhanced parking management.
UR 17	<i>Improve native planting along the bank of the Yarra River to restore and enhance the natural environment.</i>	The UDF promotes retention of significant vegetation as the primary design response within the Warburton Township. Enriched planting and landscaping will be embedded into the UDF's suite of projects along the Yarra River.
UR 4 & 18	<i>Investigate new or strengthened protection measures for high priority tributaries.</i>	Numerous projects improve water quality from existing pavements and areas adjacent to the river through Water-Sensitive Urban Design strategies such as permeable pavements, biofiltration garden beds and tree planting.
UR 19	<i>Apply integrated water management principles to optimise water supply, improve water quality and enhance flood protection.</i>	The UDF outlines a series of design treatments and requirements that integrate Water Sensitive Urban Design such as introducing permeable pavements and biofiltration garden beds. Flood sensitive development concepts have been included along Thomas Avenue.
UR 20	<i>Ensure development in flood affected areas is informed by the Guidelines for Development in Flood Affected Areas.</i>	All projects and development would adhere to the requirements of Land Subject to Inundation Overlay (LSIO) requirements and Melbourne Water requirements. Design solutions would be informed by these Guidelines.

2.0 CONTEXT

- 2.1 Regional Context
- 2.2 Land Form
- 2.3 Environment
- 2.4 Land Use
- 2.5 Open Space
- 2.6 Transport
- 2.7 Architecture and Heritage

2.1 Regional Context

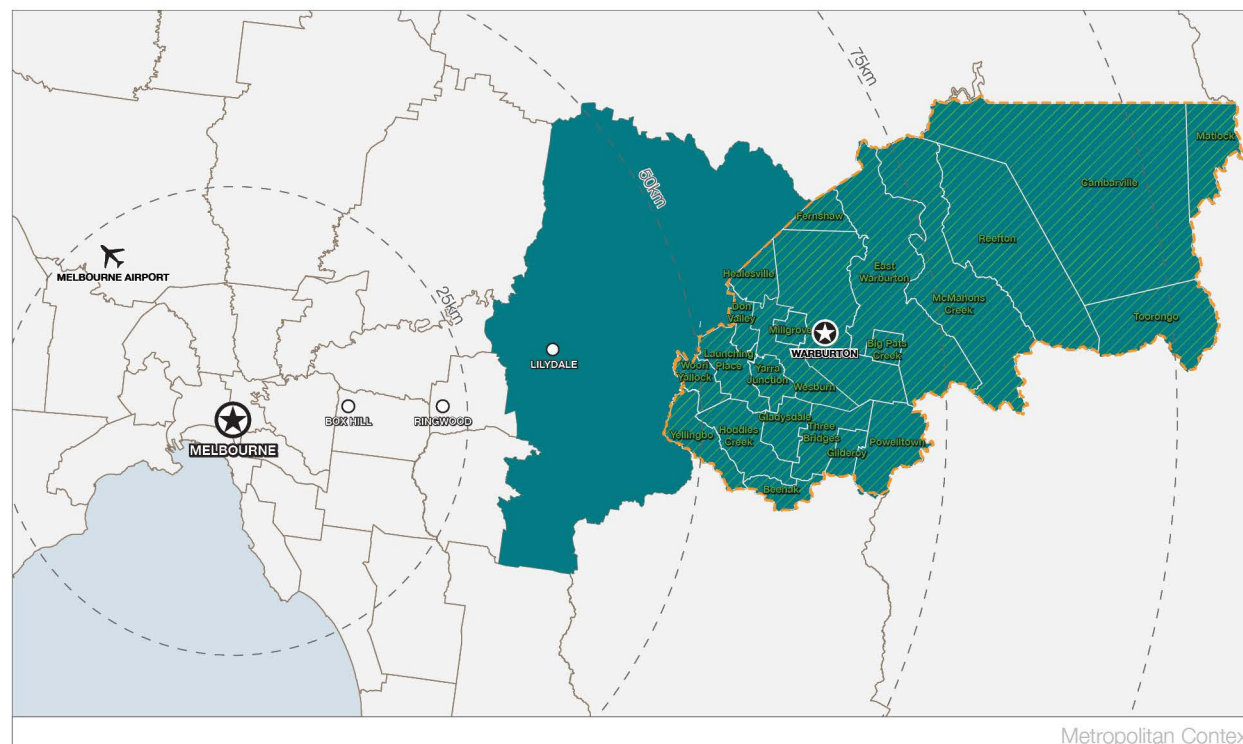
Yarra Ranges

Yarra Ranges is the largest metropolitan Council in terms of land size in Melbourne. As an interface Council, Yarra Ranges plays an important role connecting urban and rural Victoria. Yarra Ranges offers a mixture of urban and rural communities. Yarra Ranges is home to over 150,000 people and covers approximately 2,500km². The municipality stretches from the densely populated outer suburbs into the foothills, agricultural valleys and forested areas of the Great Dividing Ranges.

Around 70% of our population lives in urban areas, which represent only 3% of the Yarra Ranges landmass. The remaining population is distributed throughout rural areas. There are over 55 suburbs, townships, small communities and rural areas within the Shire, making it one of the most diverse of any municipality in the State. The municipality is home to significant natural reserves and boasts popular areas such as the Dandenong Ranges and the Upper Yarra Valley.

Upper Yarra Valley

The Upper Yarra Valley is located to the east of the Melbourne CBD. It is defined by the path of the Yarra River and is characterised by a picturesque natural environment and attractions driving tourism. The mix of dense bushland and agricultural parcels has resulted in the area being used for grazing, and fruit growing amongst other things. The scattered townships that spread throughout the Upper Yarra Valley cater for day trips and holiday makers with these characteristics, and the location of the Upper Yarra Valley seeing high visitor numbers throughout these townships all year round. The Upper Yarra Valley is a destination for integrated food, wine, cultural, nature and activity-based tourism experiences, with a visitor economy that maximises economic and social benefits that flow to the region.



Warburton

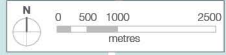
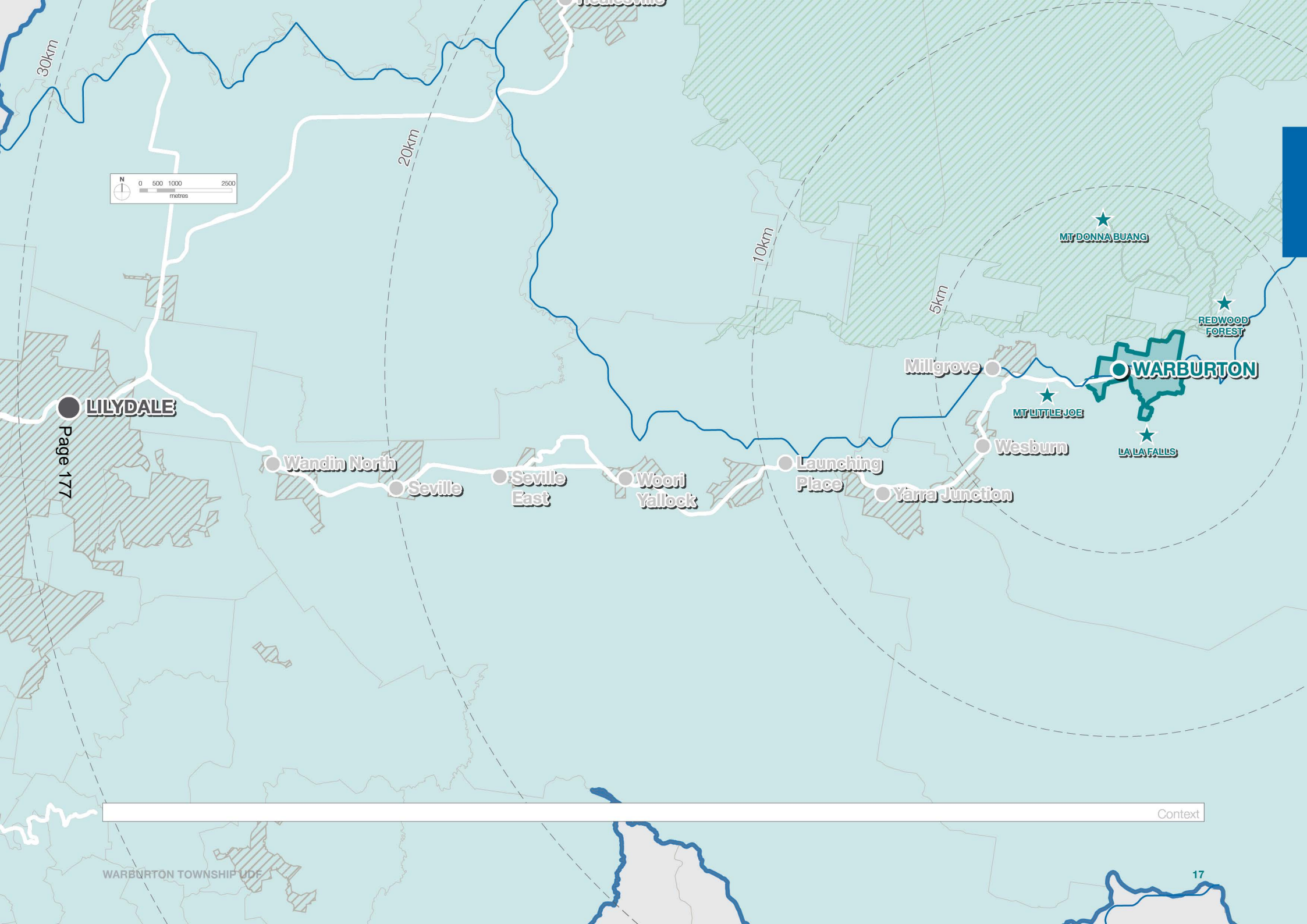
Mount Donna Buang, and Mount Victoria soars over the township to the north and Mount Little Joe rises up to the south.

La La Falls cascade down towards the Yarra River which meanders into town from the distant reaches of the Yarra Ranges National Park.

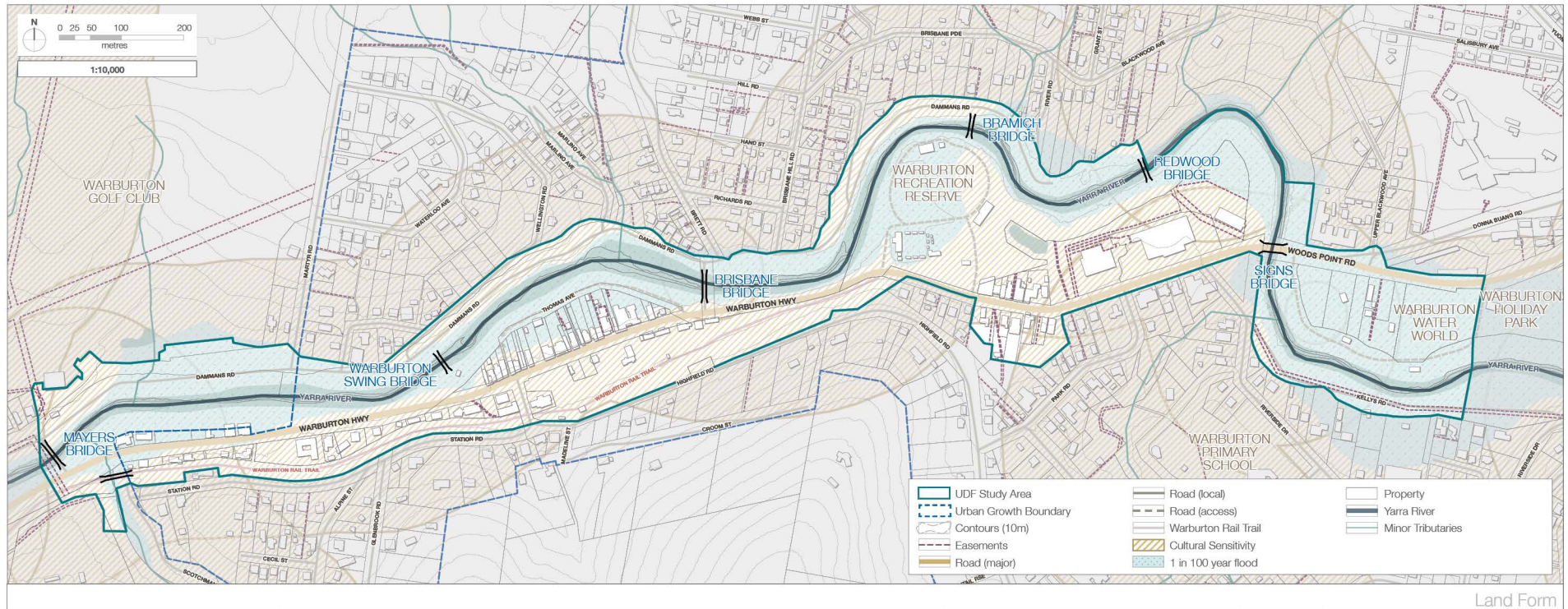
Structured as two discrete centres that are 300m apart, Warburton is connected by the Yarra River, with Dammans Road winding along on the north bank and the Warburton Highway along the south.

It services the strong and passionate local Warburton community as well as the surrounding communities of Wesburn, Millgrove, East Warburton and Big Pats Creek.





2.2 Land Form



The land form for Warburton is characterised by the valley in which Warburton is situated adjacent to the natural waterway that passes through the township in the Yarra River.

Topography

The land form to the north of the Yarra River rises sharply, and to the south, it elevates from the Warburton Highway. Mount Donna Buang, and Mount Victoria, are located to the north with Mount Little Joe to the south. A substantial flood plain expands out from the Yarra River, and covers much of the low lying land that is occupied by Warburton's two town centres. This flood plain

includes a limited number of larger flat areas within the township which are responsible for providing the major open spaces areas.

Landmarks

In addition to the open space areas (Warburton Recreation Reserve/Water World) within Warburton there are a number of other landmarks, many of which are also located on flat flood prone land. The other landmarks include; the Sanitarium and Signs Publishing buildings; the Redwood Community Centre; La La town centre; and the Warburton Holiday Park. Other key landmarks include: the Yarra Town Centre; the Warburton Rail Trail; many of the

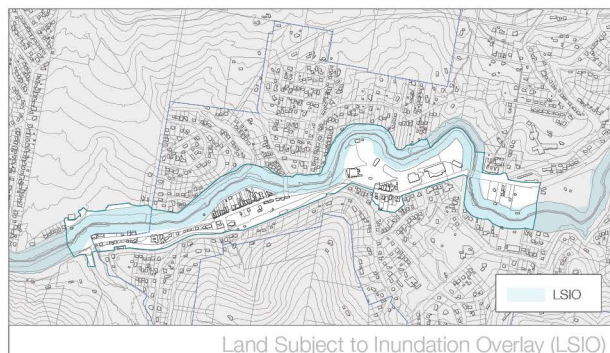
bridges that cross the Yarra River; the Sanitarium and Hospital; and the Warburton Golf Course.

Waterways

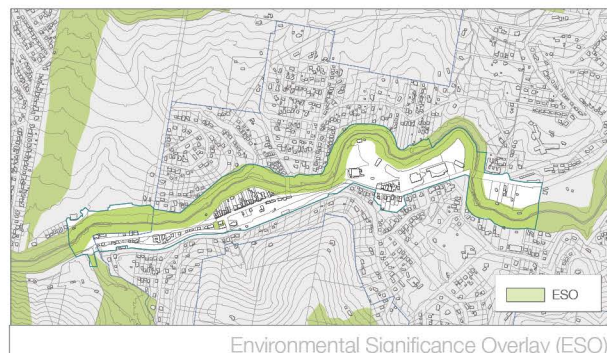
The Yarra Rivers forms a prominent focal point of the Warburton area, and it is also the natural low point. Many of the walking paths, and roads utilise bridge crossings of the river to access the residential areas that support the township. The Yarra provides a natural northern edge to the town centres in addition to the Warburton Highway which forms a boundary to the centre from the south.



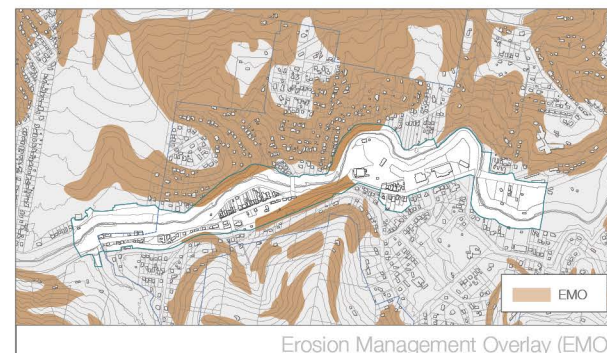
2.3 Environment



Land Subject to Inundation Overlay (LSIO)



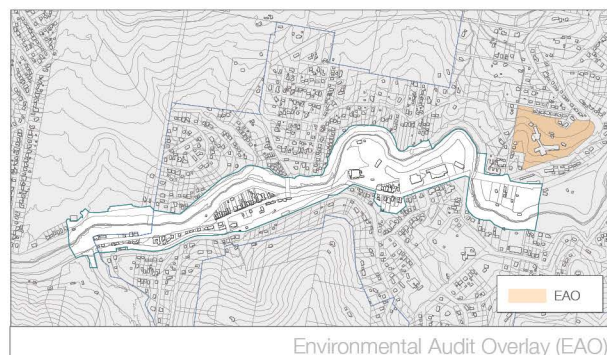
Environmental Significance Overlay (ESO)



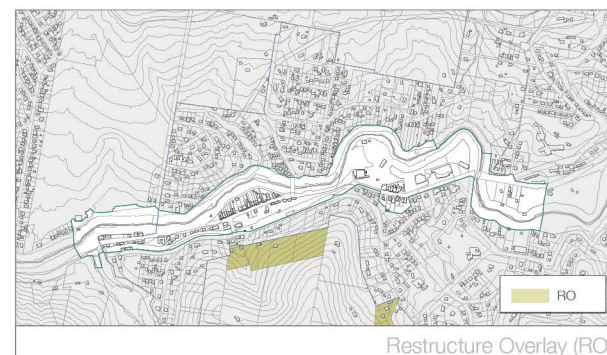
Erosion Management Overlay (EMO)



Significant Landscape Overlay (SLO)



Environmental Audit Overlay (EAO)



Restructure Overlay (RO)

The natural environment is a significant asset for the Warburton area. A number of overlays serve to protect the environment including:

Land Subject to Inundation Overlay (LSIO)

Focused on the Yarra River in Warburton the LSIO aims to protect the quality of waterways as natural resources. The LSIO also aims to ensure that development maintains or improves river health, and waterway protection.

Environmental Significance Overlay (ESO)

Warburton contains extensive areas of remnant

bushland which are an intrinsic part of the unique landscape and environmental character. The ESO highlights significant vegetation adjacent to and within the Yarra River waterway corridor.

Erosion Management Overlay (EMO)

The EMO in Warburton highlights areas where managing the risk of landslip is a critical consideration to environmental protection, and the impacts of any future development.

Significant Landscape Overlay (SLO)

The SLO identifies the majority of Warburton as a

significant landscape. The aim of the overlay is to conserve and enhance the character of this area.

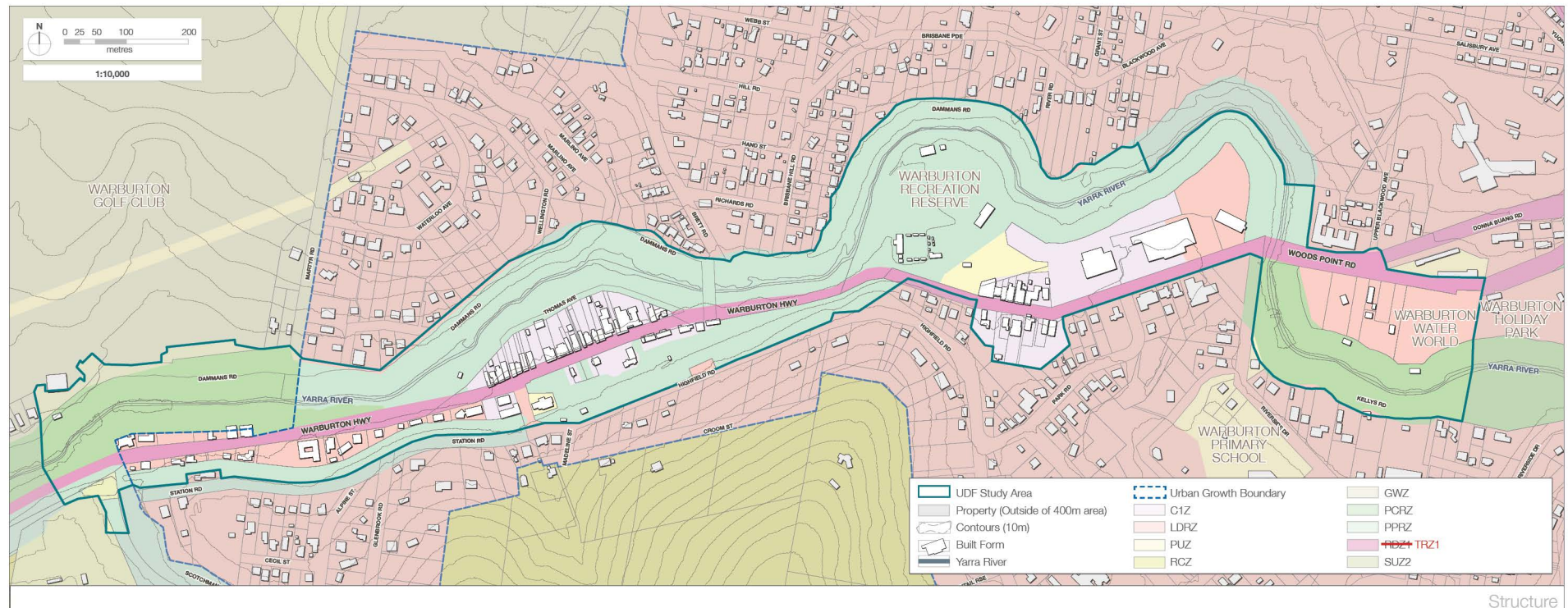
Environmental Audit Overlay (EAO)

The EAO in Warburton is constrained to the Sanitarium and Hospital site and ensures that potentially contaminated land is suitable for uses which could be affected by any contamination.

Restructure Overlay (RO)

The RO identifies old and inappropriate subdivisions which are to be restructured to preserve and enhance the environmental amenity of the area.

2.4 Land Use



The Warburton strip shopping areas are visible centres for the immediate Warburton area. These commercial areas are surrounded by open space areas that are adjacent to the Yarra River corridor, and the Warburton Rail Trail. The Yarra River forms a natural northern edge to the commercial areas of the township, with the alignment of the Warburton Highway creating the edge condition to the south. The key zones in Warburton include:

Commercial 1 Zone (C1Z)

The two retail centres within Warburton are covered by C1Z. These areas are defined a mixed use

centres that form the commercial centre of the Warburton Township.

Low Density Residential Zone (LDRZ)

The majority of residential land within Warburton is covered by the LDRZ. The resulting residential typologies are characterised by low density, single dwellings, on larger lots that currently support the commercial areas of Warburton. The lack of density and variation in housing typologies highlights the role that visitors and tourism plays in supporting the retail mixed use areas.

Public Park and Recreation Zone (PPRZ)

Land adjacent to the Yarra River corridor is categorised as PPRZ. This area recognises land for public recreation and open space such as Warburton Recreation Reserve. These areas are also prioritised to protect and conserve areas of significance in Warburton.

Road Zone 1 (RDZ1) Transport Zone (TRZ1)

The RDZ1 TRZ1 covers the Warburton Highway and Donna Buang Road illustrating the primary access points into Warburton.

Page 182

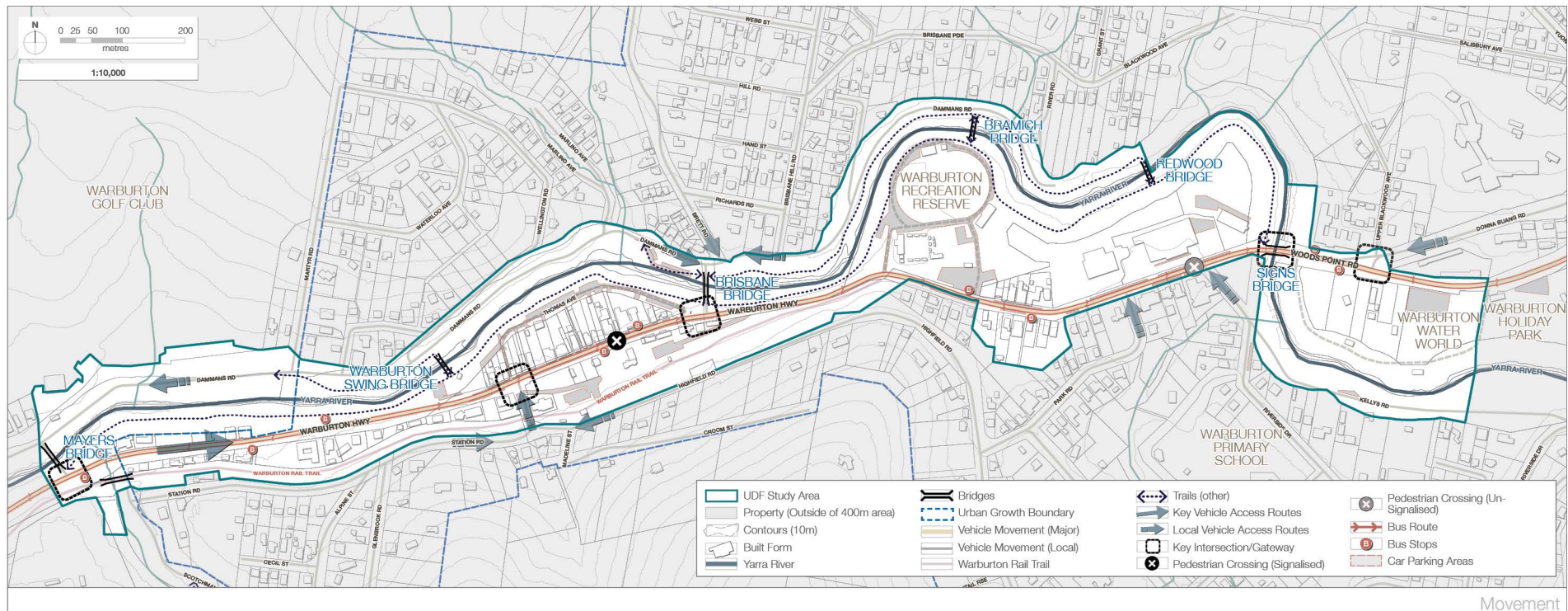


Active Open Space/Recreation

22

Passive Open Space

2.6 Transport



Warburton is accessed from the Warburton Highway by single vehicle entry and exit points. There are three vehicle and three pedestrian bridges that create crossings of the Yarra River. With the area characterised by linear movement routes along the Warburton Highway, the Warburton Rail Trail, and the Yarra River.

Access

Access to Warburton is from the Warburton Highway. Gateways exist into the township along the Warburton Highway at: Station Road; Brisbane Bridge; Signs Bridge; and Donna Buang Road.

There is a signalised pedestrian crossing near the Warburton Information Centre, and an unsignalised school crossing at the Signs Publishing Company. Access to the main centre is from Thomas Avenue which also provides access to the Yarra River.

Movement

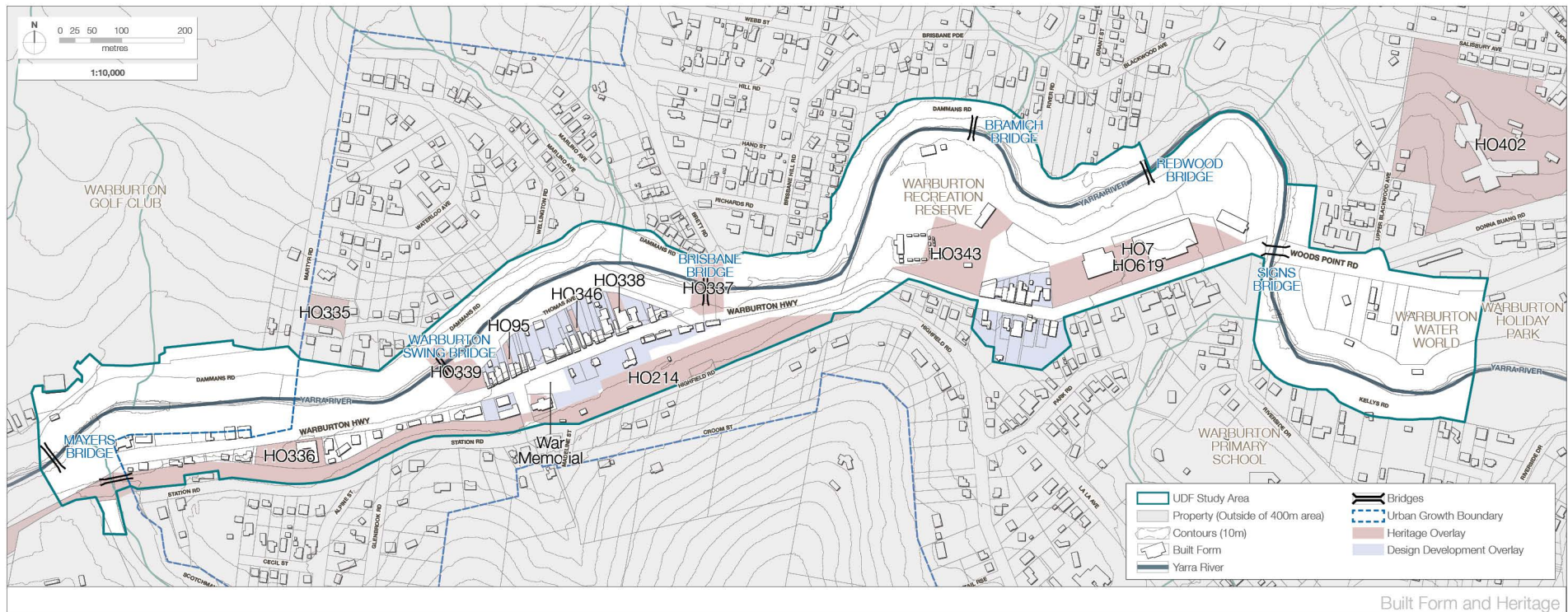
In addition to the Warburton Highway, Donna Buang Road is the only other PDZ+ TRZ1. Dammans Road runs parallel to the Yarra River catering to local vehicle movements to the surrounding northern residential catchment. Pedestrian movement routes along the Yarra River Trail, and the Warburton Rail

Trail provide broader regional links for cycling, and pedestrian movements. Bus movements are isolated to the Warburton Highway.

Car Parking

Car Parking is dispersed throughout Warburton with parking areas located in proximity to: town centres (Thomas Avenue, Police Station, and Community Skate Park); open space areas (Warburton Recreation Reserve, and Story Reserve); and at Warburton Water World. At peak periods demand for parking along Warburton Highway creates access and movement issues.

2.7 Architecture and Heritage



There is limited planning guidance within the Yarra Ranges Planning Scheme to guide future development in Warburton. The Design Development Overlay (DDO12) covers various townships including Warburton and as such has limited detail specific to the Warburton townships and built form.

Design Development Overlay (DDO)

DDO12 covers the two Warburton town centres and properties on both the northern and southern side of the Warburton Highway to create the desired main street character. DDO12 recognises that the town centre/s covered will be dominated by a main street

that retains a classic and attractive country town character. The built form of new development should reinforce this character and retain the distinctive features associated with the historic development of Warburton, including elements such as established trees, and views to rural features such as nearby wooded hills.

Design Objectives

- To enhance the distinctive built form and streetscape characteristics of the Warburton town centre.

- To reinforce the main street as the focus of business and pedestrian activity in the Warburton town centre.
- To maintain visual links between the town centre and its rural hinterland.
- To protect and enhance the amenity of residential and public places within and adjoining the town centre in Warburton.
- To provide safe and convenient on site car parking that has a minimal visual impact on public places.

Heritage (HO)

The Heritage Overlay seeks to conserve and enhance heritage places of natural or cultural significance within Warburton. It aims to conserve and enhance those elements which contribute to the significance of the heritage places, and ensure that development does not adversely affect the significance of these heritage places. The Heritage Overlay conserves specified heritage places by allowing uses that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

There are a number of Heritage Overlays that apply to Warburton. These include:

Victorian Heritage Register

- Sanitarium Health Food Company and Signs Publishing Company (HO619)

Yarra Ranges Heritage Overlay

- Sanitarium Health Food Company and Signs Publishing Company (HO7)
- Gainsborough Store (HO95)
- Lilydale - Warburton Railway (HO214)
- School Teachers House and Garden (HO335)
- The Alpine Retreat Hotel (HO336)
- Brisbane Hill Road Bridge (HO337)
- Warburton Mechanics Institute (HO338)
- Warburton Swing Bridge, Tennis Courts, Club House, and Rotunda (HO339)
- La La siding, Turntable and Crane (HO343)
- Lace and Things Shop (HO346)
- Warburton Sanitarium and Hospital (HO402)

Victorian War Heritage Inventory

- Warburton War Memorial Obelisk
- Warburton WWII Memorial Wall



Sanitarium Health Food Company (HO619/HO7)



Signs Publishing Company (HO619/HO7)



Gainsborough Store (HO95)



Warburton Mechanics Institute (HO338)



Warburton Swing Bridge (HO339)



Brisbane Hill Road Bridge (HO337)



Lace and Things Shop (HO346)



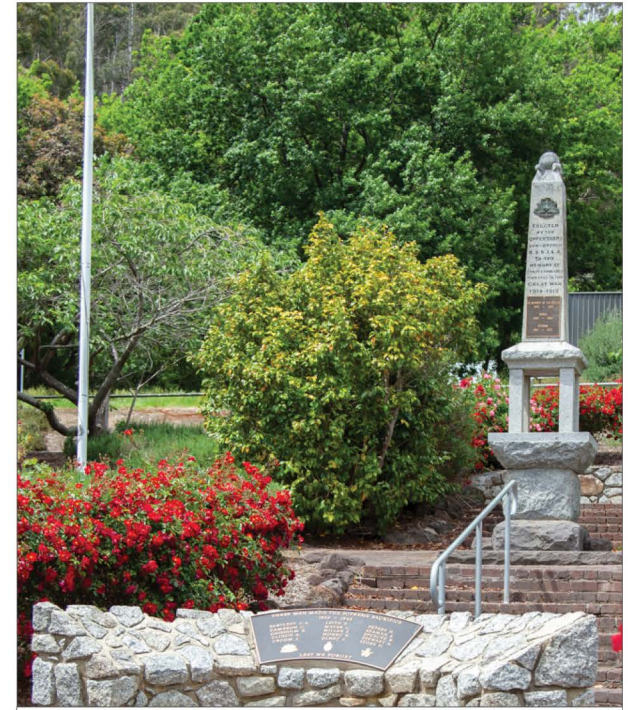
La La siding, Turntable and Crane (HO343)



Warburton Sanitarium and Hospital (HO402)



Lilydale - Warburton Railway (HO214)



Warburton War Memorial Obelisk, Warburton WWII Memorial Wall



The Alpine Retreat Hotel (HO336)

3.0 ANALYSIS

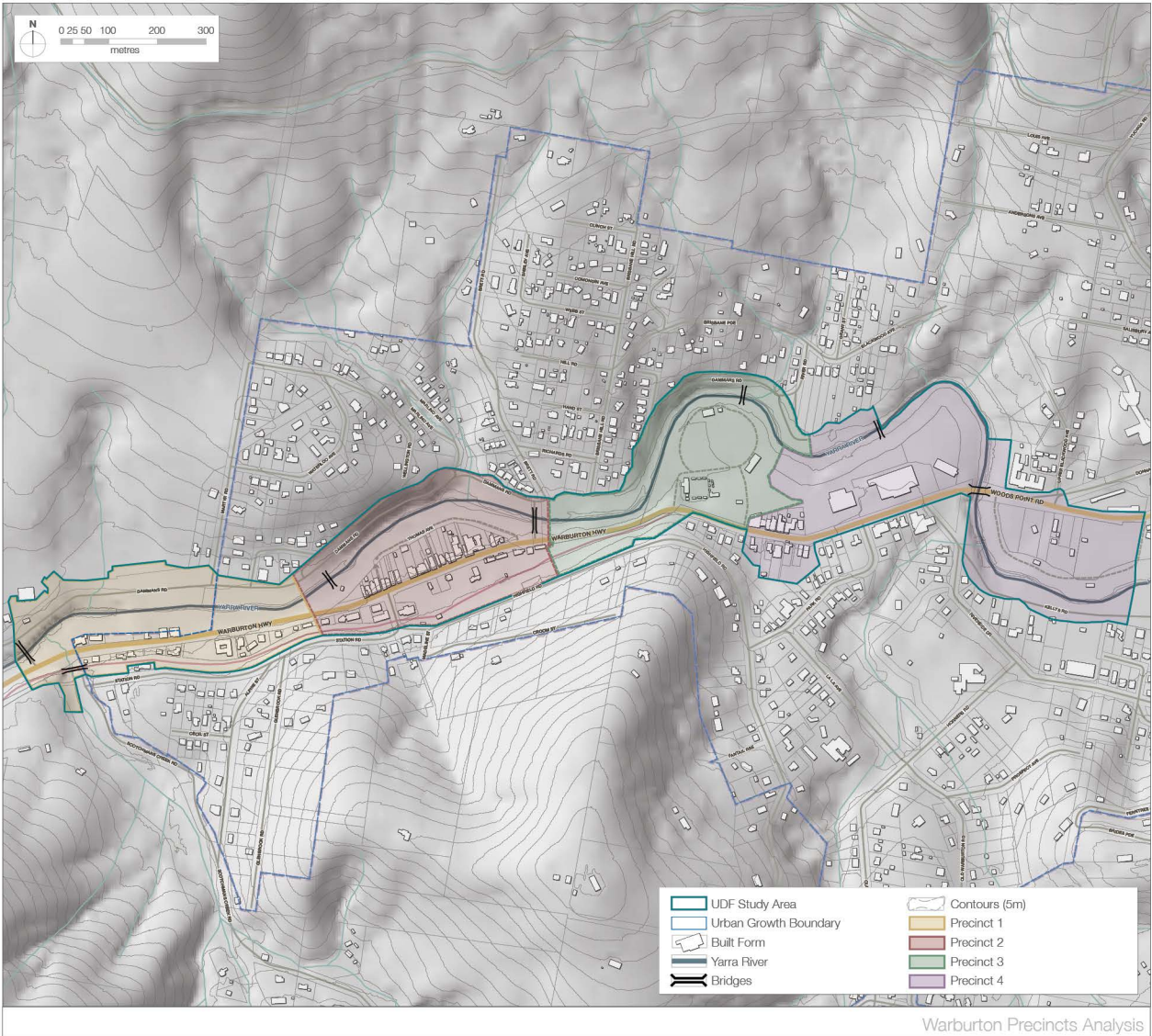
- 3.1 Precincts Analysis Overview
- 3.2 Warburton Gateway
- 3.3 Yarra Town Centre
- 3.4 Recreation
- 3.5 La La Town Centre

The Warburton UDF considers the town centre as four separate areas that have their own similar characteristics, referred to as precincts. These precincts are:

3.1 Precincts Analysis Overview

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.

	Precinct	Role and Function
1	Warburton Gateway	Precinct 1 serves as the gateway into Warburton. It is defined by linear movement corridors, and open space routes including the Warburton Highway, the Warburton Rail Trail, and the Yarra River which is the precincts most defining natural feature.
2	Yarra Town Centre	Precinct 2 is the main town centre for Warburton. Accessed by the Warburton Highway the precinct is the main commercial town centre of Warburton. The Warburton Highway provides vehicle access through the precinct, and Thomas Avenue, adjacent to the Yarra River, provides access for the bulk of the commercial offering.
3	Warburton Recreation	Precinct 3 is defined by a number of active and passive recreation areas, and sits between Warburton's two town centres.
4	La La Town Centre	Precinct 4 is the secondary town centre for Warburton. The commercial town centre caters for a more local offer within Warburton. The area is defined by iconic architecture in the form of the Sanitarium Health Food Company heritage building.



3.2 Warburton Gateway

Precinct Character

Precinct 1 (12Ha) serves as the gateway into Warburton. Accessed by the Warburton Highway the precinct is bounded by Mayers Bridge at the western gateway and Story Reserve to the east. Precinct 1 leads into the commercial main town centre of Warburton. The precinct is defined by linear movement corridors, and open space routes which include Dammans Road on the northern edge of the precinct and the Warburton Rail Trail forming the southern boundary of Precinct 1. Centrally the Warburton Highway provides vehicle access through the precinct, and the Yarra River, the precincts most defining natural feature, caters for water flow and linear open space, and recreation opportunities on both river banks.

Structure

The Yarra River is the low point of the precinct, and with the proximity of the Warburton Highway these two linear corridors form the focal point of the precinct. All of the built form on the north side of the Warburton Highway is located within the 1 in 100 year flood zone. The land form rises on both sides of the river, sharply in sections, to enhance the focus and activity on the River and Road plateau. Partial views of Mt Donna Buang and Mt Little Joe reveal themselves as well as glimpses of the Yarra River, as you progress through the precinct.

Public Realm

There are two linear open space corridors within the precinct which both contain important pedestrian and cycling trails. The Warburton Rail Trail, and the Yarra Trail, provide strong movement corridors through the precinct, linking to Warburton, and to the greater region. There are two Reserve within the precinct as well with Dolly Grey Park, and the Upper Yarra River Reserve providing passive open space opportunities within the precinct. There are also two public toilet blocks, one near Mayer Bridge and the other within the Upper Yarra River Reserve.

Movement and Access

The Warburton Highway is the sole vehicle and public transport (bus) movement route into the precinct and Warburton. Mayer Bridge provides alternative road access to the residential area, including the Warburton Golf Course, north of the Yarra River through Dammans Road. Scotchmans Creek Road provides access to the residential catchment to the south of the Warburton Highway. Informal car parking areas exist along the Warburton Highway road reserve and adjacent to unconstrained areas along Dammans Road.

Built Form

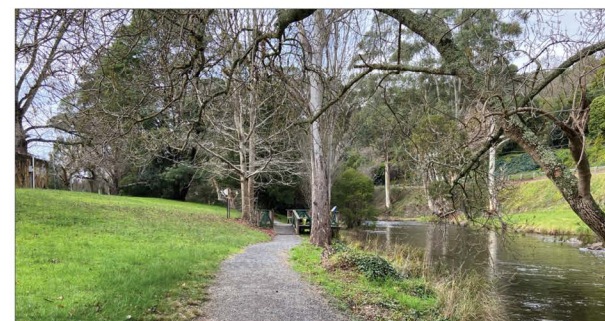
The precinct is made up of one and two storey built form, with the heritage listed Alpine Retreat Hotel the most notable building. The primary interface for built form is the Warburton Highway, with secondary interfaces forming through the Yarra River. Built form fronting the southern edge of the Warburton Highway sits above the road level, enhancing the perceived building height, however the majority of the interfaces do not activate or front the Warburton Highway. The limited built form that sits between the Warburton Highway and the Yarra River is highly visible and has excellent street address, but once again the built form interfaces could be improved.

Key Elements

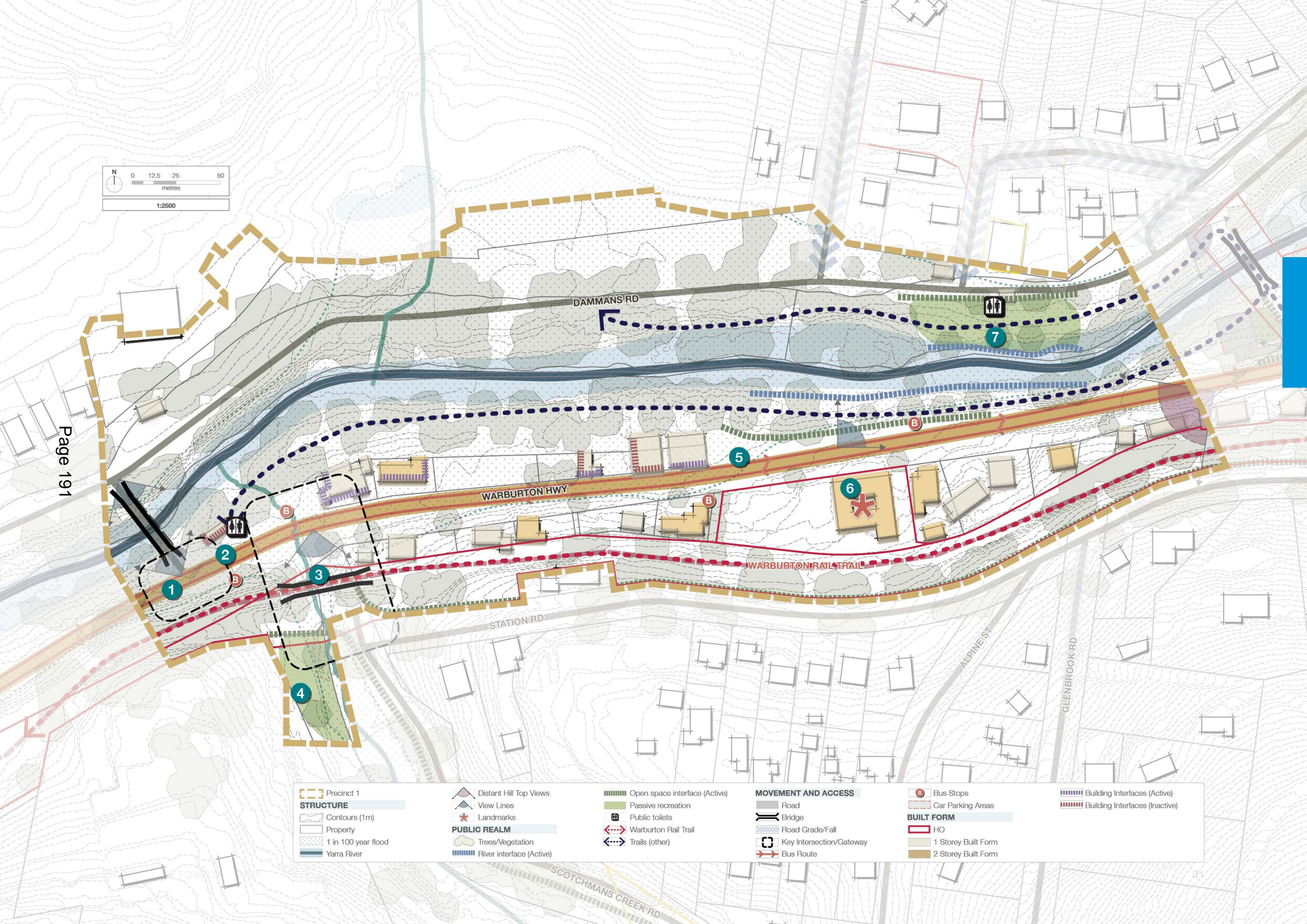
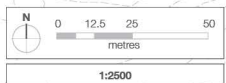
- 1 Mayers Bridge
- 2 Public Toilets
- 3 Scotchmans Creek Road
- 4 Dolly Grey Reserve
- 5 Warburton Highway Road Reserve (north)
- 6 The Alpine Retreat Hotel
- 7 Upper Yarra River Reserve (west)



4 Dolly Grey Reserve



7 Upper Yarra River Reserve (west)



STRUCTURE Precinct 1 Contours (1m) Property 1 in 100 year flood Yarra River	Distant Hill Top Views View Lines Landmarks PUBLIC REALM Trees/Vegetation River interface (Active)	Open space interface (Active) Passive recreation Public toilets Warburton Rail Trail Trails (other)	MOVEMENT AND ACCESS Road Bridge Road Grade/Fall Key Intersection/Gateway Bus Route	Bus Stops Car Parking Areas BUILT FORM HO 1 Storey Built Form 2 Storey Built Form	Building Interfaces (Active) Building Interfaces (Inactive)
---	--	---	--	---	--

3.3 Yarra Town Centre

Precinct Character

Precinct 2 (13Ha) is the main town centre for Warburton. Accessed by the Warburton Highway the precinct is bounded by Story Reserve and the Warburton Swing Bridge at the western gateway, and Brisbane Bridge at the east. Precinct 2 is the commercial main town centre of Warburton, and the precinct is defined by the Yarra River and Damman's Road to the north and the Warburton Rail Trail to the south. Centrally the Warburton Highway provides vehicle access through the precinct, and Thomas Avenue, adjacent to the Yarra River, provides access the bulk of the commercial offering which is located between the Yarra River and the Warburton Highway.

Structure

The Yarra River, the Warburton Highway, and the Warburton Rail Trail form three linear corridors that define the precinct. The main commercial precinct fronts the Warburton Highway and sits above the 1 in 100 year flood zone. The land form rises on both sides of the river, sharply to the north, with a more gradual slope rising to the Warburton Highway, and then elevating quickly again to the Warburton Rail Trail. The elevation on the southern side of the Warburton Highway provides excellent views of Mt Donna Buang Victoria over the retail buildings looking north, with Mt Little Joe visible to the south.

Public Realm

The river front for the Yarra River extends between the Warburton Swing Bridge and Brisbane Bridge, directly adjacent to Thomas Avenue, and the town centre. The linear open space corridor is open to the river with an active interface on the southern bank and includes important pedestrian and cycling trails. Within the town centre Yarra Square and Memorial Park provide passive urban open spaces to support the retail offer. The Warburton Rail Trail terminates at the town centre and positions Warburton as a destination for recreational cyclists and walkers. Chisholm Park partially sits in the precinct west

of Brisbane bridge and includes car parking. Two tennis courts are located on the Main Street at the western entrance of the town centre. The courts have been heavily modified from their original form and have continuing drainage issues that limit their usability. These courts are included in a heritage overlay that covers the nearby pavilion and Swing Bridge and this may explain why this recreation use still occupies land in a commercial corridor.

Movement and Access

The Warburton Highway again provides vehicle and public transport (bus) movement into the precinct. Brisbane Bridge provides alternative road access to the residential area north of the Yarra River, Station Road provides access to the residential catchment to the south. Thomas Avenue provides car parking and access to the town centre although traffic movement along this road is significantly congested at times because the avenue terminates in a dead end at its western end behind the tennis courts located on the Main Street. Other car parking areas (behind Police Station, and adjacent to Skate Park) suffer from a lack of visibility and limited through movement.

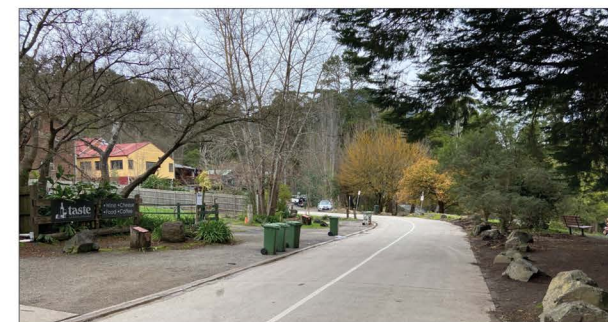
Built Form

The precinct is made up of one and two storey built form, with a number of heritage listed buildings spread throughout the town centre. The primary interface for built form is the Warburton Highway, with secondary interface opportunities to front Thomas Avenue and the Yarra River. Built form to the south of the Warburton Highway is defined by the Warburton Water Wheel, although this building is set well back from the street creating a large undefined area at the street interface. The primary built form frontage and 'main street' is the building line that sits on the northern interface to Warburton Highway. This built form is highly visible and has excellent street address, with the commercial uses creating an active built form interface to the road.

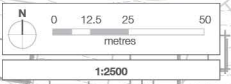
The narrow width of the footpath, on both sides of the Warburton Highway, compromises opportunities for outdoor dining and pedestrian movement along the 'main street' through the town centre.

Key Elements

- 1 Warburton Highway/Station Road
- 2 Yarra Square
- 3 Memorial Park
- 4 Warburton Community Garden
- 5 Thomas Avenue
- 6 Warburton Water Wheel
- 7 Warburton Highway (south)
- 8 Chisholm Park (west)



5 Thomas Avenue



Precinct 2 STRUCTURE Contours (1m) Property Council Owned 1 in 100 year flood Yarra River		Distant Hill Top Views View Lines Landmarks PUBLIC REALM Trees/Vegetation River interface (Active) Open space interface (Active)		Public toilets Information Centre Warburton Rail Trail Trails (other) MOVEMENT AND ACCESS Road Pedestrian Footpaths Universal Access (Ramp) Pedestrian Crossing (Signalised) Bridge Road Grade/Fall		Key Intersection/Gateway Bus Route Bus Stops Car Parking Areas BUILT FORM HO 1 Storey Built Form		2 Storey Built Form Building Interfaces (Active) Building Interfaces (Inactive)	
---	--	---	--	--	--	---	--	---	--

3.4 Warburton Recreation

Precinct Character

Precinct 3 (11Ha) is defined by a number of active and passive recreation areas, and sits between Warburton's two town centres. Accessed by the Warburton Highway the precinct begins just beyond Brisbane Bridge, with the town centre commercial area bordering to the east. Precinct 3 is the recreation hub of Warburton, and the precinct is defined by the Yarra River and Dammans Road to the north and the Warburton Highway to the south.

Structure

The large areas of open space within the precinct are located in proximity to the Yarra River, located on the low lying and flat river front plateau. As such, the majority of the precinct is covered by the 1 in 100 year flood zone. The land form is reasonably flat with the gradual slope rising sharply to the north and south of the precinct.

Public Realm

Chisholm Park sits to the north of the Yarra River and provides passive recreation opportunities activating the banks of the River. Warburton Recreation Reserve is well setback from Warburton Highway and provides a range of passive and active recreational uses that includes: playground, picnic shelter, football/cricket oval, cricket nets, bowls club, and netball courts. Warburton Recreation Reserve has an unobstructed outlook to Mt ~~Donna~~ ~~Duane~~ ~~Victoria~~ but the interface with the Yarra River is obscured for most of the area through trees, and an elevated land form. Pedestrian and cycling trails, including the Warburton Rail Trail, link to the reserve, but trails through the reserve are not clearly identified.

Movement and Access

The Warburton Highway provides vehicle and public transport (bus) movement into the precinct. There is a pedestrian river crossing that links to Dammans Road, however movement within the

precinct is heavily constrained. Ottrey's car park provides the largest parking area that caters for the adjacent town centre and additional parking when Recreation Reserve use demands it. Ottrey's car park is unsealed and other car parking areas, located around the Reserve, have limited visibility and activation.

Built Form

As the area is defined by open space recreational uses, there is limited notable built form in the precinct. The precinct contains single storey built form, made up of sporting pavilions, clubhouses, toilet blocks and pavilions. La La Siding, Turntable and Crane are of local heritage significance as evidence of the scale of timber getting operations, but this heritage is almost invisible within the precinct. There is some vacant land in proximity to this area which makes up the rear of the town centre and would benefit with greater activation. With limited built form, there are limited built form interfaces, with none that can be described as street fronting.

Tree at 3457 Warburton Highway (Ottrey's Car Park)

Yarra Ranges Council has decided to retain the tree and include a ten (10) metre exclusion zone at its base that is to be enclosed with a suitably designed permanent fence. This will ensure the future safety of the public and enhance the biodiversity of the tree and surrounds, as well as provide additional planting to support potential habitat.

Key Elements

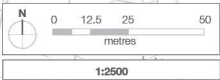
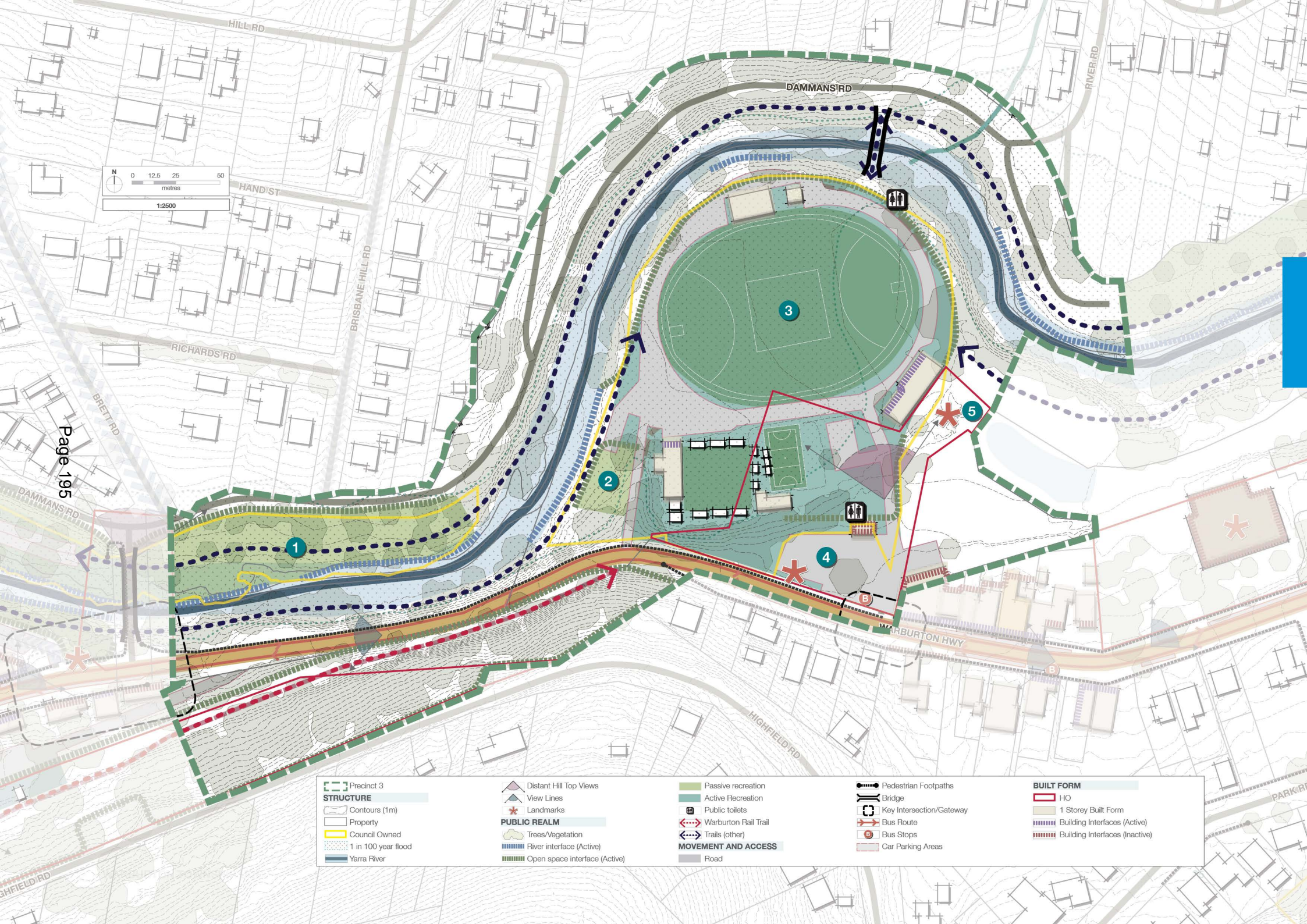
- 1 Chisholm Park (east)
- 2 Warburton Recreation Reserve Playground
- 3 Warburton Recreation Reserve
- 4 Ottrey's Car Park
- 5 La La siding, Turntable and Crane



3 Warburton Recreation Reserve



4 Ottrey's Car Park



Precinct 3	Distant Hill Top Views	Passive recreation	Pedestrian Footpaths	BUILT FORM HO 1 Storey Built Form Building Interfaces (Active) Building Interfaces (Inactive)
STRUCTURE	View Lines	Active Recreation	Bridge	
Contours (1m)	Public toilets	Public Recreation	Key Intersection/Gateway	
Property	Landmarks	Warburton Rail Trail	Bus Route	
Council Owned	PUBLIC REALM	Trails (other)	Bus Stops	
1 in 100 year flood	Trees/Vegetation	MOVEMENT AND ACCESS	Car Parking Areas	
Yarra River	River interface (Active)	Road		
	Open space interface (Active)			

3.5 La La Town Centre

Precinct Character

Precinct 4 (19Ha) is the secondary town centre for Warburton. Accessed by the Warburton Highway the precinct is bounded by a commercial precinct at the western gateway, and Signs Bridge forming the gateway from the east. The Precinct is a commercial town centre catering for a more local offer within Warburton. The precinct is defined by iconic architecture in the form of the Sanitarium Health Food Company and Signs Publishing Company heritage buildings. The Yarra River forms the boundary to the north and the Warburton Highway makes up the precinct boundary to the south.

Structure

The Warburton Highway is the defining movement route and central axis of the precinct. The local commercial precinct fronts the Warburton Highway and although providing uses on both sides of the street, activity is limited. The land form is reasonably flat by comparison to broader Warburton, with Precinct 4 gradually falling to the north and east down to the Yarra River and Signs Bridge. Views to Mt Donna Buang Victoria are once again available, with the streetscape defined by the Sanitarium Health Food Company and Signs Publishing Company heritage buildings.

Public Realm

The Precinct has limited open space areas with the sole open space for recreation being the Redwood Community Centre oval. The river front has limited open space areas to cater for water based activities however the Yarra Trail path network does continue through the Precinct continuing pedestrian and cycling access. Within the town centre there is limited public realm provided beyond the footpaths on the Warburton Highway, and with the proximity to the Warburton Recreation Reserve the commercial centre relies on this proximity to provide access to public realm amenity in the area.

Movement and Access

The Warburton Highway is the sole vehicle and public transport (bus) movement into and through Precinct 4. Signs Bridge defines a gateway entry into the precinct from the east, with Riverside Drive and Park Road providing the only local road links that provide access to the residential catchment to the south. Car parking is provided on both sides of the Warburton Highway, with other parking areas of note located within the private land holdings of the Sanitarium Health Food Company and Signs Publishing Company sites. The precinct relies on parking from the Warburton Recreation Reserve (Ottrey's Car Park) to support the commercial offer.

Built Form

The commercial areas are made up of one and two storey built form. The primary built form frontage and 'main street' is the building line that sits on the northern interface to Warburton Highway. This built form is highly visible and has good street address, with the commercial uses creating reasonable built form interface to the road.

The Sanitarium Health Food Company and Signs Publishing Company buildings although largely performing different functions, comprise an integrated industrial complex. The Warburton buildings are important early examples of modern architecture in Victoria. The primary interface for these buildings is the Warburton Highway, with both buildings set back from the street by private internal access roads. These buildings sit within large land parcels that have frontage to both the Warburton Highway and the Yarra River, with opportunities for future develop capable.

Key Elements

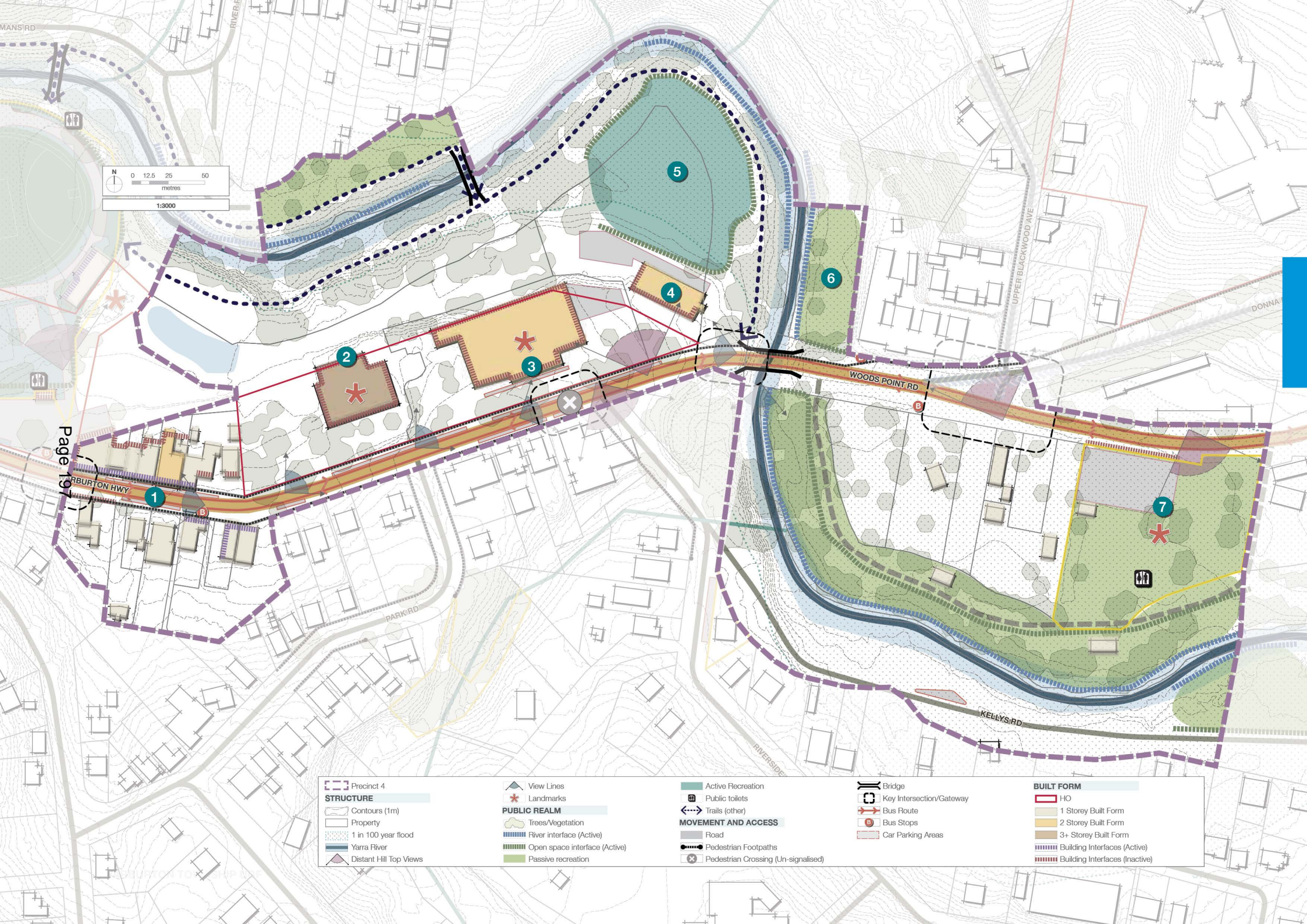
- 1 Warburton Highway
- 2 Sanitarium Health Food Company
- 3 Signs Publishing Company
- 4 Redwood Community Centre
- 5 Redwood Oval
- 6 Upper Yarra River Reserve (east)
- 7 Warburton Water World



2 Sanitarium Health Food Company



6 Upper Yarra River Reserve (east)



Page 197

Precinct 4	View Lines	Active Recreation	Bridge	BUILT FORM HO 1 Storey Built Form 2 Storey Built Form 3+ Storey Built Form Building Interfaces (Active) Building Interfaces (Inactive)
STRUCTURE Contours (1m) Property 1 in 100 year flood Yarra River Distant Hill Top Views	Landmarks	Public toilets Trails (other)	Key Intersection/Gateway Bus Route Bus Stops Car Parking Areas	
PUBLIC REALM Trees/Vegetation River interface (Active) Open space interface (Active) Passive recreation	MOVEMENT AND ACCESS Road Pedestrian Footpaths Pedestrian Crossing (Un-signalised)			

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

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.

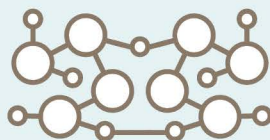
The *Urban Design Charter for Victoria* is the Victorian Government's commitment to making cities and towns in Victoria more liveable through good urban design. The Charter identifies 12 principles as essential qualities for the functioning of good public environments that are valued and significant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

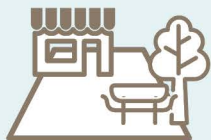
Stimulate activity and a sense of vitality in public places



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



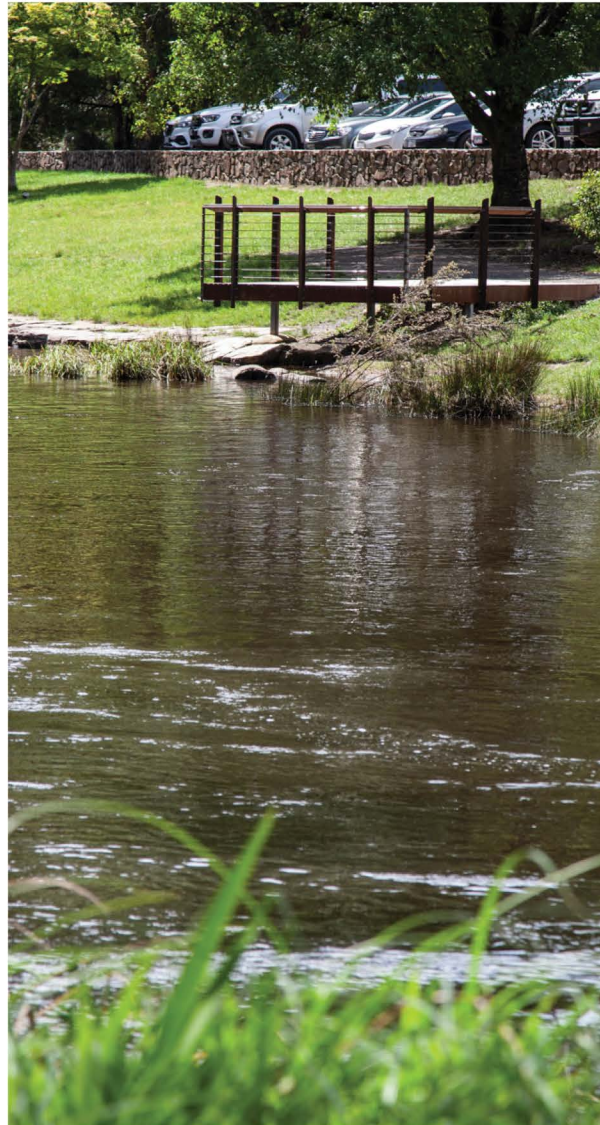
Interaction, even among strangers, exposes people to cultural diversity. Good urban design supports civic interaction. It ensures equity of access throughout the public environment for all people. It encourages the orientation of activities towards the public realm. It treats citizens as the collective 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 Duang~~ Victoria. 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

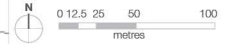
Warburton Framework Plan

Retain the two existing tennis courts in their current location at the west entrance to Warburton town centre.

Image updated to ensure existing driveway crossovers are shown, and not compromised by car parking proposed

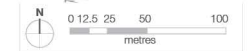
UDF will retain Skate Park in Precinct 2 - with further investigation to be undertaken when Recreation Reserve Master Plan is undertaken

UDF will incorporate public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation.



UDF will explore retention and upgrade of public toilet

Reduce car parking provision at Redwood Centre from 61 car spaces to 40 car spaces



~~UDF will incorporate shelter for weather protection to support use of tennis courts~~

Include multi-use linemarking to the second netball court at Warburton Recreation Reserve to cater for tennis use.

Delete the four (4) dedicated tennis courts from Precinct 3 at the Warburton Recreation Reserve, and relocate proposed cricket nets to replace tennis courts in this location.

The walkways connecting the accomodation buildings to the Sanitarium are to be removed.



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

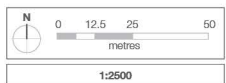
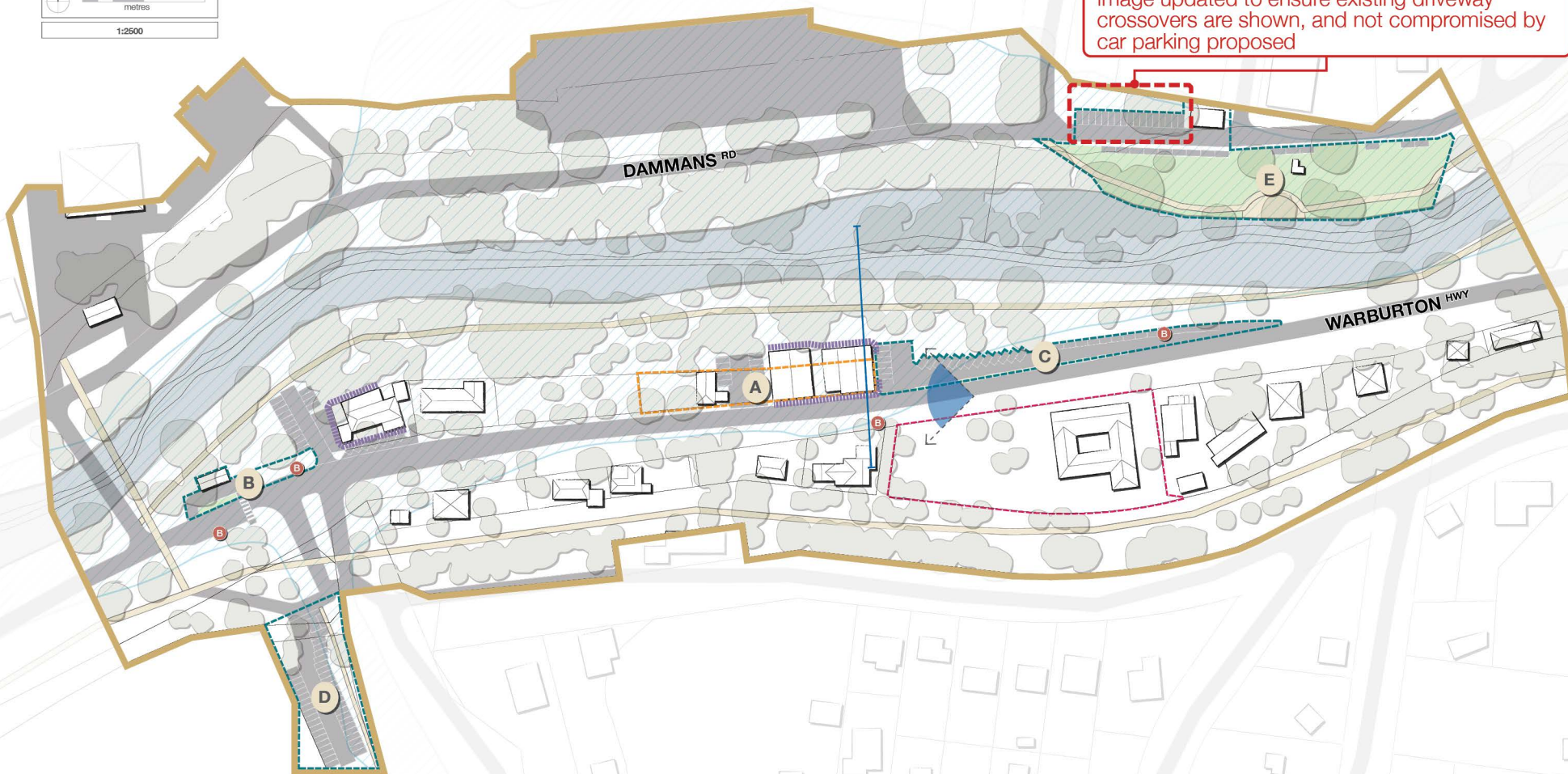


Image updated to ensure existing driveway crossovers are shown, and not compromised by car parking proposed



Precinct 1	STRUCTURE	PUBLIC REALM	MOVEMENT AND ACCESS	BUILT FORM
<ul style="list-style-type: none"> Section/elevation view Perspective view 	<ul style="list-style-type: none"> Property 1 in 100 year flood Yarra River 	<ul style="list-style-type: none"> Key places Trees/Vegetation Passive recreation Trails (other) 	<ul style="list-style-type: none"> Road/parking areas Bus stops 	<ul style="list-style-type: none"> Key development opportunities Heritage Key Active Interfaces Buildings (existing)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

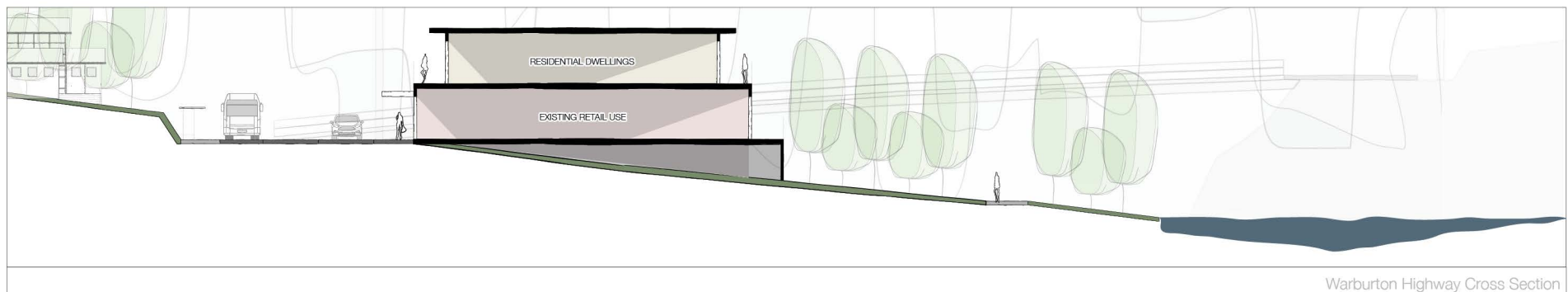
- 4.3.1.a** Locating and shaping buildings to accommodate local topography, natural features, and cultural features of the site.
- 4.3.1.b** Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Hill tops, Yarra River).
- 4.3.1.c** Shaping the building 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.



Warburton Highway Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

- 4.3.2.f Limiting wall recesses along the street edges to less than 300mm deep.
- 4.3.2.g Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.
- 4.3.2.h 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.

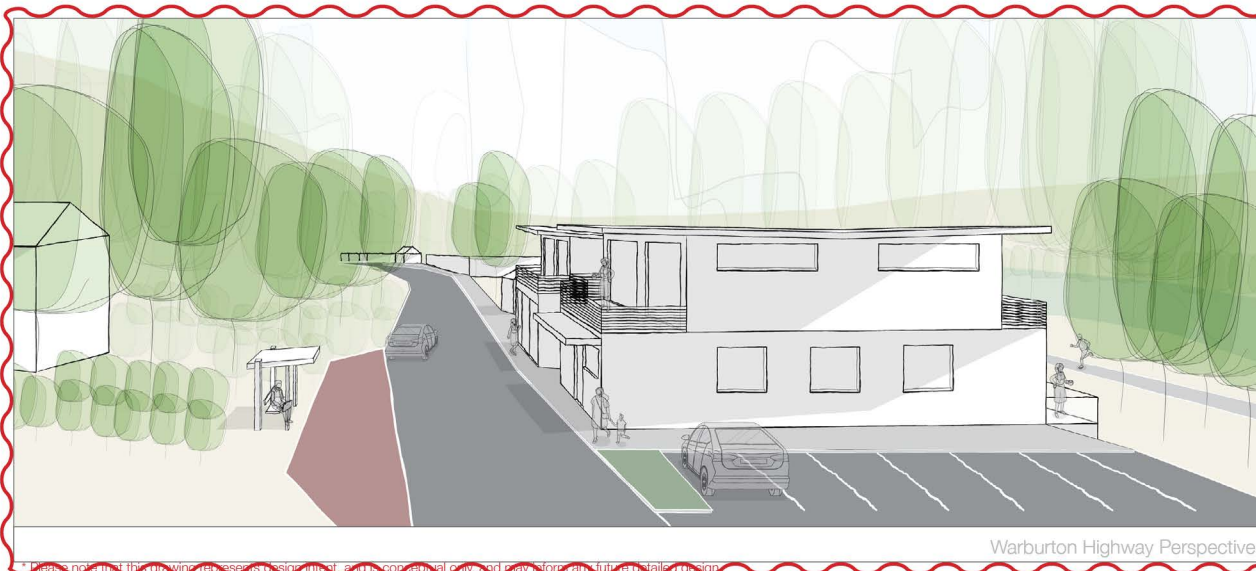


Image to be replaced with illustration that better reflects desired character of Warburton

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.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

Image updated to ensure existing driveway crossovers are shown, and not compromised by car parking proposed



Upper Yarra River Reserve (west)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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

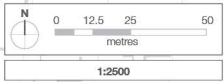
- A** ~~Warburton Highway/Thomas Avenue (west) Gateway~~
- B** Thomas Avenue Interface Activation
- C** Warburton Highway/Thomas Avenue (east) Gateway
- D** Warburton Highway Southern Interface Development

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



Retain the two existing tennis courts in their current location at the west entrance to Warburton town centre.

UDF will retain Skate Park in Precinct 2 - with further investigation to be undertaken when Recreation Reserve Master Plan is undertaken

UDF will incorporate public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

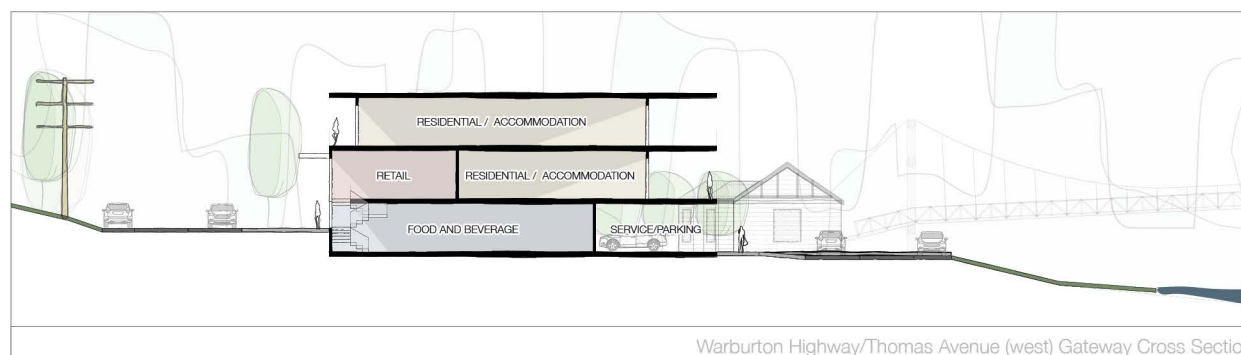
New development will achieve this by:

- 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 Victoria).
- 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.



Warburton Highway/Thomas Avenue (west) Gateway Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

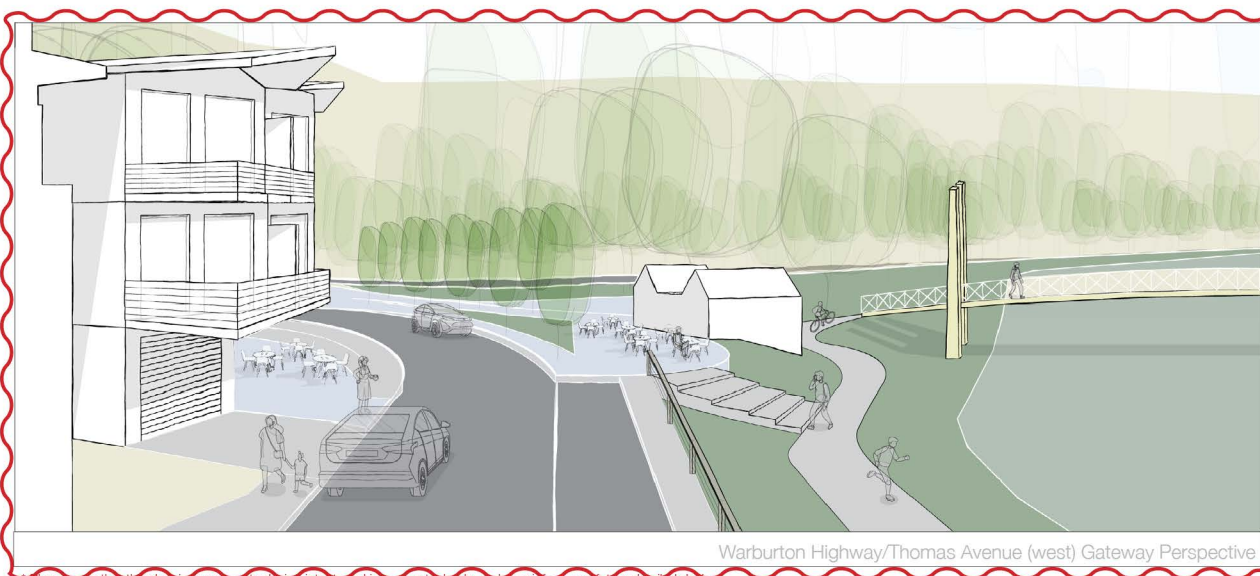
New development will achieve this by:

- 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.

Image to be replaced with illustration that better reflects desired character of Warburton

Image to be removed



Warburton Highway/Thomas Avenue (west) Gateway Perspective

Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design.

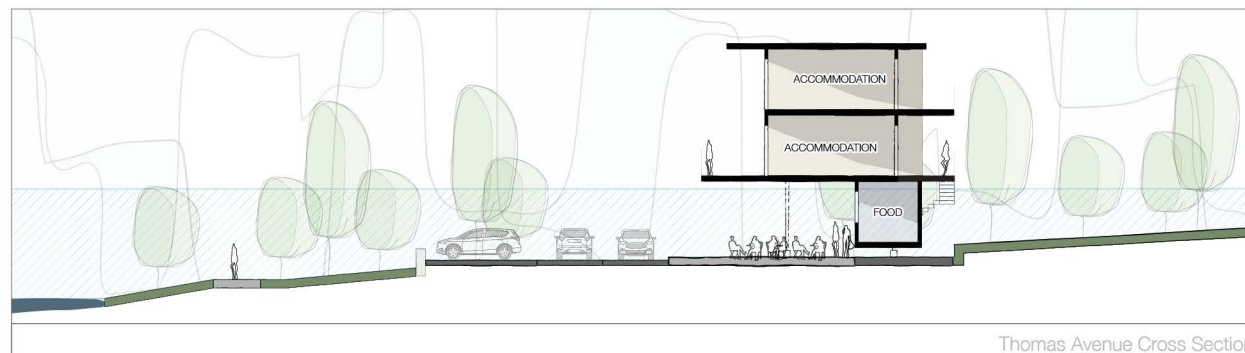
4.4.3. Building Performance

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.

Image to be replaced with illustration that better reflects desired character of Warburton



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

4.4.4. Car Parking and Access

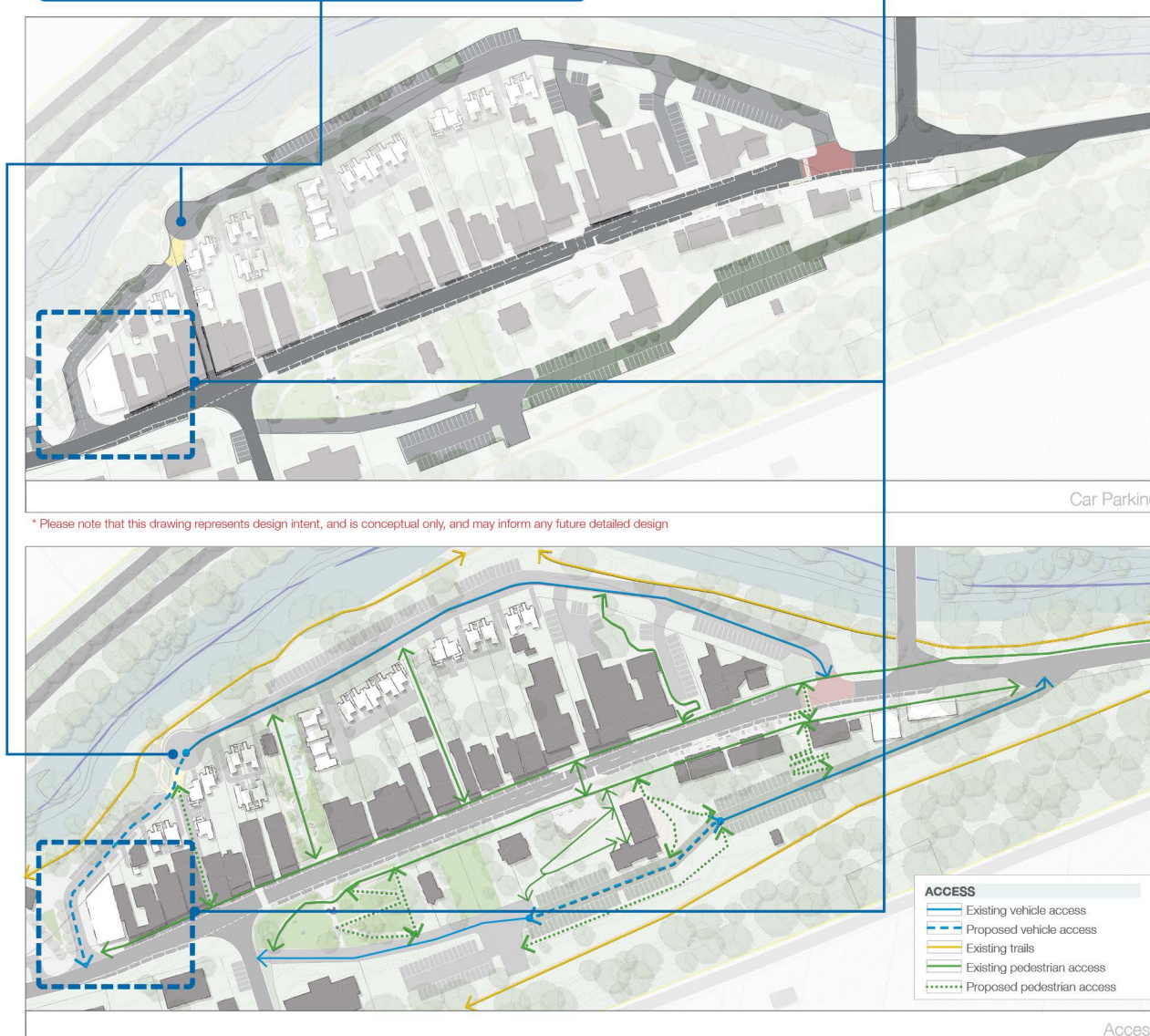
Car parking is integrated within new developments with on-site parking located to the rear of new developments. New car parking is located in proximity to high use areas supports activity, pedestrian access, and movement.

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,

Monitor and assess effectiveness of turning circle in addressing safe vehicle movement, and investigate any further improvement in traffic and parking throughout Thomas Avenue to increase pedestrian safety and reduce vehicle movements.

Retain the two existing tennis courts in their current location at the west entrance to Warburton town centre.



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.



Thomas Avenue/Warburton Highway Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Image to be replaced with illustration that better reflects desired character of Warburton

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

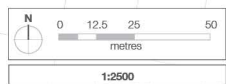
- A Warburton Recreation Reserve Pavilion Redevelopment

Key Movement Routes and Access

- B Warburton Recreation Reserve/Warburton Sanitarium link

Key Places

- C Warburton Recreation Reserve Revitalisation



UDF will retain Skate Park in Precinct 2 - with further investigation to be undertaken when Recreation Reserve Master Plan is undertaken

Include multi-use linemarking to the second netball court at Warburton Recreation Reserve to cater for tennis use.

UDF will explore retention and upgrade of public toilet

Delete the four (4) dedicated tennis courts from Precinct 3 at the Warburton Recreation Reserve, and relocate proposed cricket nets to replace tennis courts in this location.

UDF will incorporate shelter for weather protection to support use of tennis courts

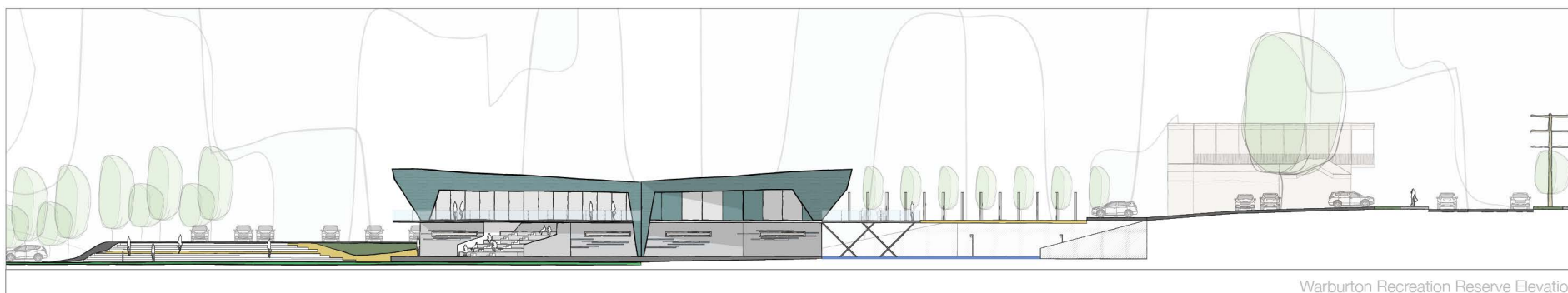


4.5.1. Building Design

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~~ ~~Duang~~ Victoria).
- 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.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

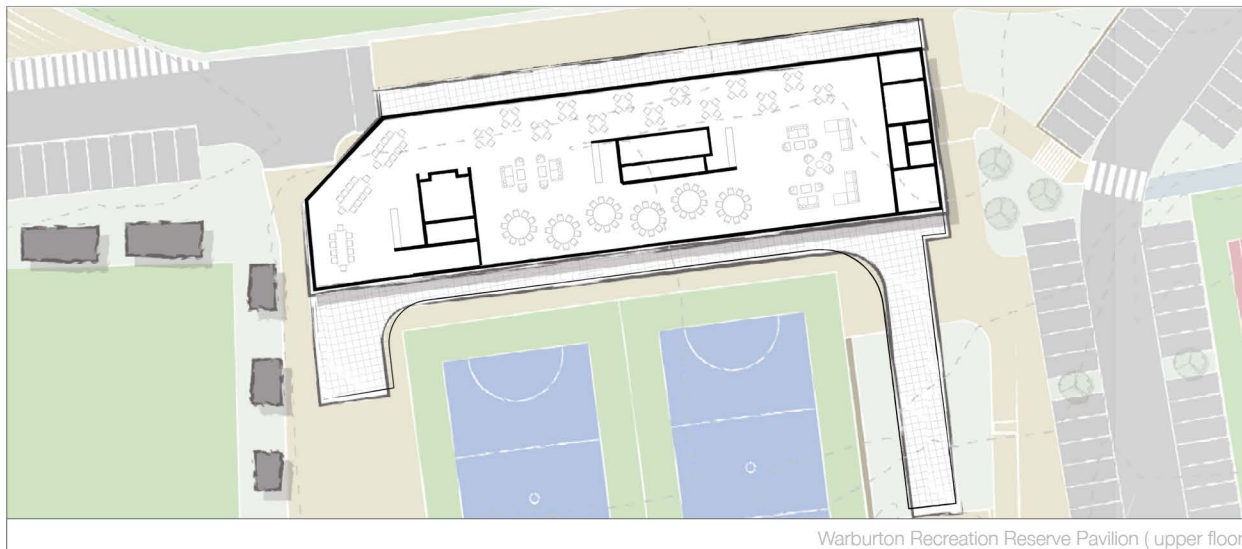
4.5.3. Building Performance

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:

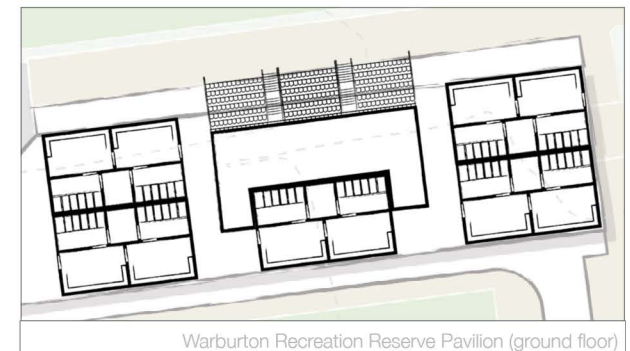
- 4.5.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.5.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.5.3.c** Using durable and high quality materials to complement 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 (upper floor)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design



Warburton Recreation Reserve Pavilion (ground floor)

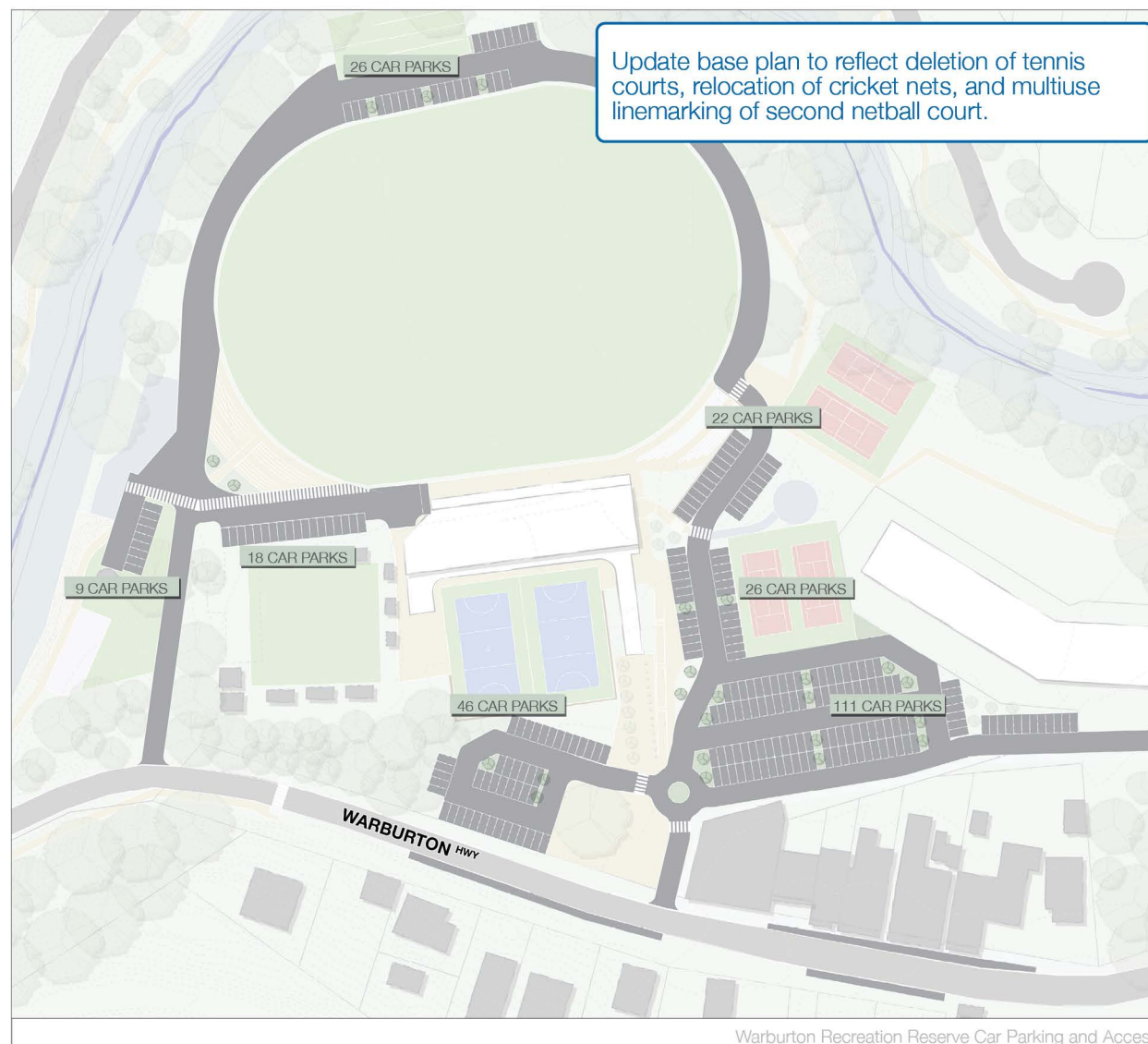
* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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,



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Recreation Reserve Car Parking and Access

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:

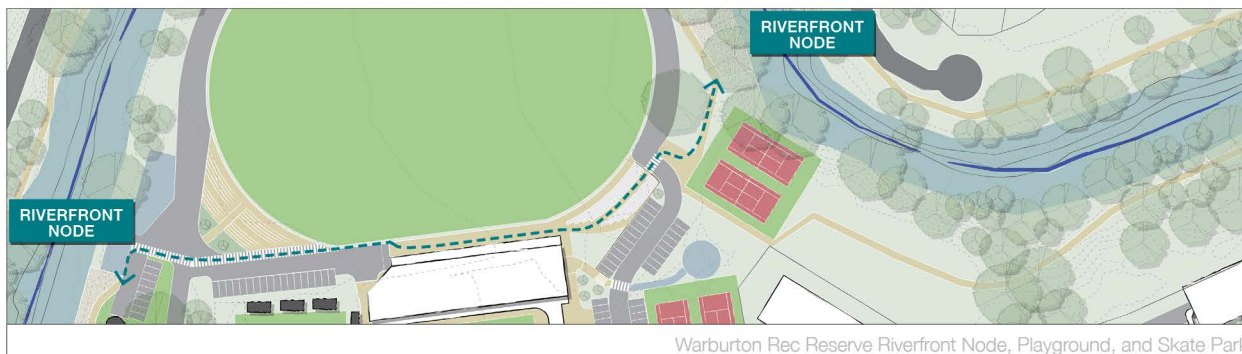
- 4.5.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.5.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.5.5.c** Locating access points for loading bays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



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Update base plan to reflect deletion of tennis courts, and relocation of cricket nets.

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 Victoria, 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.
- 10** Responds to size and scale of existing heritage sites and current state for redevelopment.
- 11** Establishes residential catchment within the precinct.

Key Development Opportunities

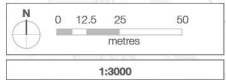
- A** Warburton Sanitarium Redevelopment
- B** IGA Supermarket Development

Key Movement Routes and Access

- C** Warburton Water World links

Key Places

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



Reduce car parking provision at Redwood Centre from 61 car spaces to 40 car spaces

The walkways connecting the accomodation buildings to the Sanitarium are to be removed.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

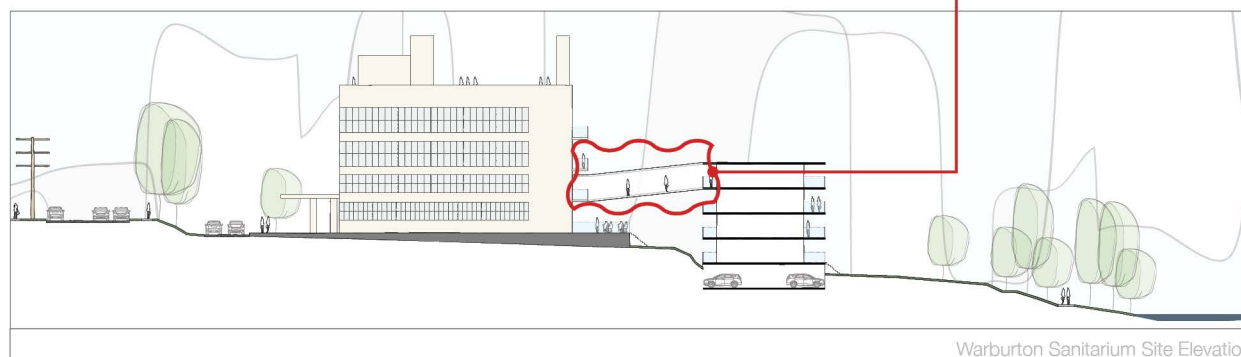
- 4.6.1.a Locating and shaping buildings to accommodate local topography, natural, and cultural features of the site.
- 4.6.1.b Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Sanitarium Health Food Company, Signs Publishing Company, Yarra River, and Mount Donna Buang Victoria).
- 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 **New** 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.

The walkways connecting the accomodation buildings to the Sanitarium are to be removed.



Warburton Sanitarium Site Elevation

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

4.6.2. Building Frontages and Interfaces

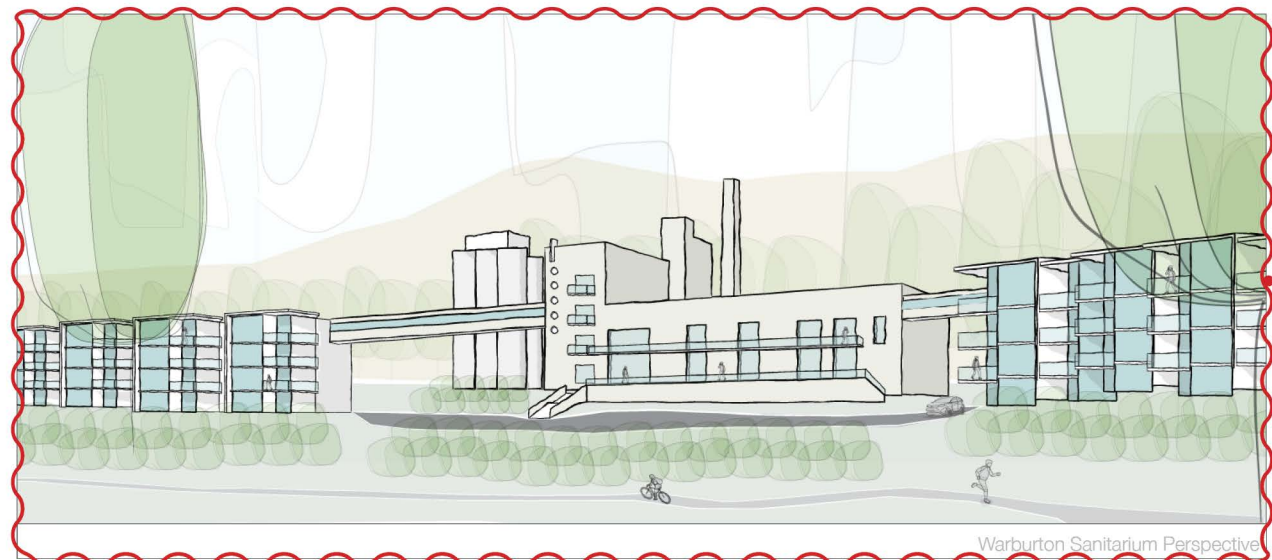
Buildings that front the Warburton Highway serve to enclose the northern and southern street interfaces to enhance the 'main street' feel of the precinct. New development activate the Warburton Highway, and improves the built environment interface with the Yarra River.

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.

Image to be replaced with illustration that better reflects desired character of Warburton



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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:

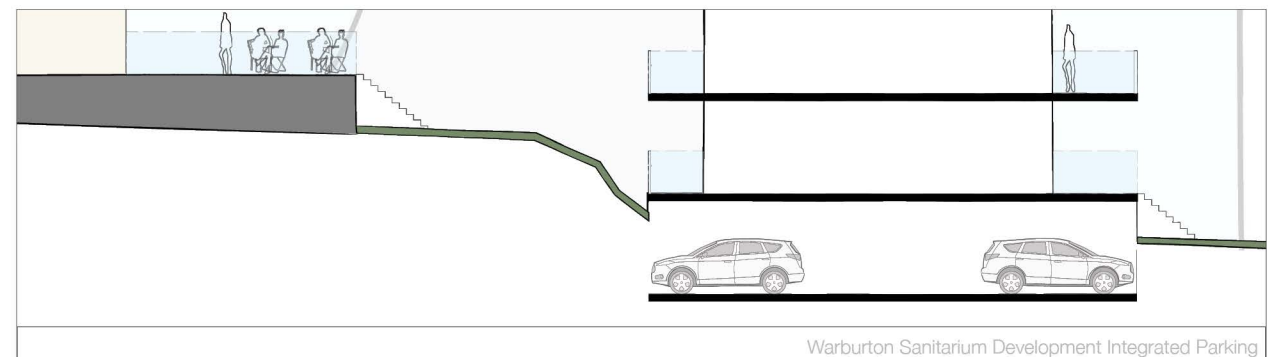
- 4.6.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.6.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.6.3.c** Using durable and high quality materials to complement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



Warburton Sanitarium Development Integrated Parking

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.

Add annotation to investigate any further improvements to parking capacity and layout at the Warburton Water World



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

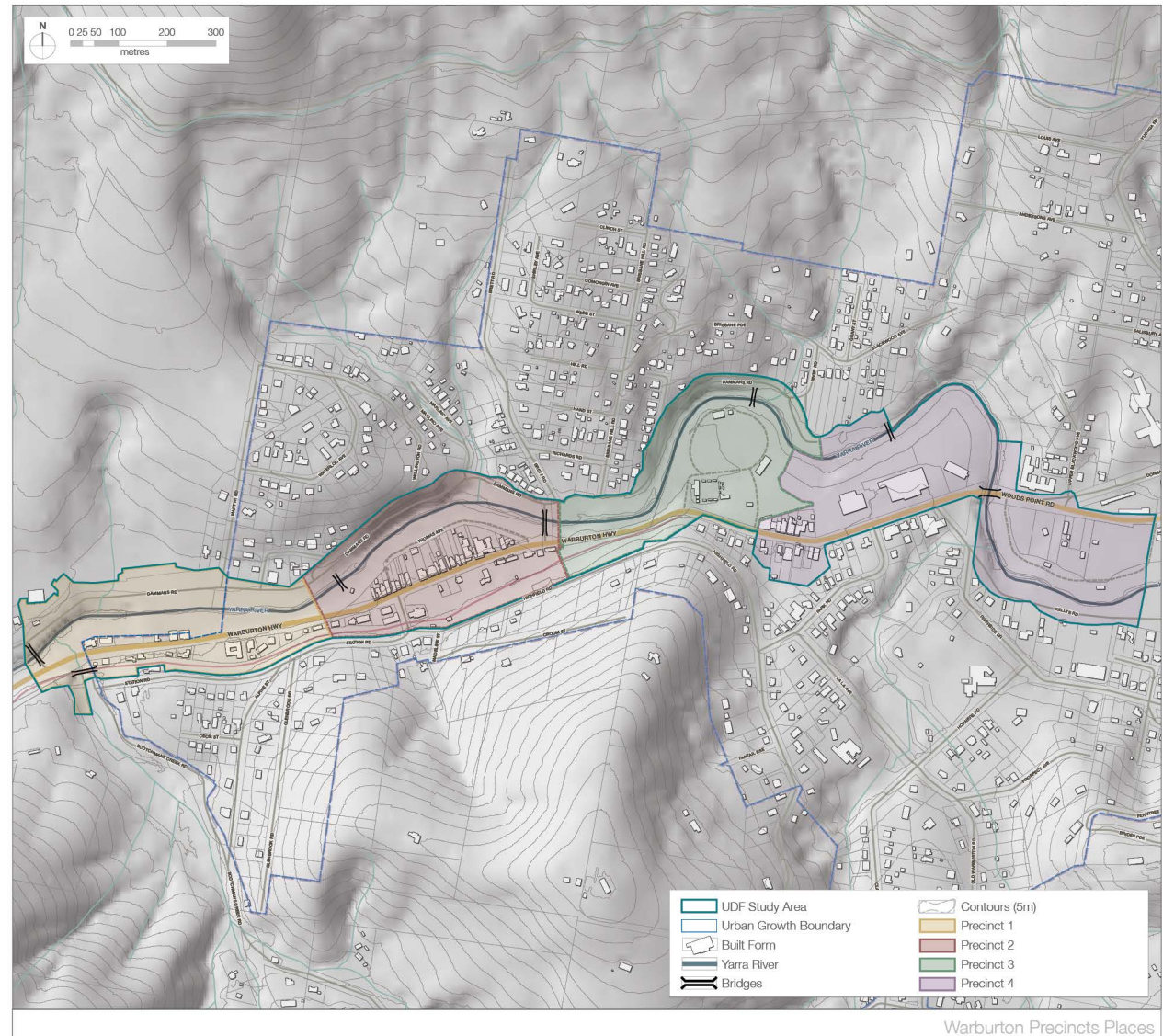
5.0 PLACES

- 5.1 Places Framework Overview
- 5.2 Warburton Gateway
- 5.3 Yarra Town Centre
- 5.4 Warburton Recreation
- 5.5 La La Town Centre

5.1 Places Framework Overview

This section provides guidance on the preferred character and design requirements for the public realm in Warburton.

	Precinct	Role and Function
1	Warburton Gateway	Precinct 1 is defined by linear movement corridors, and open space routes including the Warburton Highway, the Warburton Rail Trail, and the Yarra River which is the precincts most defining natural feature.
2	Yarra Town Centre	Precinct 2 is the main town centre for Warburton with a range of open space areas including urban parks, memorials, and river front nodes adjacent to Thomas Avenue.
3	Warburton Recreation	Precinct 3 is defined by a number of active and passive recreation areas, and sits between Warburton's two town centres.
4	La La Town Centre	Precinct 4 caters for a more local offer within Warburton. The area is defined by iconic architecture in the form of the Sanitarium Health Food Company heritage building which has an excellent interface to the Yarra River.



Warburton Precincts Places

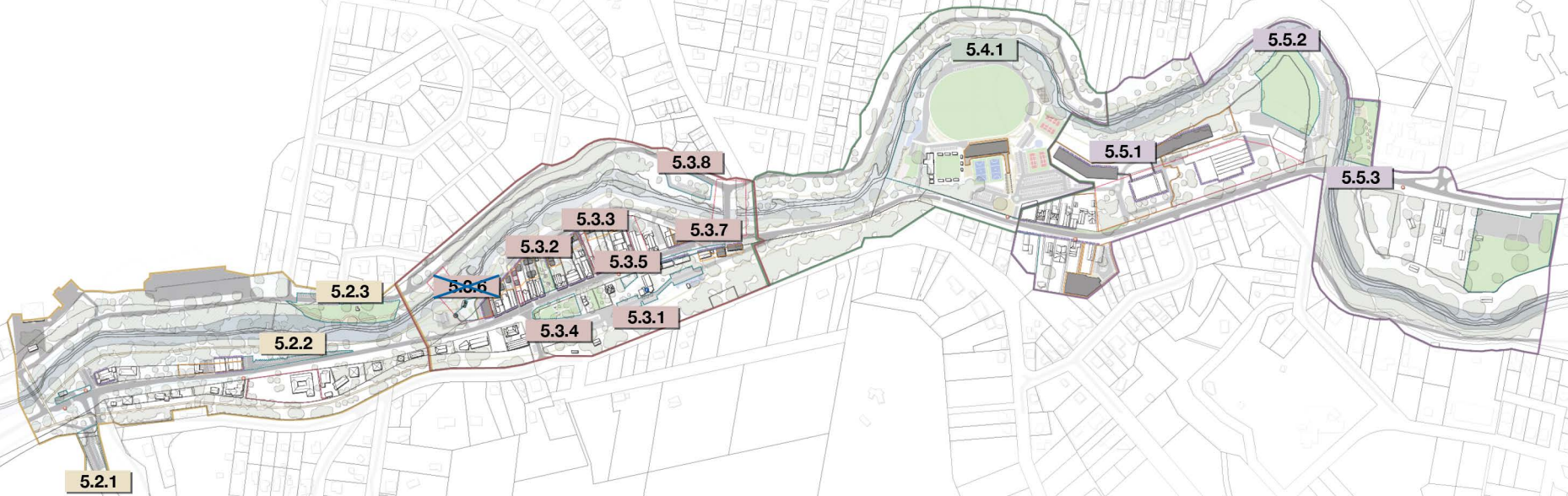
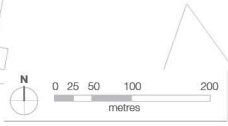
Warburton Places

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 demand and provide improved pedestrian and vehicle linkages.

The location and orientation of the built form of the facilities should create sheltered and surveyed public spaces between different buildings with links to streets, the public realm and car parking. Where these spaces adjoin a retail or commercial use these spaces should be fronted by activated retail frontages.

The following table lists the proposed public places within Warburton, identifying their size, role, and function within the Warburton Township.

No.	Place Name	Role and Function
5.2 Warburton Gateway		
5.2.1	Dolly Grey Activation	Car parking area with 42 car parks to support links to WMBD trail network.
5.2.2	Warburton Highway Road Reserve (north) Access	31 car parks established by formalising the existing road reserve area with the upgraded car parking to meet the local demand.
5.2.3	Upper Yarra River Reserve (west) Rejuvenation	Open space enhanced with new riverfront node, public toilets, and 31 car parks.
5.3 Yarra Town Centre		
5.3.1	Warburton Rail Trail Space Animation	New car park will activate an underutilised area with the upgraded car parking for 44 car parks with access to the Warburton Rail Trail and the Yarra Town Centre.
5.3.2	Yarra Square Renewal	Yarra Square is located in the core of the activity centre. This space is to rejuvenated by improved streetscape elements and proposed interfacing built form.
5.3.3	Thomas Avenue Interface Activation	Development potential to activate Thomas Avenue and the Yarra River interface presenting an active built form edge to cater for future demand for accommodation.
5.3.4	Memorial Park Activation	This park creates an elevated open space interface with the commercial strip and provides distant views of Mount Donna Buang Victoria.
5.3.5	Warburton Water Wheel Forecourt Revitalisation	The forecourt interfaces with commercial buildings on the northern side of the Warburton Highway, linking to the Warburton Water Wheel Information Centre.
5.3.6	Warburton Swing Bridge Forecourt Redevelopment	This space will create a western gateway to the Yarra Town Centre, and provide an alternate access to Thomas Avenue.
5.3.7	Warburton Highway Southern Interface Development	This space will create an eastern gateway to the Yarra Town Centre, and maximise the access to Thomas Avenue. The area will utilise hard landscaping and outdoor dining elements to create a desirable and active main street interface.
5.3.8	Chisholm Park (west) Reactivation	Car parking area with 30 car parks adjacent to the Yarra River and Brisbane Bridge.
5.4 Warburton Recreation		
5.4.1	Warburton Recreation Reserve Revitalisation	Co-location of active recreation uses including tennis, netball, and football which is supported by a new community pavilion and car parking.
5.5 La Town Centre		
5.5.1	Warburton Sanitarium Redevelopment	Large development site with potential to activate the Yarra River interface and enhance the existing heritage values of the site.
5.5.2	Redwood Community Centre Access	Car parking area with 40 car parks to support demand from uses in the local area.
5.5.3	Upper Yarra River Reserve (east) Activation	Open space enhanced with new riverfront nodes, avenue tree planting and seating, and picnic area.



5.2 Warburton Gateway

5.2.1. Dolly Grey Activation

Future Character

Dolly Grey will provide access into Warburton with a focus as a potential 'park and walk' gateway into the main commercial precinct in Warburton, and the future Warburton Mountain Bike Destination. Catering for pedestrian, cyclist, and vehicle access the new car park will activate an underutilised area with the upgraded car parking establishing a base for access to walking and cycling within Warburton and links to the WMBD path network.

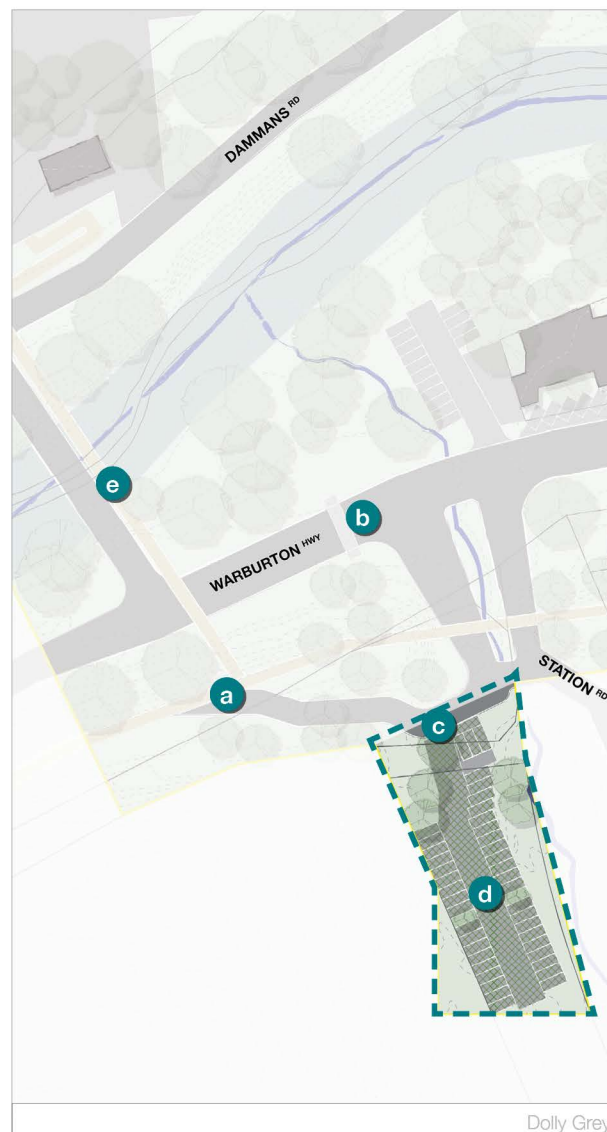
Design Requirements

This will be achieved by:

- Creating a formal off street car park outside of the main town centres for local and tourist access to existing and future walking and cycling networks.
- Establishing a pedestrian link to the WMBD bridge across Warburton Highway.
- Establishing a pedestrian link to the proposed crossing of Warburton Highway, linking to the Yarra River environs.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** Pedestrian/cycling link to Rail Trail
- b** Pedestrian/cyclist crossing of Warburton Highway (in line with SALT report recommendation)
- c** Vehicle access to car park
- d** 42 **new** car parks created
- e** WMBD bridge link to Warburton Golf Club trail head



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.2.2. Warburton Highway Road Reserve (north) Access

Future Character

The Warburton Highway Road Reserve is in proximity to the Yarra River and forms the western gateway into Warburton. This area has the potential to provide car parking to support the Yarra Town Centre demand, as well as catering for pedestrian, and cyclist, access to the Yarra River Trail network. The new car park will formalise an area with the upgraded car parking meeting the local demand.

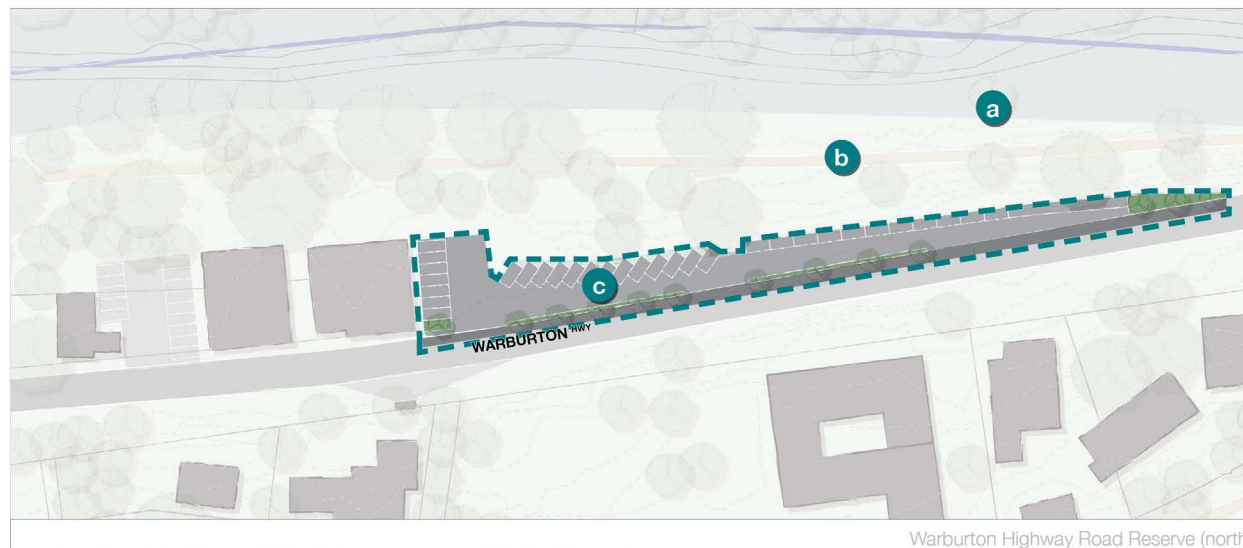
Design Requirements

This will be achieved by:

- Utilising existing road verge for additional car parking
- Formalising a car park adjacent to the main town centre for local and tourist access, as well as access to existing walking and cycling networks.
- Establishing a link between the Warburton Highway and the Yarra River.
- Establishing a pedestrian link to the Yarra Town Centre creating secondary links to the Yarra River environs.

Key Initiatives

- a** Link to Yarra River environs
- b** Yarra River Trail
- c** 31 car parks ~~created~~ formalised



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Highway Road Reserve (north)

5.2.3. Upper Yarra River Reserve (west) Rejuvenation

Future Character

The Warburton Highway Road Reserve is in proximity to the Yarra River and forms the western gateway into Warburton. This area has the potential to provide car parking to support the Yarra Town Centre demand, as well as catering for pedestrian, and cyclist, access to the Yarra River Trail network. The new car park will formalise an area with the upgraded car parking meeting the local demand.

Design Requirements

This will be achieved by:

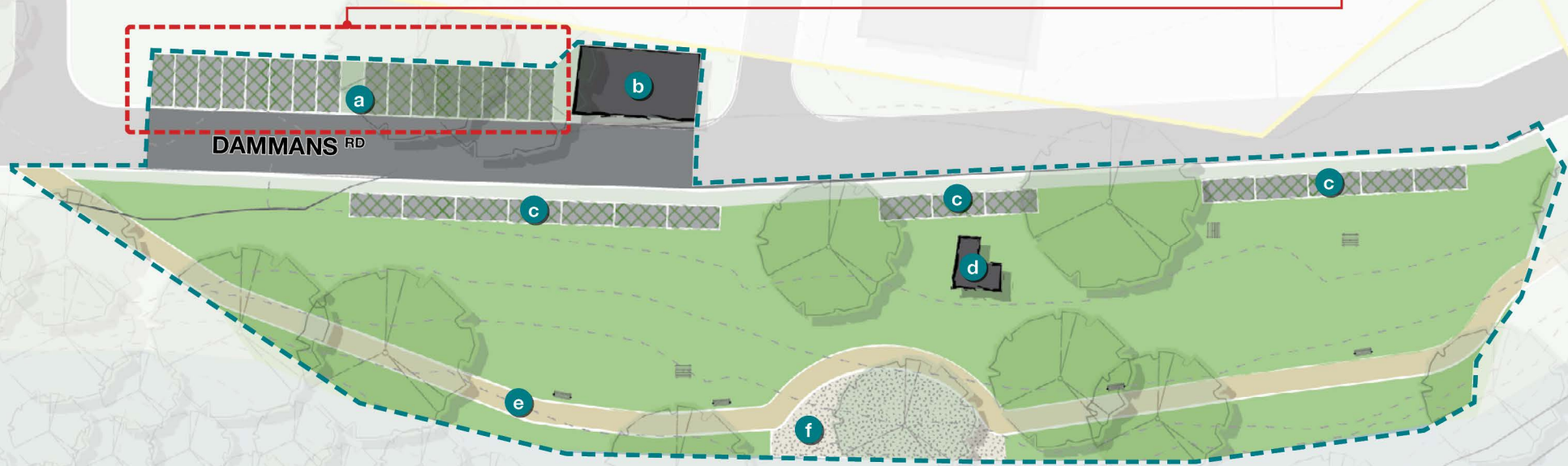
- Formalising car parking adjacent to the reserve to maximise access and opportunities for additional use of the open space.
- Enhancing an open space reserve link with the Yarra River providing quality formal passive open space on the northern bank of the river.
- Establishing an accessible riverfront node to the Yarra River.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** ~~16~~ 15 car parks created formalised
- b** BBQ shelter
- c** 15 new car parks created
- d** Public toilet block
- e** Yarra River Trail
- f** Riverfront node



Image updated to ensure existing driveway crossovers are shown, and not compromised by car parking proposed, and to show 15 not 16 car parks



Upper Yarra River Reserve (west)

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

WARBURTON HWY

5.3 Yarra Town Centre

5.3.1 Warburton Rail Trail Space Animation

The Warburton Rail Trail Space located behind the Warburton Water Wheel and Information Centre, has the capacity to provide an additional parking area to support the Yarra Town Centre. The car parking area links existing parking areas adjacent to the Police Station, and the skate park, and creates a road link between the Warburton Highway and Station Road. Catering for pedestrian, cyclist, and vehicle access the new car park will activate an underutilised area with the upgraded car parking establishing a base for access to the Warburton Rail Trail and the Yarra Town Centre. Opportunities for community markets and special events will be created in this location to provide an alternative to parking within Thomas Avenue.

Design Requirements

This will be achieved by:

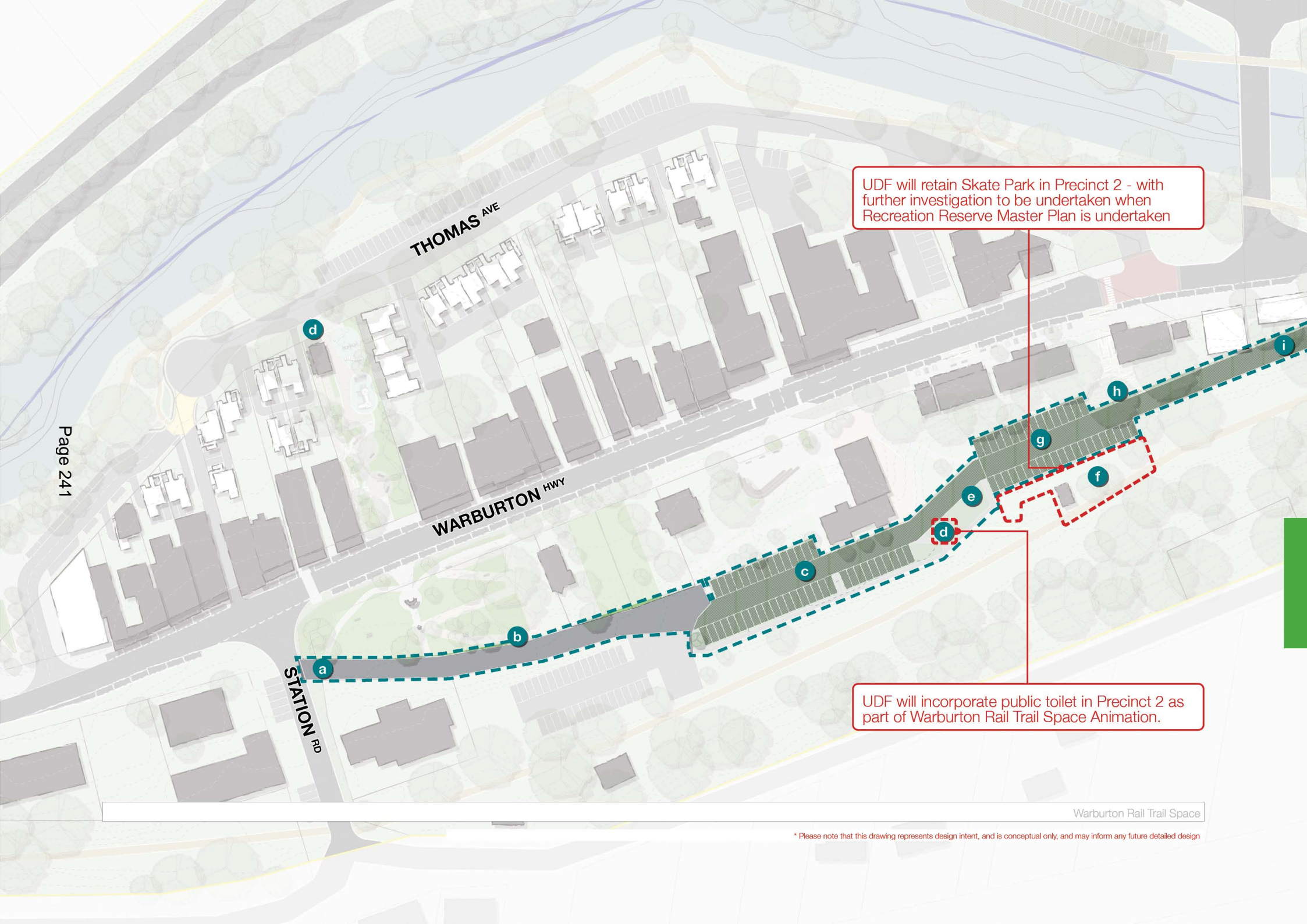
- Creating a formal off street car park in the area between the Warburton Water Wheel and the Warburton Rail Trail.
- Establishing an area that is capable of supporting additional uses such as community markets and special events.
- Formalising the gravel car parking area adjacent to the skate park.
- Establishing a vehicle link between the car parking area adjacent to the Warburton Police Station and the car park adjacent to the skate park.
- Creating a vehicle connection between the Warburton Highway and Station Road to cater for parking access away from Thomas Avenue, and the main street.
- Providing accessible ramps between the car parking areas and the Yarra Town Centre main street.

- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** Western car park entry/exit
- b** Accessible ramp
- c** 44 ~~new~~ car parks created
- d** ~~Public toilet~~
- e** Bike parking/wash/~~charging~~
- f** ~~Skate park~~
- g** Formalised car park creating 37 spaces
- h** Accessible ramp
- i** Eastern car park entry/exit





THOMAS AVE

WARBURTON HWY

STATION RD

UDF will retain Skate Park in Precinct 2 - with further investigation to be undertaken when Recreation Reserve Master Plan is undertaken

UDF will incorporate public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation.

Warburton Rail Trail Space

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.3.2. Yarra Square Renewal

Future Character

As the primary urban square within the township, Yarra Square is a key civic space located in the core of the activity centre. The square provides a link between Warburton Highway and Thomas Avenue, and more broadly the Yarra River. This space is to be rejuvenated by improved streetscape elements and proposed interfacing built form. The location and orientation of the surrounding built form should create a well-defined, sheltered and surveyed public space that will accommodate seating, play elements, landscaping, bike parking, and bike charging elements.

Design Requirements

This will be achieved by:

- Landscape elements providing seating on multiple tiers and adjacent soft landscaping features.
- Creating additional ramp access to each of the landscaped tiers.
- Areas for seating and urban play elements.
- Bike parking and bike charging elements.

Key Initiatives

- a** Entry/exit points
- b** Tiered seating areas
- c** Access ramp
- d** Playspace
- e** Public toilets
- f** Bicycle node



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.3.3. Thomas Avenue Interface Activation

Future Character

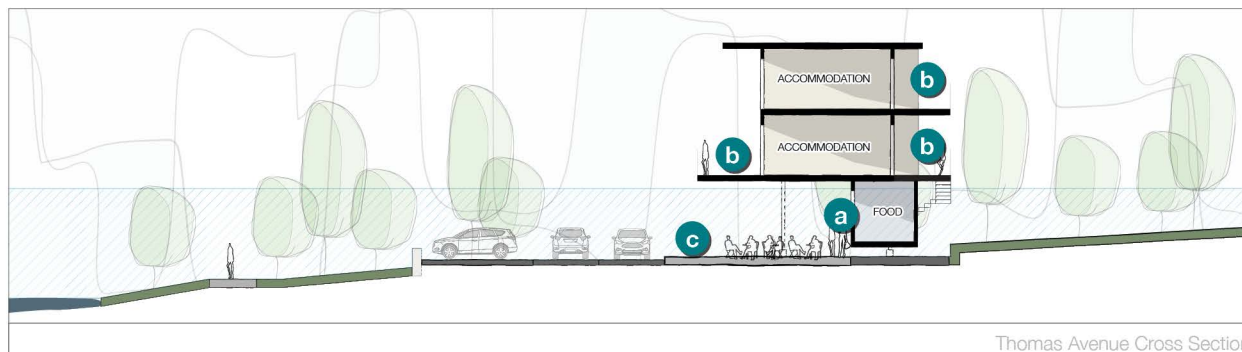
Activating Thomas Avenue and in turn, the Yarra River, with an active built form interface will enhance the riverfront interface within the Precinct. Activating this interface will provide an opportunity for an alternative 'main street' to spread activity throughout the commercial centre, as well as providing expanded opportunities for outdoor dining with a north facing aspect, and distant views to surrounding hill tops like Mt Donna Buang Victoria.

The Thomas Avenue access is to be rejuvenated by improved through connections, and pedestrian links, with enhanced streetscape elements, and proposed interfacing built form to accommodate the visitor population. The location and orientation of the surrounding built form should create a well-defined, sheltered and surveyed public space that will accommodate pedestrian movements, outdoor dining, seating, and landscaping.

Design Requirements

This will be achieved by:

- Activating the Thomas Avenue, and Yarra River interface with an active built form edge.



Thomas Avenue Cross Section

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

- Creating outdoor dining opportunities linked to existing businesses by providing access from Thomas Avenue.
- Areas for seating, bike parking, and bike charging elements.

Key Initiatives

- a** Ground floor food service/outdoor dining
- b** Upper floor balconies
- c** Additional pedestrian movement routes



Thomas Avenue Accommodation Layout Options

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.3.4. Memorial Park Activation

Future Character

Located on the corner of Warburton Highway and Station Road within the township, Memorial Park is a key open space within the core of the activity centre. Memorial Park contains heritage listed features in the Warburton War Memorial Obelisk, and the Warburton WWII Memorial Wall. The location and orientation of the park creates an elevated open space interface with the commercial strip and provides distant views of Mount ~~Donna~~ ~~Duang~~ Victoria. The park is well-defined, visible, and accessible and will accommodate seating, accessible ramps, landscaping, bike parking, and bike charging elements.

Design Requirements

This will be achieved by:

- Landscape elements providing seating on multiple tiers and adjacent soft landscaping features.
- Creating ramp access with access to car parking areas to the south and to the heritage features within the park.
- Areas for seating and urban play elements.
- Bike parking and bike charging elements.

Key Initiatives

- a** Grassed area
- b** Memorial Obelisk
- c** WWII Memorial Wall
- d** Access ramp
- e** Picnic area
- f** Bicycle parking
- g** Stairs



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Memorial Park

5.3.5. Warburton Water Wheel Forecourt Revitalisation

Future Character

This forecourt will form a key urban square within the township. The Warburton Water Wheel Forecourt is a key civic space located in the core of the activity centre. The forecourt interfaces with the main street commercial buildings on the northern side of the Warburton Highway, linking to the Warburton Water Wheel and the Information Centre. This space will be elevated above the Warburton Highway, with an open northerly aspect, and will provide excellent visibility and surveillance of the main street as well as creating distant views of Mount Donna Buang Victoria. The forecourt will utilise hard landscaping and improved streetscape elements to create a desirable urban plaza. Amphitheater seating and clearly defined entry and exit points will create a well-defined, surveyed public space that will accommodate seating, landscaping, play and interactive elements.

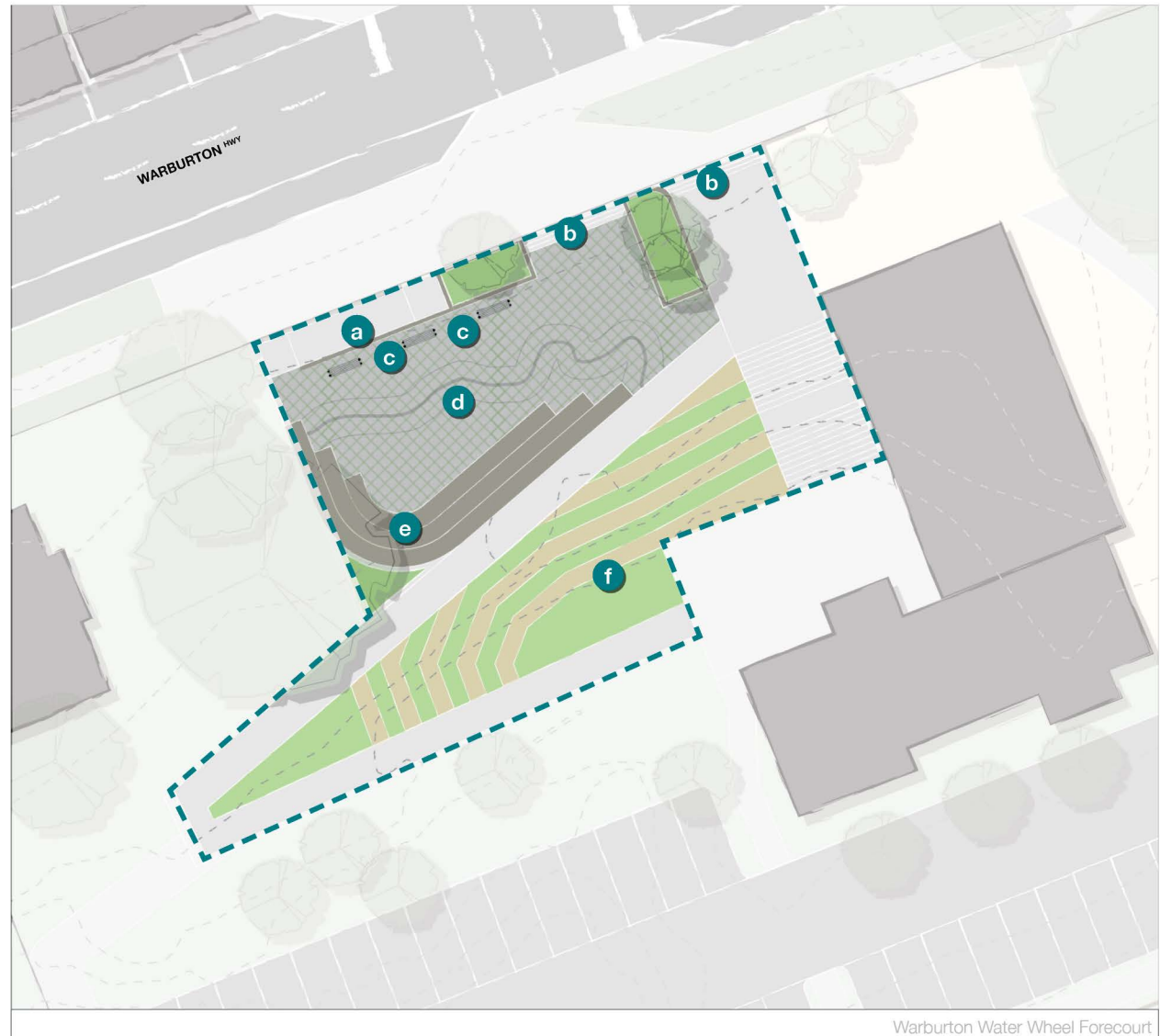
Design Requirements

This will be achieved by:

- Landscape elements providing varied levels of seating within an amphitheater.
- A map of Warburton inlaid into the new hard landscaped area.
- An access ramp, and stairs providing multiple entry and exit points to the forecourt.

Key Initiatives

- a** Access ramp
- b** Stairs
- c** Seating
- d** Map of Warburton (large scale)
- e** Amphitheater seating
- f** Tiered landscaped areas



Warburton Water Wheel Forecourt

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.3.6. Warburton Swing Bridge Forecourt Redevelopment

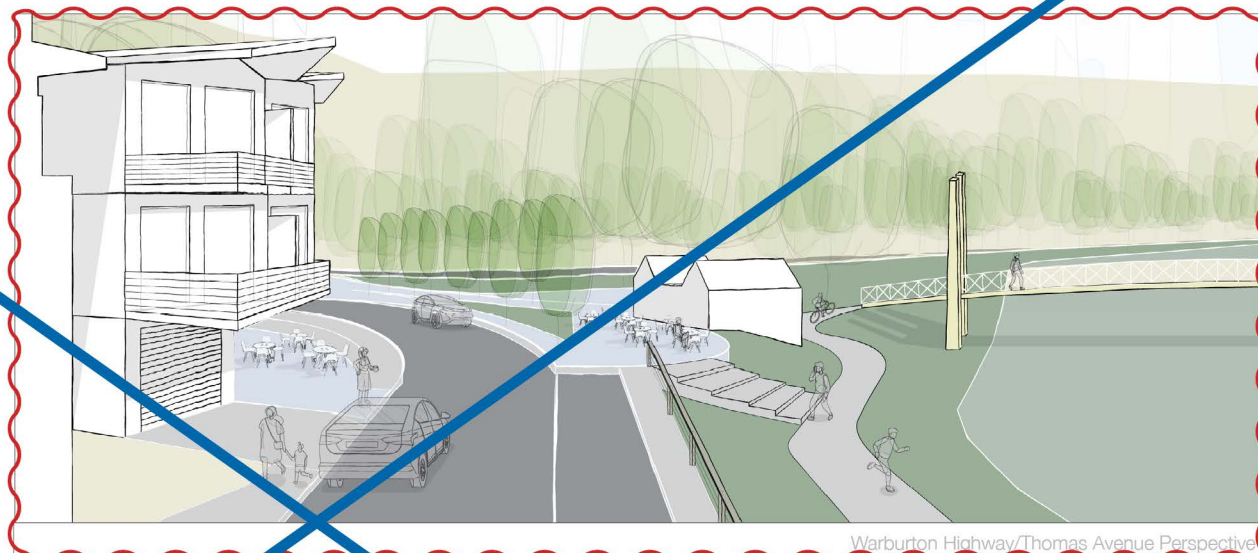
Future Character

The re-location of the Warburton Tennis Courts would allow the creation of this new forecourt that will form a key interface with the Warburton Swing Bridge. The Warburton Swing Bridge Forecourt is a key civic space with frontage to the Warburton Highway, and the Yarra River. This space will create a western gateway to the Yarra Town Centre and provide an alternate access to Thomas Avenue. The forecourt will utilise hard landscaping and improved streetscape elements to create a desirable urban plaza. In addition new tree planting, seating, and outdoor dining will create a well-defined, surveyed public space that will interface with new commercial offer at the ground floor of the adjacent building.

Design Requirements

This will be achieved by:

- New tree planting to define the landscaped forecourt area.
- Providing areas for outdoor dining opportunities.
- Links to existing heritage features including the Warburton Swing Bridge, and the Warburton Tennis Pavilion.
- Relocating tennis courts to the Warburton Recreation Reserve



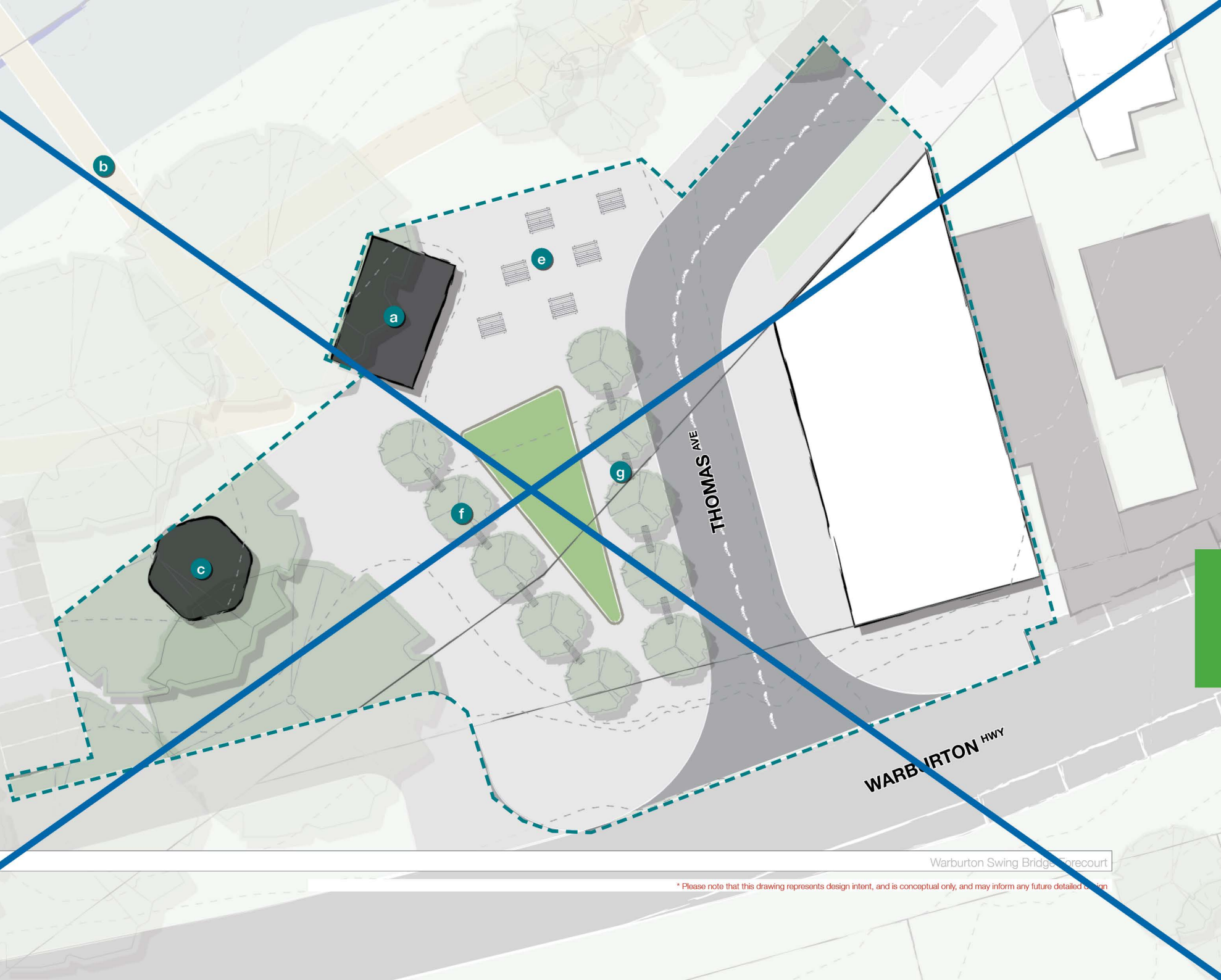
Warburton Highway/Thomas Avenue Perspective

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Key Initiatives

- a** Warburton Tennis Pavilion
- b** Warburton Swing Bridge
- c** BBQ Gazebo
- d** Story Reserve Car Park
- e** Area for outdoor dining
- f** Tree planting
- g** Seating

Image to be replaced with illustration that better reflects desired character of Warburton



5.3.7. Warburton Highway Southern Interface Development

Future Character

The southern commercial interface to Warburton Highway is elevated above the road level and with a northerly orientation is ideal to maximise outdoor dining opportunities. This space will create an eastern gateway to the Yarra Town Centre, and maximise the access to Thomas Avenue. The area will utilise hard landscaping and outdoor dining elements to create a desirable and active main street interface. A well-defined, surveyed public space that will interface with the existing commercial offer at the ground floor will be enhanced, with ramp access linking to elevated car parking areas as well as to parking on Warburton Highway.

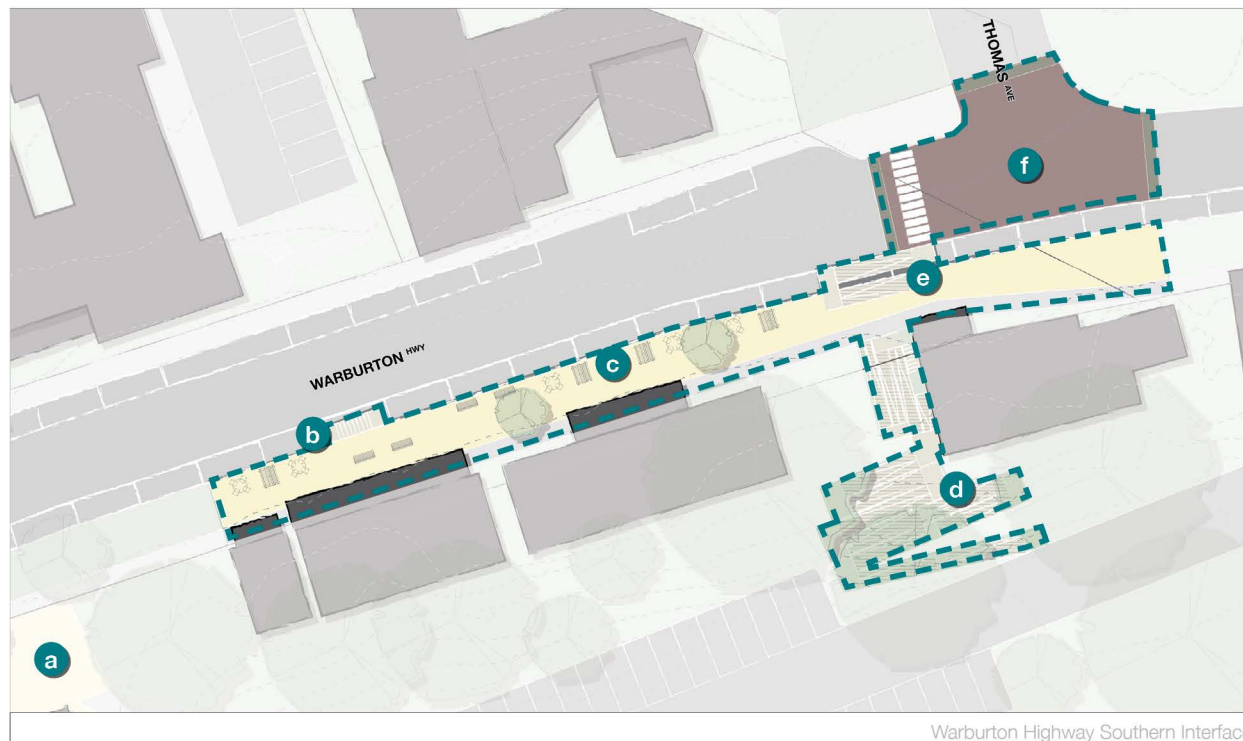
Design Requirements

This will be achieved by:

- Providing areas for outdoor dining opportunities.
- Links to existing parking areas through access ramps.
- An raised pavement intersection defining the Thomas Avenue intersection and enhancing the eastern Yarra Town Centre gateway.

Key Initiatives

- a** Cafe forecourt
- b** Stairs to access Warburton Highway
- c** Outdoor dining opportunities
- d** Ramp access between car parking and commercial area
- e** Ramp access to Warburton Highway
- f** Raised pavement to define gateway into Yarra Town Centre



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Highway Southern Interface

5.3.8. Chisholm Park (west) Reactivation

Future Character

The Chisholm Park (west) car parking area is adjacent to the Yarra River and forms the northern entry to the Brisbane Bridge linking the residential area with the Yarra Town Centre in Warburton. This area has the potential to formalise existing car parking to support the Yarra Town Centre demand, as well as catering for pedestrian, and cyclist, access to the Yarra River Trail network.

Design Requirements

This will be achieved by:

- Potentially utilising existing road verge (Dammans Road) for additional car parking (parallel bays).
- Formalising the car park opposite to the main town centre for local and tourist access, as well as access to existing walking and cycling networks (Yarra Trail).
- Establishing an out of centre car parking area to service Chisholm Park adjacent to the northern banks of the Yarra River.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** 10 ~~new~~ car parks created
- b** Formalised car park ~~creating~~ 20 spaces
- c** Yarra River Trail
- d** Ramp access to Brisbane Bridge



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Chisholm Park (west)

5.4 Warburton Recreation

5.4.1 Warburton Recreation Reserve Revitalisation

Future Character

Ottrey's Car Park, and La La Siding and Crane form the entry into the Warburton Recreation Reserve. This area will incorporate ~~the relocated tennis courts, as well as~~ an additional netball court, which will consolidate the recreation uses within the precinct. A new double storey community pavilion will provide improved facilities to support the recreation uses, with new car parking spaces also provided to meet the demand within the precinct.

Design Requirements

This will be achieved by:

- Providing a new community pavilion with ground floor change rooms, and upper floor community space and viewing balcony.
- Consolidating ~~all~~ recreation uses into the Warburton Recreation Reserve.
- Enhancing the connection between Warburton Highway and the new pavilion through a defined entry forecourt.
- Providing links between riverfront nodes through the Reserve to allow for water based recreational activities within the Yarra River.

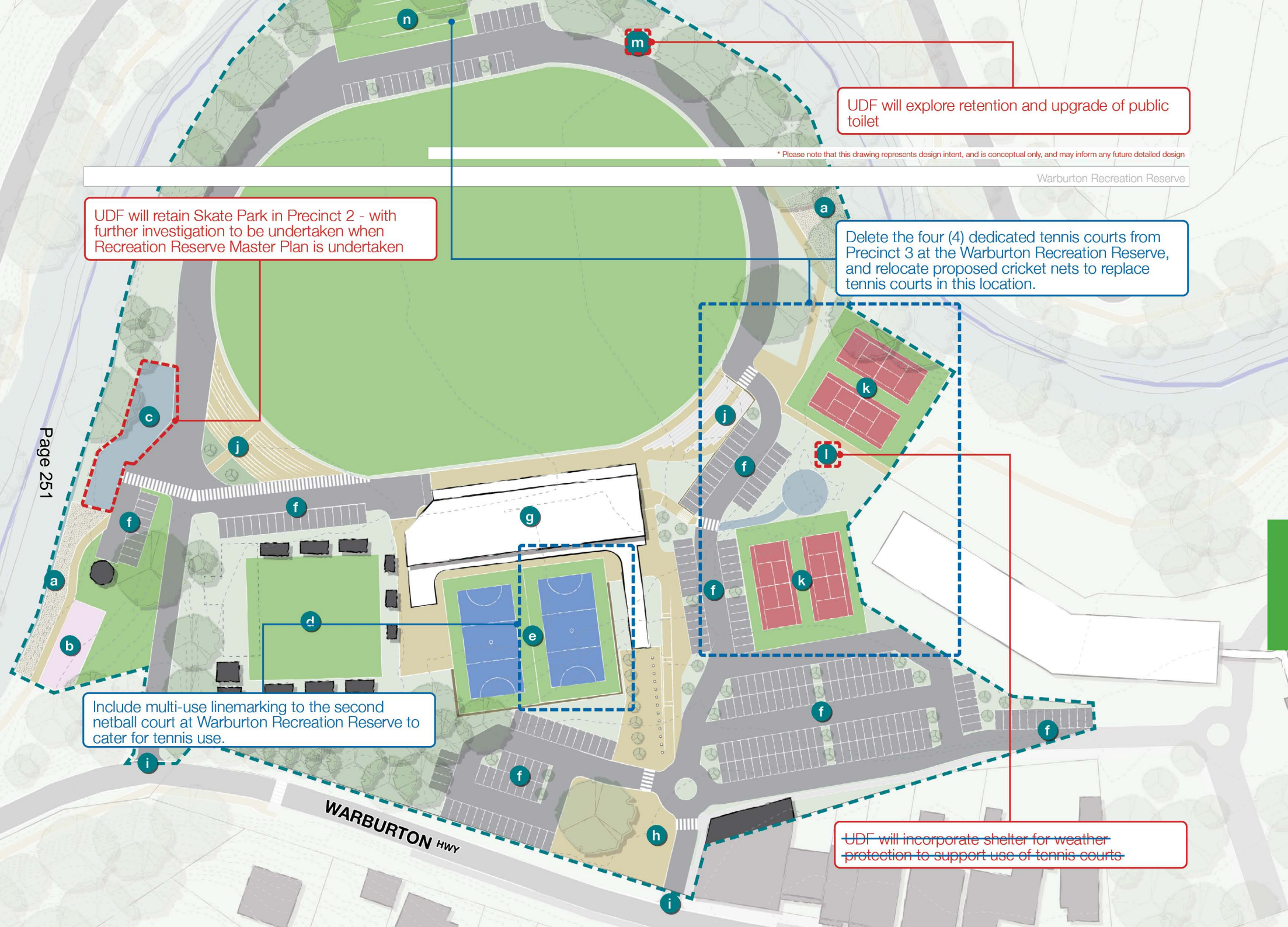
Key Initiatives

- a** Riverfront Node
- b** Playground
- c** ~~Potential Skate Park relocation~~
- d** Bowling Club
- e** Netball courts (x2) ~~include multi-use linemarking to the second netball court at Warburton Recreation Reserve to cater for tennis use. Netball to have priority of use of both courts.~~
- f** Car parks
- g** New double storey community pavilion
- h** Entry forecourt
- i** Defined entry/exit with access to Warburton Recreation Reserve
- j** Raised viewing area overlooking football oval

- k** ~~Relocated tennis courts (x2), and additional tennis courts (x2)~~
- l** ~~Shelter/shade structure~~
- m** Public toilets
- n** Cricket Nets (x4)

Following a Council decision in August 2023, the tree in Ottrey's carpark will be enclosed within an exclusion zone of approximately 400m². This is to minimise risk to public from the tree and support habitat potential. The tree and the exclusion zone would be part of the entry forecourt area.





UDF will explore retention and upgrade of public toilet

* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

Warburton Recreation Reserve

UDF will retain Skate Park in Precinct 2 - with further investigation to be undertaken when Recreation Reserve Master Plan is undertaken

Delete the four (4) dedicated tennis courts from Precinct 3 at the Warburton Recreation Reserve, and relocate proposed cricket nets to replace tennis courts in this location.

Include multi-use linemarking to the second netball court at Warburton Recreation Reserve to cater for tennis use.

UDF will incorporate shelter for weather protection to support use of tennis courts

5.5 La La Town Centre

5.5.1 Warburton Sanitarium Redevelopment

Future Character

Large development site with potential to activate the Yarra River interface and enhance the existing heritage values of the site. The iconic Sanitarium building forms the dominant attraction, and visual of the site from the Warburton Highway. However, there are opportunities to activate the riverfront areas behind the Sanitarium will built form accommodation to cater for growing visitor demand in the Warburton area. .

These accommodation units also provide expanded opportunities for outdoor dining at the back of the Sanitarium, to access a north facing aspect, and distant views to surrounding hill tops like Mt Donna Buang Victoria. The location and orientation of the proposed built form should create a well-defined,

sheltered and surveyed public space that will accommodate pedestrian movements, seating, and activity along the Yarra River.

Design Requirements

This will be achieved by:

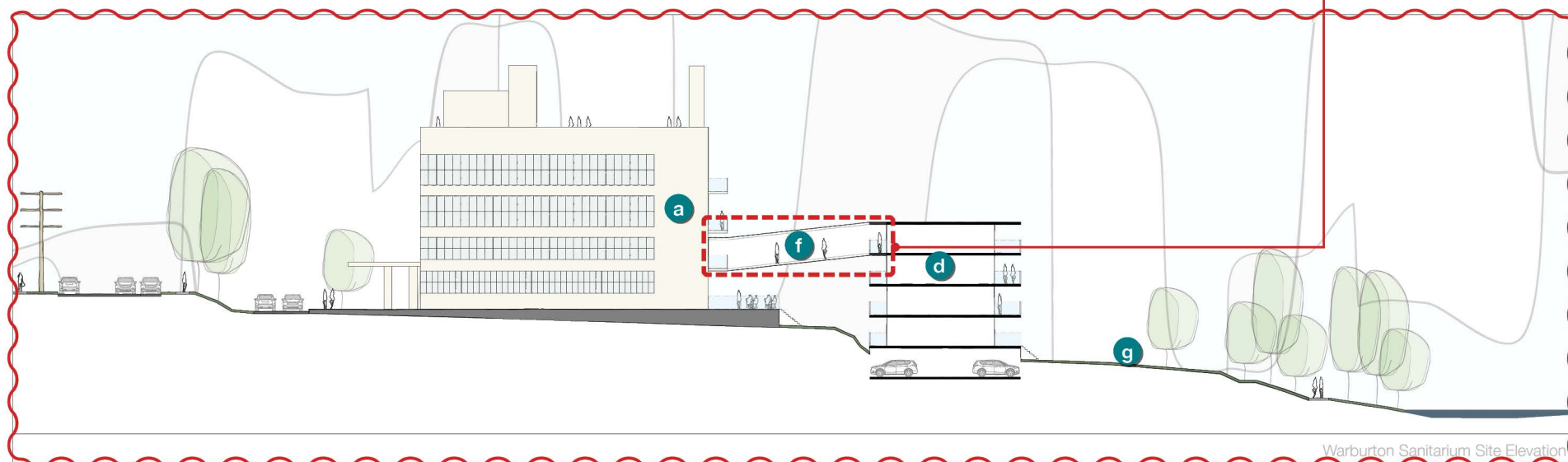
- Activating the Yarra River interface with an active built form edge.
- Activating the Warburton Sanitarium with uses that attract and serve the needs of the Warburton community.
- Creating outdoor dining opportunities as part of any Sanitarium development.
- Areas for seating, bike parking, and bike charging elements to cater for activity along the Yarra River.

Key Initiatives

- a** Sanitarium Health Food Company building
- b** Signs Publishing Company building
- c** Potential accommodation wing (west)
- d** Potential accommodation wing (east)
- e** Road access
- f** Potential pedestrian overpass
- g** River frontage

Image to be replaced with illustration that better reflects desired character of Warburton

The walkways connecting the accomodation buildings to the Sanitarium are to be removed.



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

The walkways connecting the accomodation buildings to the Sanitarium are to be removed.

WARBURTON HWY

5.5.2. Redwood Community Centre Access Future Character

The Redwood Community Centre car park is in proximity to the Yarra River and forms the eastern gateway into Warburton with an entry adjacent to the Sign Bridge. This area has the potential to provide car parking to support the Warburton Water Park and surrounding uses including the Redwood Community Centre and the Upper Yarra River Reserve. This car park will assist in meeting peak demand, as well as catering for pedestrians, and cyclists, with direct access to the Yarra River Trail network.

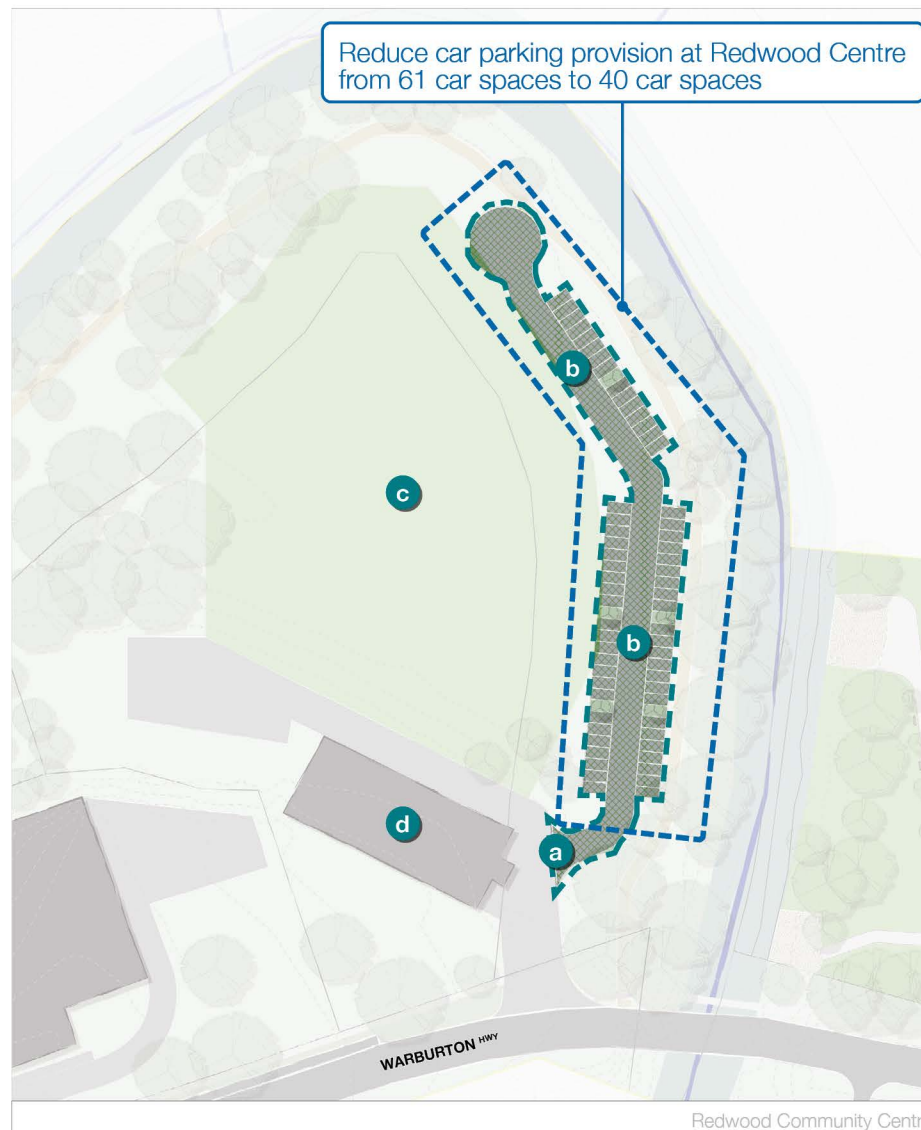
Design Requirements

This will be achieved by:

- Creating a formal off street car park outside of the main town centres for local and tourist access to Warburton.
- Establishing an interface with the Yarra River and a pedestrian link to the Yarra River Trail.
- Incorporating permeable paving and WSUD treatments to manage hard landscaped areas.

Key Initiatives

- a** New car park access
- b** 61 → 40 car parks created
- c** Redwood Community Centre Oval
- d** Redwood Community Centre



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

5.5.3. Upper Yarra River Reserve (east) Activation

Future Character

The Upper Yarra River Reserve is in proximity to the Warburton Water Park, the Signs Bridge, and the Redwood Community Centre. The reserve forms the eastern gateway into Warburton and activates an underutilised open space reserve within Warburton. The direct interface with the Yarra River is maximised through two riverfront nodes, which are supported by a picnic area, and accessed by an avenue including seating and tree planting.

Design Requirements

This will be achieved by:

- Enhancing an open space reserve link with the Yarra River providing quality formal passive open space on the eastern bank of the river.
- Establishing accessible riverfront nodes to the Yarra River.
- Areas for seating and picnic tables.

Key Initiatives

- a** Primary riverfront node
- b** Secondary riverfront node
- c** Picnic area
- d** Tree/seating avenue
- e** Pedestrian access point



* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

6.0 ACTIONS AND COSTINGS

6.1 Actions and Estimated Costings (October 2022)

6.1 Actions and Estimated Costings (October November 2022)

The following Actions and Estimated Costings have been derived from the projects proposed within the Warburton Urban Design Framework. These projects have been categorised as follows:

Public Realm Projects

Parks, reserves, play spaces, squares, plazas and other public realm areas prioritised for community use, that include pedestrian paths, access ramps, signage, hard and soft landscaping, street furniture, public toilets, and shelter amongst other things.

Access Projects

Car parking areas that include pedestrian paths, parking configuration, accessible parking, EV charging, lighting, bicycle parking, stormwater, and arborist information.

Movement Projects

Pedestrian crossings, raised intersections, traffic calming measures, and other movement projects that include moving pedestrians, cyclists, and vehicles safely throughout the Warburton UDF area.

Major Developments

Large scale developments within the public, and private realm that will have a significant impact on the look and feel of Warburton. This category may also include major infrastructure projects for the Warburton area as well.

Other Projects

This may include reports, studies, or strategies required to provide a more detailed analysis of the area and could include parking studies, heritage reports, and also things such as Planning Scheme Amendments.

These projects have been proposed, and assessed at a concept design level and the costings, in turn, reflect the high level nature of these estimates that have been generated through comparison projects and square metre rates.

The following Project Cost Tiers table and Timing table have been used to compare the scope and potential cost implications of each of the proposed projects within the Warburton UDF.

Project Cost Tiers		
A	\$1-\$49,999	Reports Minor reports, studies, or strategies including planning scheme amendments
B	\$50,000-\$249,999	Minor Projects Street furniture replacements, minor upgrades to open space areas, and pedestrian crossings
C	\$250,000-\$499,999	Small Projects Small open space upgrades, path network improvements
D	\$500,000-\$999,999	Medium Projects Open space upgrades, new plazas, path network improvements
E	\$1M-\$1.99M	Large Projects Large public realm developments and key open space areas
F	\$2M-\$5M	Very large Projects Large infrastructure and pavilion redevelopments
G	\$5M-\$9.9M	Major Projects Major infrastructure and pavilion redevelopments
H	\$10M+	Regionally Significant Projects Land Redevelopment areas and complete Recreation Reserve redevelopments

Timing	
Short	1-5 Years
Medium	5-10 Years
Long	10+ Years

Action	Description	Responsibility	Timing	Cost Tier	Estimate
Public Realm Projects					
A01	Upper Yarra River Reserve (west) Rejuvenation Upgrades to reserve including: upgrade of public toilets; additional car parking, new furniture; riverfront landscaped node; and pedestrian paths.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Medium	E	\$1,163,012
A02	Yarra Square Renewal Upgrades to Square including: upgrade of public toilets; new furniture; new ramp entries; landscaped areas; bike charging; bike wash; and bike storage.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Short	E	\$1,136,108
A03	Memorial Park Activation Upgrades to park including: upgrade of pedestrian paths with new accessible paths; new furniture; new landscaping; and new stair access.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Short	C	\$492,291
A04	Warburton Water Wheel Forecourt Revitalisation Upgrades to forecourt including: new access ramp; new hard landscaped forecourt; new furniture; new soft landscaping; and amphitheater seating.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Short	C	\$290,273
A05	Upper Yarra River Reserve (east) Activation Upgrades to reserve including: new furniture; two riverfront landscaped nodes; new soft landscaping; picnic area; and pedestrian paths.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Medium	C	\$483,555
CONCEPT LEVEL ESTIMATE				PROJECTED COSTS	\$3,565,239

Access Projects					
A06	Dolly Grey Activation Redevelopment of reserve including: new car parking; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	D	\$728,904
A07	Warburton Highway Road Reserve (north) Access Redevelopment of road reserve including: new car parking; bus bay; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	D	\$658,926
A08	Warburton Rail Trail Space Animation Creation of Warburton Rail Trail Space car parking to include new car parking; pedestrian paths; accessible parking; stormwater; WSUD; EV charging; bicycle storage; bicycle wash; lighting; stormwater; and soft landscaping.	Infrastructure Services (YRC)	Medium	E	\$1,227,239
A09	Chisholm Park (west) Reactivation Redevelopment of existing car park including: upgraded car parking; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	D	\$658,001

Action	Description	Responsibility	Timing	Cost Tier	Estimate
A10	Redwood Community Centre Access Redevelopment of reserve including: new car parking; pedestrian paths; accessible parking; stormwater; WSUD; and soft landscaping.	Infrastructure Services (YRC)	Short	E	\$1,084,786
CONCEPT LEVEL ESTIMATE		PROJECTED COSTS		\$4,357,856	
Movement Projects					
A11	Pedestrian Crossing Warburton Highway (near Mayers Bridge) Installation of pedestrian crossing along Warburton Highway to east of Mayers Bridge to connect bus stop/s and public toilets.	Infrastructure Services (YRC) Department of Transport	Short	C	\$381,892
A12	Pedestrian Crossing Warburton Highway (near Station Road) Installation of pedestrian crossing along Warburton Highway to east of Station Road to connect Memorial Park with existing laneway to Thomas Avenue.	Infrastructure Services (YRC) Department of Transport	Short	C	\$357,271
A13	Raised Intersection and Pedestrian Crossing Warburton Highway/Thomas Avenue (includes ramps and stairs on Warburton Highway interface) Installation of raised intersection and pedestrian crossing along Warburton Highway at Thomas Avenue to create eastern gateway to commercial centre.	Infrastructure Services (YRC) Department of Transport	Medium	E	\$1,305,158
A14	Pedestrian Crossing Warburton Highway (near Warburton Recreation Reserve) Installation of pedestrian crossing along Warburton Highway to connect Warburton Rail Trail to Warburton Recreation Reserve.	Infrastructure Services (YRC) Department of Transport	Short	C	\$332,476
A15	Path Links from Signs Bridge to Warburton Waterworld Installation of pedestrian paths along parts of Yarra River and Warburton Highway near Signs Bridge to connect proposed car parking at Redwood Community Centre with Warburton Water World.	Infrastructure Services (YRC)	Short	D	\$551,836
CONCEPT LEVEL ESTIMATE		PROJECTED COSTS		\$2,928,633	
Major Developments					
A16	WMBD Proposed Pedestrian Bridge Provide a safe and comfortable cycling link between the Warburton rail trail and the trail head proposed at the Warburton Golf Course. An at-grade connection is the preferred outcome, however given the terrain, Warburton Highway and the Yarra River, a bridge should be considered, provided the connection is well designed and integrates into the local environment. is well-lit and properly maintained.	Recreation Projects and Parks (YRC) Infrastructure Services (YRC)	Long	F	\$2,026,137

Action	Description	Responsibility	Timing	Cost Tier	Estimate
A17	Warburton Swing Bridge Forecourt Redevelopment Redevelop Warburton Swing Bridge Forecourt. Development is to include: retention of tennis pavilion; relocation of tennis courts; investigation of pedestrian paths; car parking; accessibility; furniture; outdoor dining; hard and soft landscaping, road access; and land subdivision. Cost of built form development has not been estimated. Return on investment can be achieved through sale/development of land parcel created but has not been estimated at this stage.	Design and Place (YRC) Sustainable Environment & Facilities (YRC) Recreation Projects and Parks (YRC)	Long	G	\$7,626,647
A18	Warburton Recreation Reserve Revitalisation Prepare a master plan for upgrades to Warburton Recreation Reserve. Master plan is to include relocation of tennis courts, new tennis courts, new netball courts, new cricket nets, new pavilion, investigation of pedestrian paths, car parking, accessibility, public toilets, relocation of skate park, furniture, hard and soft landscaping, and road access.	Design and Place (YRC) Recreation Projects and Parks (YRC)	Long	H	\$21,008,880

CONCEPT LEVEL ESTIMATE

PROJECTED COSTS**\$30,661,664**

Other Projects					
A19	DDO12 Undertake a Planning Scheme Amendment to update planning controls (Design Development Overlay 12) to reflect the design and built form outcomes of the Urban Design Framework	Design and Place (YRC)	Short	A	\$30,000*

CONCEPT LEVEL ESTIMATE

PROJECTED COSTS**\$30,000****TOTAL PROJECTED COSTS****\$41,543,392**

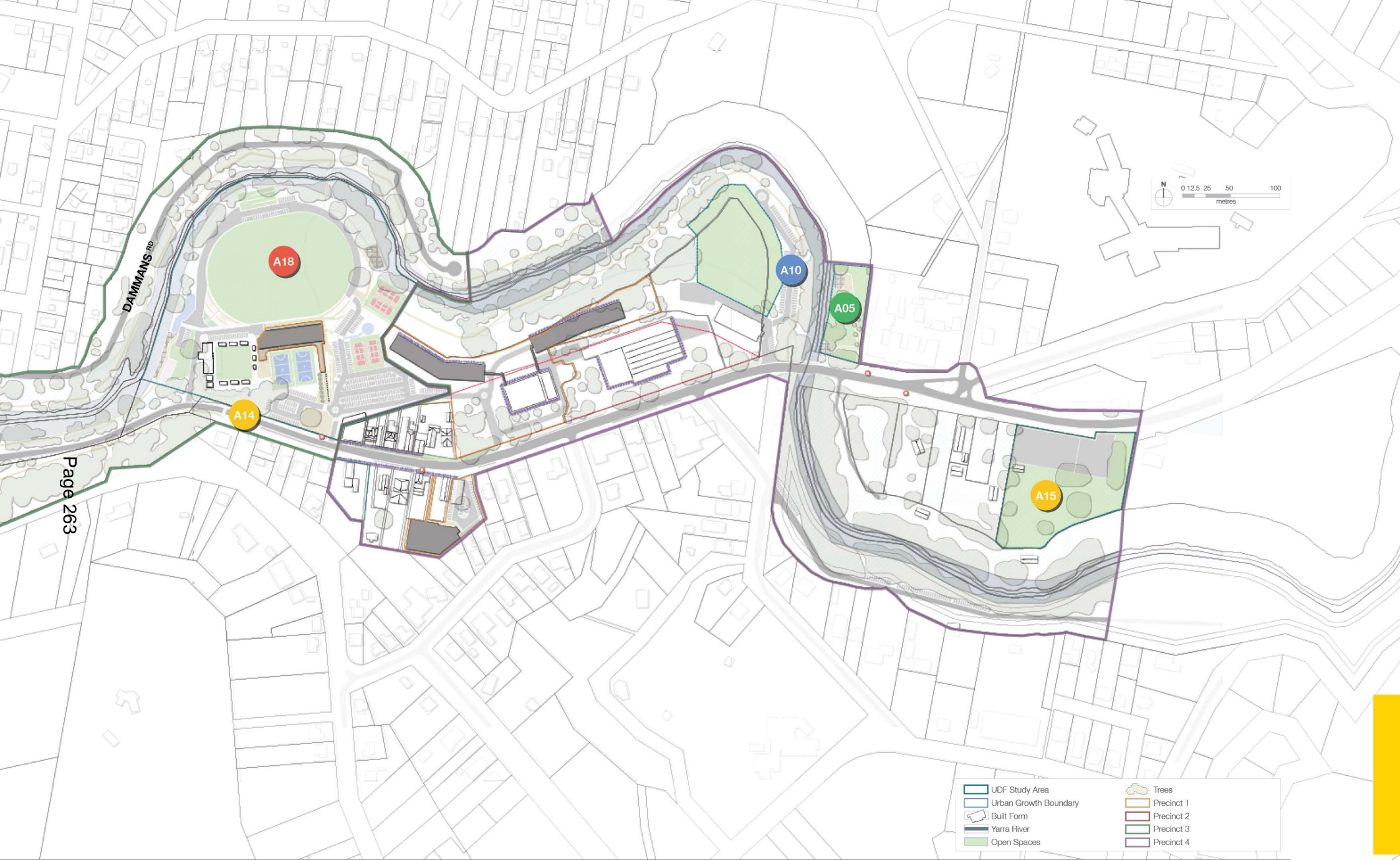
CONCEPT LEVEL ESTIMATE

Notes

1. Removal and replacement of hazardous materials including asbestos and contaminated soil is excluded
2. Excavation, removal and replacement of rock, building rubble, in-ground structures etc is excluded
3. Upgrading or diversion of existing services other than services clarified is excluded
4. Out of hours work is excluded
5. Goods and services tax (GST) is excluded
6. All costs are at ~~January 2023~~ November 2022 cost level. All concept level estimates may escalate over time.

* Did not form part of Quantity Surveyor (QS) estimate. Covered by operational budget.





7.0 GLOSSARY

Page 264

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

This glossary is a guide to the interpretation of commonly used place making, urban design, and planning terms.

Re-titled to 'Living Locally' in line with State Government

#

20 minute neighbourhood

The concept of a 20-minute neighbourhood is about giving people the ability to 'live locally' – meeting most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.

A

Accessibility

The ease of reaching destinations. Highly accessible locations, enable a person, regardless of age, ability or income, to reach many activities or destinations quickly. People in places with low accessibility can reach fewer places in the same amount of time.

Active frontage

Street frontages that allow for interaction between people in the street and, people within the buildings. This quality is assisted when the main entrance to a building and large windows open towards the street.

Ground floors of buildings that offer uses such as cafes, shops or libraries provide the best active frontages.

Active transport

Transport requiring physical activity, typically walking and cycling.

Active use

Active uses generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, higher density residential and offices

Activity centre

Activity centres are a focus for services, shopping, employment and social interaction. They are where people meet, relax, work and often live. Usually well-served by public transport, they range in size and mix of uses from local strip shopping centres to traditional town centres and major regional centres.

Activity spine (see also 'main street')

Mixed used land development that is concentrated along streets. Buildings are oriented towards the street, and extend along the street's length.

Adaptability (or 'adaptive re-use')

The capacity of a building or space to respond to changing social, technological, and market conditions and accommodate new or changed uses.

Affordable housing

Housing that is appropriate for the needs of a range of low to moderate income households, and priced so these households are able to meet their other essential basic living costs.

Amenity

The pleasantness and good functioning of area. Basic amenity standards include impact from overlooking, overshadowing, solar access and noise.

Anchor

A larger building or tenant (such as a supermarket or department store) in an activity centre. Anchors are typically located on larger landholdings within centres, and attract a significant numbers of people to the activity centre.

Apartment

A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

'Animation' added to glossary

Awning

An overhead shade structure projecting from the facade of a shop over a footpath with no support posts that provides shelter from rain and direct sunlight.

B

Bookend

The use of 2 similar elements (e.g. landmark buildings or plazas) that are positioned at each end of a street or expanse of buildings to frame that space, per a set of bookends.

Building line

The actual or apparent line created by a building's front wall along a street. A consistent building line in a street can visually connect different building types and forms, and can assist new buildings to fit in with the surrounding context.

Building height

The vertical distance from natural ground level to the roof at any point.

Built form

The height, volume and overall shape of a building as well as its outside appearance.

C

Character (current)

The cumulative impact of every property, public place and piece of infrastructure in an area. To understand character is to describe how the features of an area come together to give that area its own particular feeling (positively or negatively).

Character (preferred)

A vision statement that captures how the positive characteristics of a place today, look and work, to establish the future preferred character of the area.

Communal open space

An area within a private site providing for informal recreation activities by building occupants and, in some cases, visitors. It is distinct from private open space and public open space.

Community facilities

Infrastructure accommodating a range of community support services, programs and activities. This includes (but is not limited to): education facilities; health and community services; community arts and culture; sport, recreation and leisure; and emergency services.

Community heart

A centrally located focal point for a township including public open spaces and key community facilities. This space is used for community gatherings, markets and other community events.

Concealment place

Often perceived as unsafe, these spaces that are not easily visible and provide the opportunity to hide potential offenders, their victims, as well as illegitimate uses, antisocial activity or crimes.

Connectivity

The number of connecting routes within a particular area. An area may be measured for its 'connectivity' for different travel modes – vehicle, cyclist or pedestrian. An area with high connectivity has an open street network that provides multiple routes to and from destinations.

Consolidation

To encourage development within existing urbanised (suburban or township) areas rather than on non-urbanised (farmland or rural) land.

Crossover (vehicle crossover or driveway)

Part of a pedestrian path where motor vehicles cross to access a property. The pedestrian path section may be raised to path level to alert drivers to the crossing, or the path may be dropped to form a ramp for pedestrians.

D

Design response

A response to the site and the area immediately surrounding it that feeds into a proposed building development or public space design.

Design standard

A statement of function and performance criteria for the production of an object or place, often as agreed by a professional, technical or representative body.

Desire-line (or 'pedestrian desire-line')

The desire-line path usually represents the preferred route and the shortest or most easily navigated route between an origin and destination (e.g. home and school). Desire-lines can often be seen as alternative shortcut tracks in places.

Dwelling

A building that is designed for residential use by a person(s). Dwellings include a range of facilities to support residential living (including kitchen, bathroom and bedroom). Houses, units and apartments are all types of dwellings.

E

Edge condition

The transition or interface of a public space with its adjacent land uses and structures. An edge may be 'active', with a building's doors and windows addressing the space, or it may be 'inactive', with blank walls.

Enclosure (or 'sense of enclosure')

Where the building frontage, height, street width and street tree canopy creates a contained feeling when within the streetscape.

Escape route

An alternative and safe means of exit from an area. Clear escape routes are required in times of extreme events such as bushfires or floods.

F

Facade (or 'building facade')

The main wall of a building that usually faces the street and is easily visible. It is the face of the building and helps inform passers-by about the building and the activities within.

Fine-grain

An urban development style with mixed uses (shops and housing), relatively narrow street frontages and zero setback, commonly found along the main street of townships.

Frontage (or 'front lot line')

The property boundary that abuts the street. If a property abuts two or more streets, it is the boundary the building or proposed building faces.

G

Gateway

A gateway is an entrance, which acts as a transition between different spaces for the people who live, work, or visit these places (such as an entry to a public plaza or the moment you arrive into a town).

H

Heritage Place

A heritage place may be a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, or other place of natural or cultural significance and its associated land.

Human scale

The proportional relationship of the physical environment (such as buildings, trees, roads) to a typical human height of 1.75 metres. Maintaining a human scale means that structures are not perceived as overwhelming at ground level and urban environments are highly walkable.

I

Integrated water management (see also 'Water-sensitive urban design')

A design approach that incorporates the water cycle to provide environmental, economic and social benefits. It can include: sewage management, water supply, stormwater management and water treatment.

Interface

The transition point or boundary between two different land uses.

Interface (Active)

A continuous interface that provides physical and visual connection between two different land uses. For example the use of opening doors and windows onto the street from a building facade or shop front provides an active transition between building and street.

Interface (Inactive)

An interface that does not provide any visual or physical connection between two different land uses. For example a wall which has few or no windows or doors, and has no decoration or visual interest when viewed from the street.

K

Key development site

Prominent or strategic land parcels within cities and towns suitable for new development or redevelopment. They may be located in activity centres or are accessible to transport connections, services and jobs.

Key public space

Easily recognisable spaces may be located in parks, plazas, or streets. They are generally public places of significance, with high levels of amenity.

L

Landmark

An object or feature of a landscape or town that is easily seen and recognised from a distance, especially one that enables someone to establish their location.

Land use

The purpose for which the land has been or is being or may be developed. The activity on the land.

Laneway

A vehicular way or pedestrian access way, often narrower than a street, located to the rear or side of lots providing access to the service areas, parking and outbuildings.

Legibility

The ease with which a person is able to see, understand and find their way around an area, building or development. A 'legible' layout is one that people find easy to navigate and move through.

Lighting

Lighting systems can be large-scale or small. They may be overhead lamps, bollards, up-lights, wall or veranda lighting, feature and facade lighting. Good lighting supports way-finding, and safe movement at night, and also provides decorative effect for building facades, landmarks and paths.

Liveability

A measure of a residents' quality of life. It includes socioeconomic, environmental, transport and recreational measures.

Local park

Public spaces up to about one hectare in size and may include trees, grass, gardens and playgrounds and are located within easy reach of users. Some local parks also include water features, cafes or sports facilities.

M

Main street (see also 'activity spine')

The principal retail and small business street in an area (such as a town centre), and accommodates higher volumes of pedestrians and traffic.

Master plan

A plan that is more detailed than a structure plan or urban design framework. It outlines how design concepts will be delivered and is supported by key background work (including but not limited to): traffic movements, drainage, planting types, building and facility layouts, and the final size and shape of open space areas.

Mixed-use development

A range of complementary uses within the same building, site or precinct. The different uses may be arranged floor by floor, or side by side. The uses may be residential, commercial, retail or community.

Movement network

The connected system of streets, roads and paths that accommodates pedestrians and cyclists, on-road public transport, emergency and private vehicles. The movement network connects people and places.

Municipal Planning Strategy (MPS)

The Municipal Planning Strategy is located at Clause 02 of all Planning Schemes and is the foundation for all planning decisions. The MPS succinctly explains the context for a municipality and provide the overarching strategies for the major land use and development matters that affect it.

N

Native vegetation

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

Natural hazard

A natural event that has potential to cause harm to people, property or the environment, including climate change, bushfire, flooding and sea level rise.

Neighbourhood activity centres

Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.

Nodes

Are key places or points where activity such as land uses, number or people present and traffic movement is concentrated. They may be (but are not limited to): street intersections, transport stations, parks, or buildings.

O

Objects in the public realm (see also 'public realm')

Include street furniture, trees and planting, barriers and fencing, lighting, signs, drinking fountains, café furniture, bicycle parking hoops, post boxes, parking meters, payphone cabinets and other small public buildings and structures.

Off-road public transport

Public transport that runs on a network largely independent of streets and arterial roads. It includes light rail, metropolitan and regional rail. It does not include on-road public transport such as the metropolitan bus and tram network.

On-road public transport

Public transport reliant on the existing road and street network such as buses and trams.

Open space

Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

Outlook

A place from which a view is possible; a vantage point.

P

Passive surveillance

Observation, from the street or from adjacent buildings, provided by the general public as they go about their daily activities. This kind of observation can deter criminal activity or anti-social behaviour and make places feel safer.

Pathway

A pedestrian path, bicycle path or other area for use by people but not by motor vehicles. Paths may be located on local streets and major roads, in public spaces such as parks and reserves, or through semi-public spaces such as car parking lots, and forecourts. Paths may be solely for pedestrians, cyclists, or shared paths for both pedestrians and cyclists.

Pedestrian and bicycle crossings

Are points for pedestrians and cyclists to safely and conveniently cross roads and streets, or other barriers such as motorways, railway lines or waterways.

Pedestrian priority street

Streets that prioritise walking, cycling and facilitating social contact, while allowing for low-speed motor vehicle traffic (under 40km per hour). These streets are found usually in town centres, at education facilities and public transport interchanges. Pedestrian priority streets may also restrict vehicle types or access at times.

Permeability

The extent to which the township or suburban street layout permits, or restricts, movement of people or vehicles through an area, and the capacity of the area network to carry people or vehicles.

Planning & Environment Act 1987

The legal State document that controls planning decision making throughout Victoria.

Planning scheme

Controls land use and development within a municipal district in accordance with the *Planning & Environment Act 1987*. It contains state and local planning policies, zones and overlays and other provisions that affect how land can be used and developed.

Planning scheme amendment

Changes to the planning scheme are called amendments and the process is set out in the *Planning and Environment Act 1987*. An amendment may involve a change to a planning scheme map (for example: a rezoning), a change to the written part of the scheme, or both.

Plaza

A public open space connected to the street network. A plaza may be a wide mid-block pedestrian link, bordered by buildings or attached to a public building such as a town hall, school, sports facility.

Precinct

The designated area of a town highlighted due to similar land uses or defined by major edges including roads, rivers, or land uses.

Primary use

Uses that bring people to spend time in the area, such as workplaces, residences, supermarkets or services like libraries. Also see 'Secondary uses'.

Principal Public Transport Network (PPTN)

The PPTN reflects the network of current and future public transport services around Victoria.

Private land

Land that is owned by a private person or group and kept for their exclusive use. Some privately held land is available for the public to access and use, but the land owner may control aspects of access and use – see 'Public space'.

Private open space

An open area or place that is privately owned and exclusively occupied. Private open space is usually attached to a private dwelling. See also 'communal open space'.

Public open space

A place for public leisure or recreation. A public open space may be provided as a plaza, park, square or sports field. See also 'public space', 'public realm'.

Public realm (see also 'Objects in the public realm')

The public realm comprises of spaces and places that are open and freely accessible to everyone. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Public space

An area in the public realm that is open to public access, provides a public use or recreation function, and that is owned and maintained by councils or other government agencies.

Public transport interchange

Places where people can access or transfer between public transport modes and routes. For example, between train, tram or bus mode, or a multi-route bus or train station.

R

Recreation (Active)

Recreational activities undertaken in a more structured way. These activities are often physical and require equipment and facilities at prescribed places such as hardcourts, fields or ovals.

Recreation (Passive)

Recreational activities that are commonly unorganised and noncompetitive, including, but not limited to, picnicking, bicycling, and walking. Amenities for such activities include, but are not limited to, playgrounds, picnic tables, open play areas, pathways, benches, and pedestrian bridges.

Resilience

The capacity of individuals, communities, businesses, systems and infrastructure to survive, adapt and grow, in response to challenges.

Responsible authority

The decision maker on planning permit applications – usually the relevant municipal Council but in some situations, could be the Victorian Planning Authority.

S

Safer design

Design actions that focus on improving safety in places by increasing informal surveillance and community usage of public spaces, reducing opportunities for crime and antisocial behaviour, and creating connected and integrated streets and public places.

Scale

The size of a building in relation to its surroundings, or the size of parts or details of the building, particularly in relation to the scale of a person. Scale refers to the apparent size, not the actual size.

Secondary use

Are those that capitalise on opportunities to serve people who are already in the area for other reasons, such as their work place, residence, or visiting a supermarket. Secondary uses may be convenience shops, or cafes. See also 'Primary uses'.

Setback

The distance of a building wall from any lot boundary. A building front setback can add to the perceived width of the street, provide additional public or private space, and allow space for landscaping.

Shared path (see also 'Pathway')

A path that is shared by both pedestrians and cyclists, but does not accommodate motor vehicles. On a shared path, cyclists must give way to pedestrians.

Shared zone (see also 'Pedestrian priority street')

A street where pedestrians, cyclists and vehicles share the roadway, and pedestrians outnumber motor vehicles. A shared zone has no cross motor traffic.

Sightline (also known as 'viewline')

Lines of clear, uninterrupted sight from a viewer's location to other locations and distances.

Sign (see also 'Way-finding')

Signs give information about way-finding, directions, place and street names, cultural identity, buildings, uses, or for advertising.

They can also act as a landmark. Signs may vary in scale and appearance, and may use maps, text, images or symbols to convey information.

Site analysis

Detailed description and examination of the features of a site, to determine how these features will affect and contribute to the design of a proposed development. A site analysis directly informs the design response.

Site coverage

The proportion of a site covered by buildings.

Small public buildings and structures

Include shelters, toilets, bicycle storage cages and utility buildings, such as electrical substations, often located in public spaces. Some small public buildings and structures may be temporary or relocatable to allow for the flexible use of public spaces.

Social housing

Non-profit housing owned and managed for the purpose of providing affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by housing associations and community housing.

Social infrastructure

Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs.

Solar access

Ability of a property, street or open space to receive sunlight.

Street edge

The interface between building frontage or private property boundary and the street. The way a building, space or wall meets the street affects the character of the street.

How a street space appears to people from the combination of street width, paving, street furniture,

plantings and the surrounding buildings. The people and activities in the street also contribute to the streetscape.

Structure plan

A land use planning framework for an identified area, guiding decisions about change for a period of years into the future. The plan can use policies, plans and diagrams to guide infrastructure, built form and land-use change.

Subdivision

The act of subdivision means the division of a land parcel into two or more parts. It is also a term used for the resulting pattern of blocks and lots, and streets.

Sustainable development

An approach to development that seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable transport

Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.

T

Topography

The arrangement of the ground resulting from natural features (such as waterways) or man-made features (such as sports fields). Topography can be described from being steep to flat.

Transit-oriented development

Compact, walkable, mixed-use communities centred on high-quality public transport systems that greatly reduce the need for driving.

Traffic calming

Devices, such as speed humps, installed in streets to slow or reduce vehicle traffic and improve safety for pedestrians and cyclists. These measures can slow cars speed to between 15 and 40km per hour.

U

Universal Access

Providing infrastructure and services that allow access to all areas (public and private) and places equally regardless of age and ability.

Urban context (or 'context')

The broader setting of an identified area. It includes the physical surroundings of topography, movement patterns and infrastructure, built form and uses, and the cultural, social and economic environment.

Urban context analysis

Similar to a site analysis, context analysis provides a review of the wider area around a site, to determine how these aspects will affect and contribute to the design of a proposed building development or public space design.

Urban design framework (UDF)

Documents that set out an overarching design vision for the desired future development of places. Using words and graphics UDFs outline the intentions, principles and actions to guide and manage changes from small scale (the public realm) to large scale (town centres) places.

Urban growth boundary (UGB)

Manages outward development around the edge of Metropolitan Melbourne into farmland and open space by directing new development to areas with existing infrastructure and services.

Urban renewal

Refers to the large scale restoration and/or redevelopment of under-utilised urban areas.

Urban structure

The overall topography and land division pattern of an urban area including street layout, the shapes and sizes of blocks and lots. It also includes the location and types of activity centres, public transport corridors, public space, community facilities, and infrastructure.

V

Viewlines (or 'sightlines')

Lines of clear, uninterrupted sight from a viewer's location to other locations and distances.

W

Walkability

Walking environments that best balance safety, connection, accessibility and enjoyment.

Walkable catchment

The area within a specified walking distance of a destination. Often a 400m walking distance is defined as walkable, (a five minute walk for most people). More important destinations, such as train stations or major centres, may serve a wider walkable catchment.

Walkable neighbourhood

A neighbourhood where travel on foot, and also by bicycle, is made easy, direct and safe as possible. This includes all members of the community including children, people with prams or shopping carts and those using mobility aids.

Water-sensitive urban design (see also 'Integrated water management')

Integrating and managing the water cycle in an area through collection, treatment and reuse technologies, to improve an areas appearance.

Way-finding (see also 'sign')

The act of finding one's way around an area. Wayfinding can be aided by space design and key elements along paths and at destinations. Signs can aid way-finding.

Weather protection

The protection of an area adversely affected by moisture, wind and cold, by covering, enclosing and/or heating.

Z

Zero setback

A building facade built along the front property boundary that has no street setback. A building with zero front setback can directly address the street, provide an active interface, and direct access between the building at the footpath.

Zones

A planning scheme uses zones to designate land for particular uses, such as residential, industrial or business. A zone will have its own purpose and set of requirements. It will identify if a planning permit is required and the matters that must be considered before deciding to grant a permit.

Sources

- *Urban Design Guidelines for Victoria Glossary* [2022]
State Government of Victoria (Department of Planning, Environment, Land & Water) [Internet].
Available from: <https://www.urban-design-guidelines.planning.vic.gov.au/toolbox/glossary>
[Accessed December 2022]
- *Victorian Planning Authority Glossary* [2022]
State Government of Victoria (Victorian Planning Authority) [Internet].
Available from: <https://vpa.vic.gov.au/glossary/>
[Accessed December 2022]
- *Plan Melbourne 2017-2050* [2017]. "20 Minute Neighbourhoods"
State Government of Victoria (Department of Planning, Environment, Land & Water) [Internet].
Available from: <https://www.planmelbourne.vic.gov.au/current-projects/20-minuteneighbourhoods>
[Accessed December 2022]





WARBURTON TOWNSHIP URBAN DESIGN FRAMEWORK

Summary Report

March 2024

INTRODUCTION

What is an Urban Design Framework (UDF)?

An Urban Design Framework (UDF) is a placemaking tool that proposes a unified vision for the future of an activity centre that celebrates the local character while planning for future needs. It draws on insights from community discussions, data and research, analysis of the unique attributes of that location and identifies issues and opportunities for the centre. It lays out an integrated plan that ensures consistent and preferred built form and public realm outcomes are achieved.

An UDF then proposes a suite of coordinated projects that will support delivering on those aspirations and addressing the areas of concern. These are conceptual and each project will require further detailed design and consultation with stakeholders and approval from relevant authorities. It also provides a basis to develop any future updates to the Planning Scheme. The intended outcome is to create welcoming and enjoyable spaces for the full breadth of the community with opportunities to live, work and thrive.

Why has Council Prepared an UDF?

Council has prepared the Warburton UDF to help think creatively and strategically about towns and how people use them socially and physically. Frameworks provide guidelines, standards and plans to help with our decision-making as Council. This is vital in ensuring that new buildings, parks, bike paths, public areas, and businesses are developed in accordance with set standards for safety, sustainability, accessibility, environmentally-friendly infrastructure, and overall quality of life. Ultimately, Council will use the urban design framework to ensure that new developments fit into the existing environment without hindering liveability for those living in the area.

What happens if we don't adopt an UDF

Without an Urban Design Framework, Warburton will lack an overall direction to guide future planning, design, and development outcomes for the township. This has the potential to compromise decision making for capital budgets, guidelines, and zones when they are delivered.

Without a plan for Warburton there is an increased risk that future projects, and potential development will occur in a haphazard manner and that built form outcomes may not respond to, or protect the much loved character of the Warburton area.

What consultation has taken place?

The Warburton community outlined their vision and values through an extensive community engagement process during late 2018 and early 2019. The findings resulted in the development of the Warburton Place Plan which undertook additional consultation between July and August 2021, ultimately resulting in Council adopting the Warburton Place Plan in November 2021.

One of the priorities of the Place Plan was to develop an Urban Design Framework for the Warburton Town Centre. The Draft Urban Design Framework for Warburton is an important next step to provide detailed guidance and site-specific solutions to address many of the actions in the Warburton Place Plan. The Draft Warburton UDF undertook:



12 weeks engagement period for the Warburton Urban Design Framework were undertaken (16th December 2022 - 12th March 2023)



A project alert was sent to 1593 people who registered to receive updates with tags of Warburton and/or Urban design on the Shaping Yarra Ranges webpage



In excess of 200 people in total attended the four Drop-in sessions at Warburton Arts Centre, Warburton Mechanics Hall on the 6th, 14th, and 22nd of February, and an after hours session on the 6th of March



7,134 page views of the Shaping Yarra Ranges Warburton Urban Design Framework page from 3,185 unique visitors



2,149 total downloads of documents and information associated with the Warburton Urban Design Framework



207 contributions through the Shaping Yarra Ranges Warburton Urban Design Framework page; 26 hard copy surveys were submitted through the drop-in sessions and post; 54 contributions by emails; and 48 post-it notes were provided at drop in sessions

* see page 4 for more information on targeted consultation that occurred between December 2023 and March 2024

WARBURTON UDF

Purpose

The Urban Design Framework (UDF) builds upon the work undertaken as part of the Warburton Place Plan in 2021. Its purpose is to provide clear design guidance regarding the development and structuring of land within the Warburton Township along the Warburton Highway.

The preferred character, guidelines and illustrations contained in this document provide directions to landowners, designers, Yarra Ranges Council and the wider Warburton community with regards to the expected place based outcomes that are to be achieved by the development of land within Warburton Township.

The UDF provides a clear course of action for future development of key strategic, and public realm sites within Warburton. By utilising the most appropriate mechanisms for implementing key recommendations from this framework, this UDF can inform draft planning scheme policies and controls, as well as future capital works programs.

No capital funding (Council funding) is committed to projects proposed within the UDF at this time. Any future funding streams required to establish new buildings, public realm projects, streetscape projects, or undertake upgrades of an existing building/place/infrastructure, and other associated costs will rely on future funding streams including, but not limited to, capital works, and available grants.

Warburton Urban Design Framework

The Urban Design Framework provides the local community, and Yarra Ranges Council with the tools to guide future development focused on the commercial town centres and main precincts within Warburton in a positive way. The UDF establishes a design vision to achieve land use and community expectations, articulating how people will experience Warburton as the area transitions to meet the needs of the local community and the demands of increasing tourism in the future. The UDF provides built form guidance, identifying key sites for future development outcomes through the preparation of design concepts that demonstrate how projects can achieve the vision for Warburton. Additionally, the UDF provides design guidance on key public realm areas, streetscapes, and transport (including car parking) outcomes for Warburton.

Study Area

The study area is approximately 55Ha in size and is focused on the Warburton Highway and the Yarra River which provide access to both town centres within Warburton. The study area is accessed from the west by Mayers Bridge and from the east by Signs Bridge with both bridges forming entries into Warburton. The study area is bounded to the north by Dammans Road and the Yarra River and to the south by the Warburton Rail Trail and the Warburton Highway.



TARGETED CONSULTATION

What targeted consultation has taken place?

At the 28 November Council Meeting, Council voted to defer the adoption of the Warburton Urban Design Framework (UDF) until the 26 March 2024 Council Meeting.

At the Council Meeting, Yarra Ranges Councilors carried an alternate motion:

'That decision on the matter be deferred until the 26 March 2024 Council Meeting to allow for further, targeted consultation, with key community groups, including the Warburton Tennis Club.'

Who has been involved?

Targeted consultation meetings have occurred with key impacted community groups in accordance with the Council resolution. The groups that have been corresponded with as part of the targeted consultation include: ADRA; CEDA; Melbourne Water; Warburton Advancement League; Warburton Emergency Planning Group; Warburton Recreation Reserve Committees; Warburton Tennis Club; Upper Yarra Sustainable Development Alliance; Upper Yarra River Reserve Committee of Management; and Yarra Riverkeeper Association.

In addition to meetings undertaken as part of the targeted consultation, Council have also received written feedback from Yarra River Keeper Association; Warburton Emergency Planning Group; Warburton Recreation Reserve Committees; Upper Yarra River Reserve Committee of Management; Upper Yarra Sustainable Development Alliance; and Melbourne Water. All of the feedback received from the targeted consultation meetings has been summarised, and additional changes to the UDF have been identified.



11 Meetings (8 in person, 3 online) with key community groups, and clubs as part of targeted consultation sessions for the Warburton Urban Design Framework.



Six written submissions received from key community groups, and clubs as part of targeted consultation.

Updates to the Shaping Yarra Ranges Warburton Urban Design Framework project page to include:



- Additional frequently asked questions;
- Links between Warburton UDF and Burndap Birrarung burndap umarkoo, (Yarra Strategic Plan); and
- Publishing of the Warburton UDF Community Engagement Report and the Warburton UDF Engagement Feedback Report.

WHAT WE HEARD

Key Feedback

Feedback from the majority of the groups/clubs that formed part of the targeted consultation indicated a desire to retain the tennis courts in the current location.

Various discussions were focused on alternative traffic/parking solutions that were explored while creating the Warburton UDF. With a broad range of alternatives explored including: acquisition of land; turning circle; Dammans Road; Park & Ride; Closing Thomas Avenue; under Warburton Swing Bridge; roundabout at Station Road and Warburton Highway; and others. These alternatives, some more viable than others, will continue to be explored to manage parking, access, and movement issues in Warburton.

There was also a preference for a single additional tennis court to be provided as part of the Warburton Recreation Reserve. With the preferred outcome sought being a multi-use line marked court that could form the second netball court proposed within the Recreation Reserve.

Feedback also suggested that the proposed cricket nets were in an unsuitable location within the Recreation Reserve due to existing shade and limited space.

There was mixed feedback regarding parking proposed adjacent to the Redwood Centre. Some wanted car parking removed in this location on Yarra River land, but were supportive of parking upgrades on all existing car parks within Yarra River land in Warburton. However, adjacent land holders, and key land managers were supportive of this parking area, if the amount of parking proposed was reduced.

It was also commented that parking in this location was for Warburton Water World, and that facility should be explored for additional parking.

There was feedback concerned with the alignment of Burndap Birrarung burndap umarkoo - Yarra Strategic Plan (BBBU) with the Warburton Urban Design Framework. Melbourne Water was part of the targeted consultation and suggested that the Warburton UDF was aligned with the Yarra Strategic Plan, and could adapt to any future implementation of the Yarra Strategic Plan into the Warburton Planning Scheme.

There was also suggestions that Warburton explore a place-based emergency management study to increase local resilience, inform future growth decisions, and address emergency management issues including evacuation constraints.

Lack of attention to architectural design to preserve Warburton's unique character and heritage streetscape.

The Skate Park should be retained. This was community funded, designed and built by local youth. There is an opportunity to enhance this open space and take advantage of the beautiful views.

Proposed Changes to Warburton UDF

Retain the two existing tennis courts in their current location at the west entrance to Warburton town centre.

Delete references to extension of Thomas Avenue through the existing tennis courts. Add annotation to Thomas Avenue turning circle to "Monitor and assess effectiveness of turning circle in addressing safe vehicle movement, and investigate any further improvement in traffic and parking throughout Thomas Avenue to increase pedestrian safety and reduce vehicle movements."

Include multi-use line marking to the second netball court at Warburton Recreation Reserve to cater for tennis use.

Delete the four (4) dedicated tennis courts from Precinct 3 at the Warburton Recreation Reserve, and relocate proposed cricket nets to replace tennis courts in this location.

Reduce car parking provision at Redwood Centre from 61 car spaces to 40 car spaces.

Add annotation to investigate any further improvements to parking capacity and layout at the Warburton Water World.

Insert additional content regarding the Yarra Strategic Plan as currently available as additional pages for sections 1.4 and 1.5 in the FAQ section of the project's Shaping Yarra Ranges page.

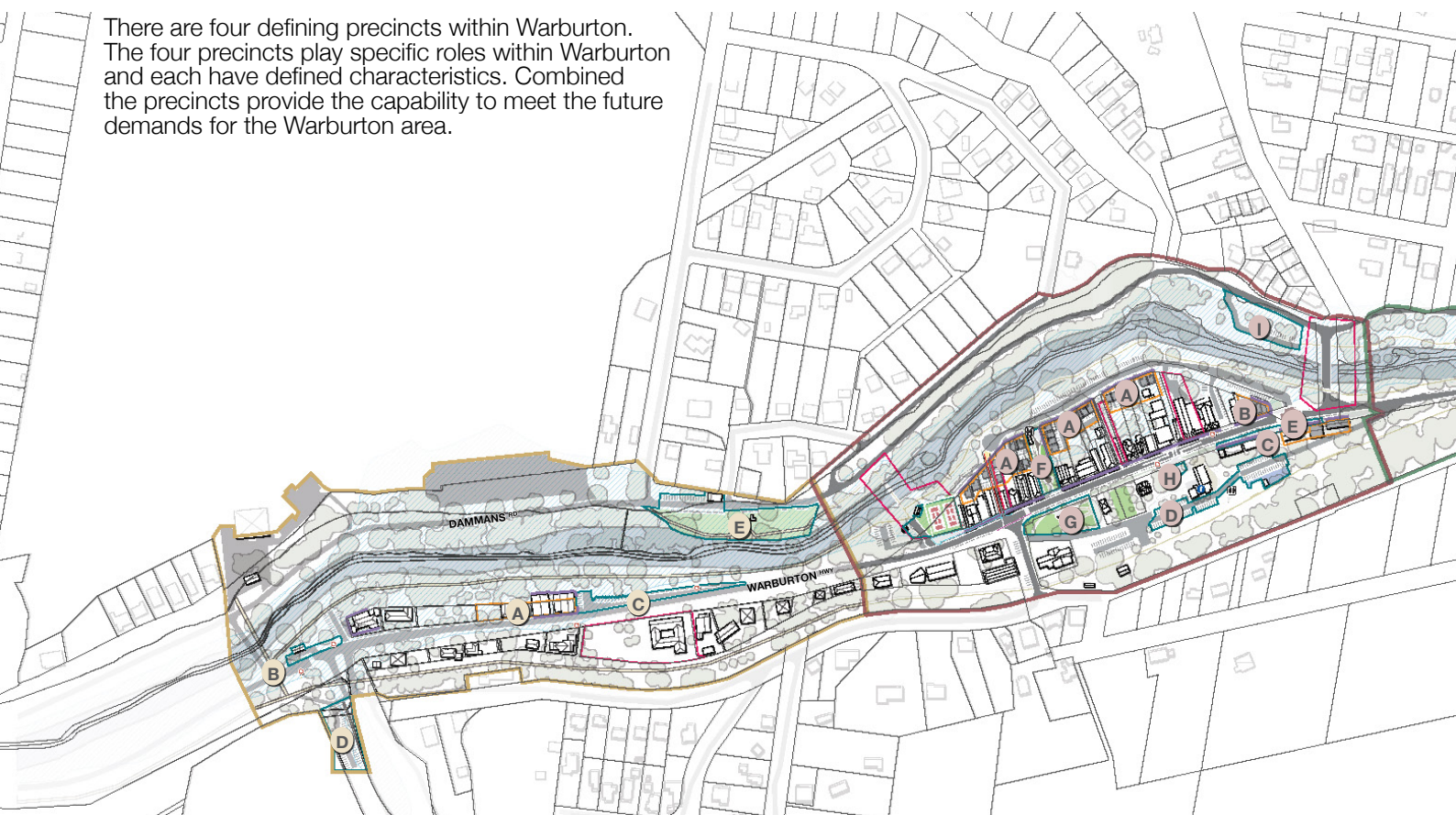
Officers, in collaboration with key authorities and the Warburton Emergency Planning Group, investigate options for a Place-Based Emergency Assessment for Warburton that identifies risks and mitigation measures to inform future projects and infrastructure planning.

3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton.

Retain the Skate Park in existing location in Precinct 2.

FRAMEWORK

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.



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

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 Victoria. The Thomas Avenue interface fronting the Yarra River provides opportunities for high quality buildings with an active ground floor interface incorporating potential commercial and residential accommodation above.

Key Development Opportunities

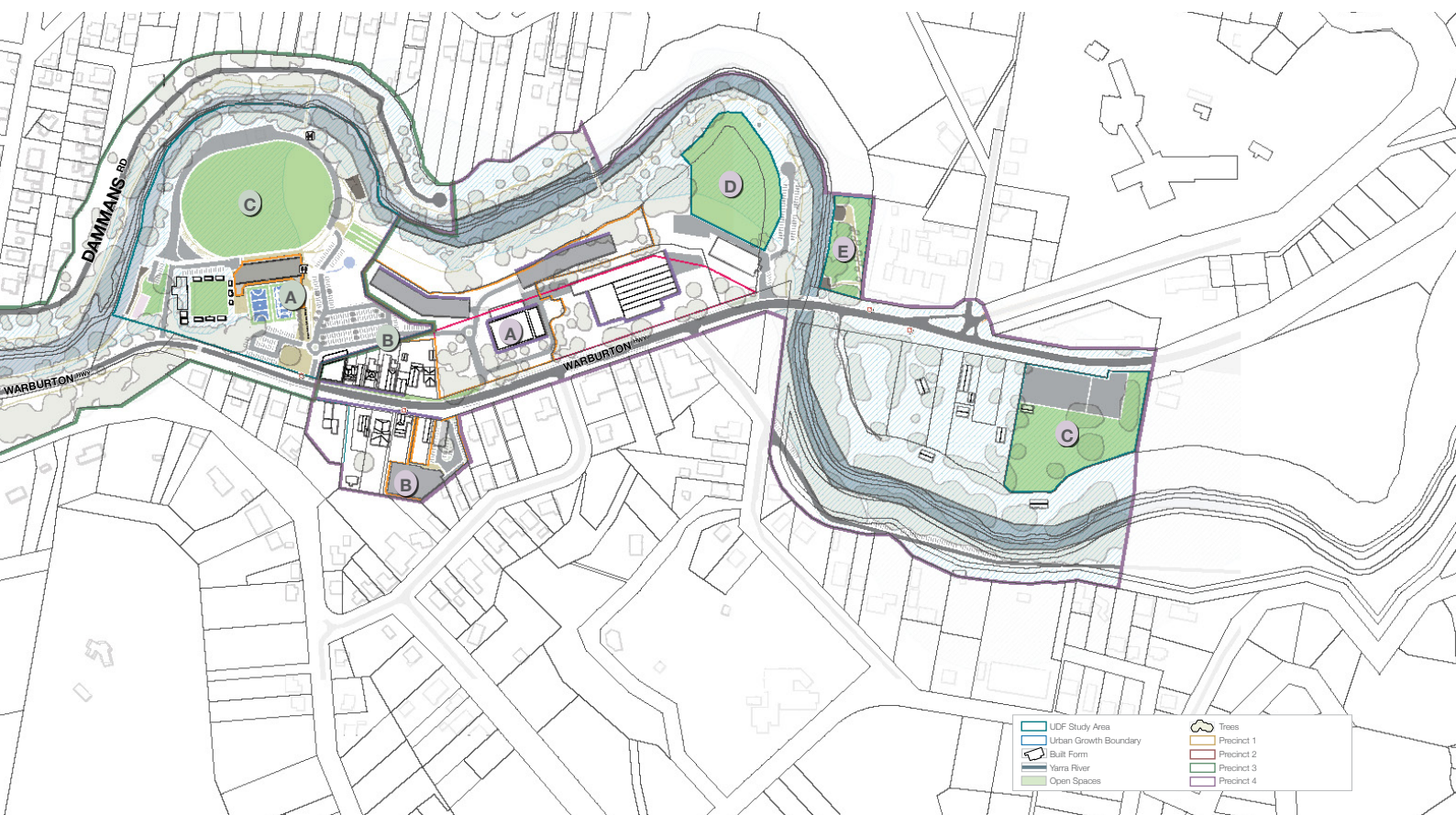
- A** Thomas Avenue Interface Activation
- B** Warburton Highway/Thomas Avenue (east) Gateway
- C** Warburton Highway Southern Interface Development

Key Movement Routes and Access

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

Key Places

- F** Yarra Square Renewal
- G** Memorial Park Activation
- H** Warburton Water Wheel Forecourt Revitalisation
- I** Chisholm Park (west) Reactivation



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

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, through the restoration and activation of a highly valued heritage building.

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 GATEWAY



Description

This is the first experience of entering Warburton. 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.

Key Items

Sense of Arrival

Create a stronger sense of arrival through a welcoming high character avenue of tree planting.

Car Parking

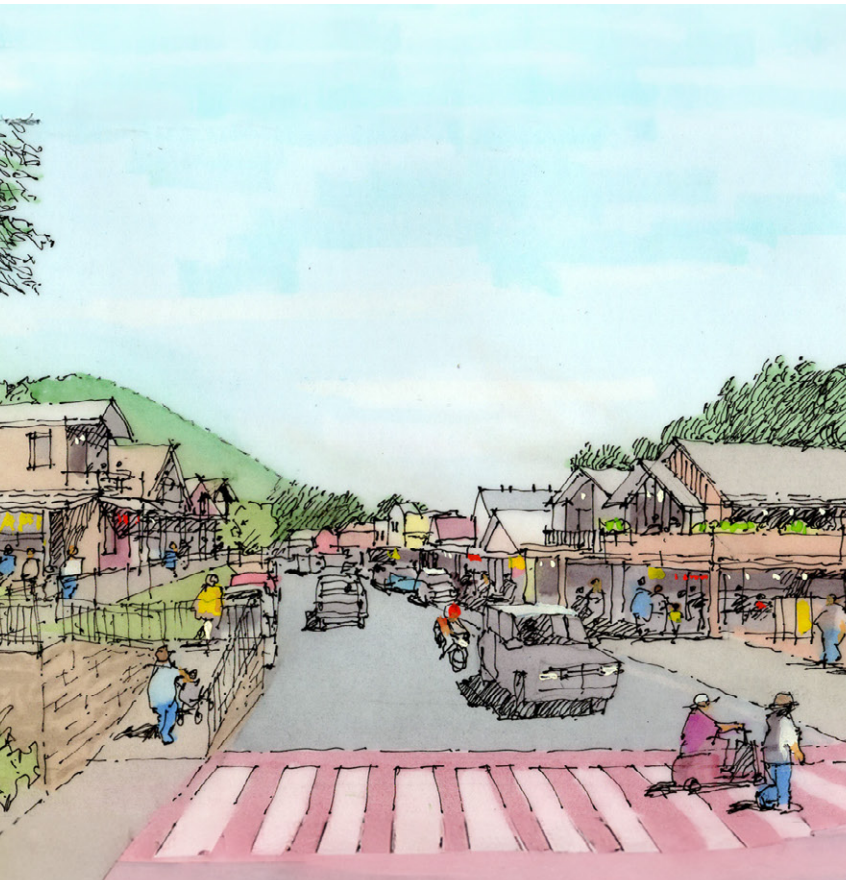
It was noted that an increased amount of car parking has been proposed within Warburton through the UDF.

The amount of car parking proposed is consistent with feedback received as part of the Warburton Place Plan, and this is in direct response to Priority 5 – Parking, Traffic and Transport solutions within the Warburton Place Plan, specifically Action 5.1 – Parking Solutions, and Action 5.3 – Traffic Movement and Innovation. The Warburton UDF identifies parking solutions for peak periods that does not erode the character of the township, and presents a program of possible short, medium, and long term projects for delivery. Additionally, local transport solutions have also been proposed to work cohesively with parking areas, to alleviate traffic pressure during events, emergencies, and peak tourism periods.

Some feedback was focused on roads which are the responsibility of the Department of Transport and Planning (DTP) who are responsible for the Warburton Highway. Council has the ability to advocate for projects within the Urban Design Framework, to advocate for improved outcomes with DTP.

Reactivation of Dolly Grey carpark will require further liaison and engagement with relevant authorities and community groups.

YARRA TOWN CENTRE



Description

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.

Key Items

Tennis Courts

The original concept in the UDF proposed creating public open spaces around the existing swing bridge and pavilion area to provide increased community access to the heritage listed tennis pavilion, improved through-movement for vehicles along Thomas Avenue, and an additional high quality public open space area adjacent to the Swing Bridge, which had the potential to include seating, tree planting, walking, and cycling paths, and outdoor dining facilities.

During the Targeted Consultation stage the opposition to this proposal has increased and there is a more consistent feedback that strongly supports retention of the existing tennis courts in lieu of new provisions at the Recreation Reserve. Community are supportive of retaining the existing tennis courts and adding multi-use linemaking to the second netball court to enable flexible use by tennis club members if desired at Warburton Recreation Reserve. This outcome has been reflected in the Warburton Urban Design Framework.

Built Form

The existing Planning Controls (DDO12) state:

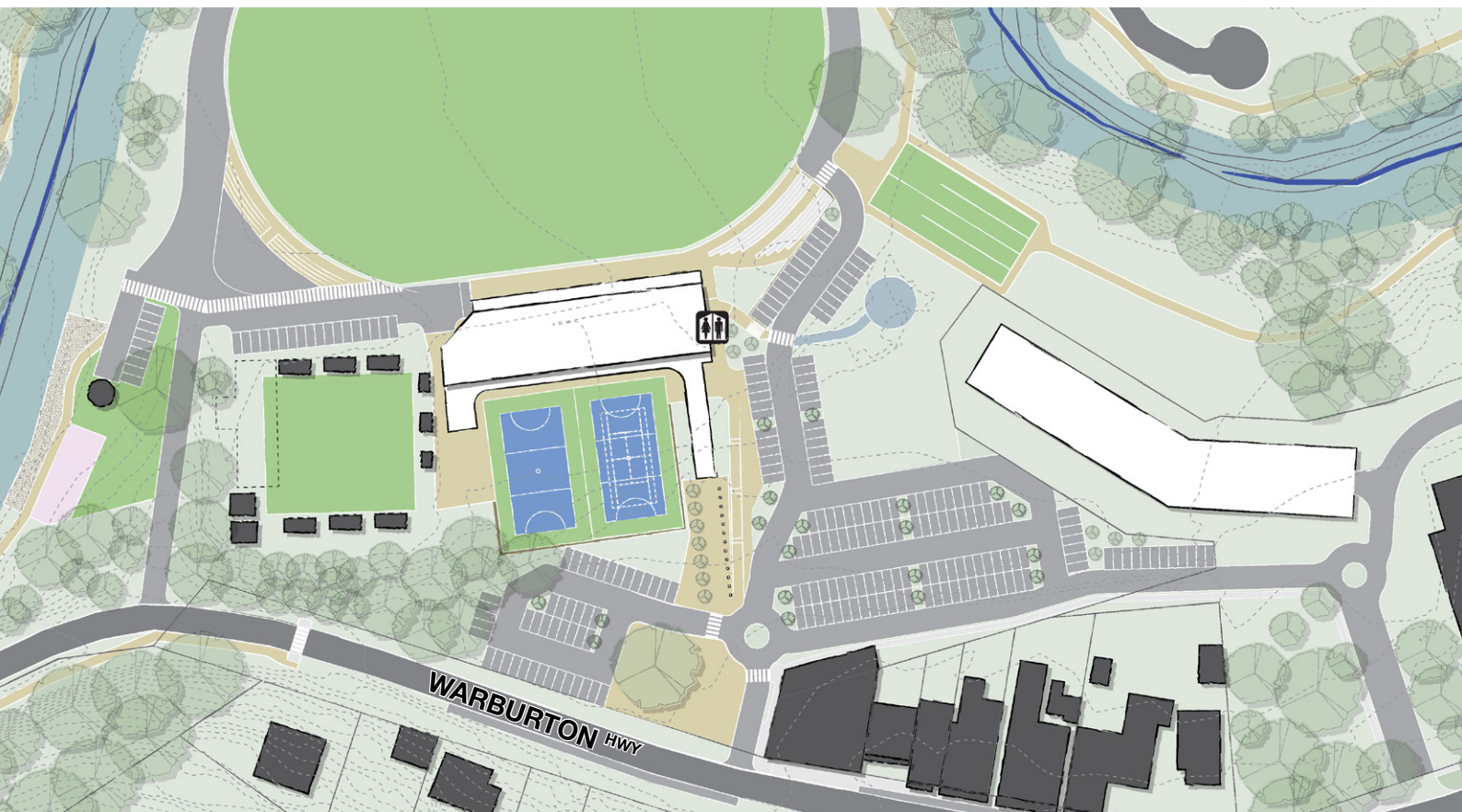
“Building heights should not exceed two storeys (7.5 metres). A third level may be permitted where the overall height of the building will match that of an adjacent building or where it is set back so as not to be easily discernible from the opposite side of the street.”

The UDF guidelines will inform more detailed and specific future planning scheme controls (to be implemented through a future planning scheme amendment) to ensure improved built form outcomes in the future which retain and protect the much loved character of Warburton.

Accessibility

The projects in this area have a particularly strong focus on increasing accessibility for community who have limited mobility, and maximise their ability to participate in community life and enjoy the natural assets of Warburton.

WARBURTON RECREATION



Description

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.

Key Items

Tree in Ottrey's Car Park

Council has managed a large tree in the Ottrey's car park, Warburton for many years. The tree is a large *Eucalyptus cypellocarpa* (Mountain Grey Gum) and has been cabled due to faults at the base. A tomography test in 2023 confirmed there was extensive decay at the base and that a crack from the stem union to the ground. The tree has now been cut to 10m. An exclusion zone around the tree preventing public access has been created with a fence enclosing a landscaped area at the base surrounding the tree. This outcome

supports environmental, historical and cultural values attached to the tree. The Warburton UDF supports this with an 'enhanced connection between Warburton Highway and the new pavilion through a defined entry forecourt' (section 5.4 Draft Warburton UDF).

Facilities

The existing skate park will be retained in Precinct 2 with further investigation to be undertaken when the Warburton Recreation Reserve Master Plan is undertaken in the future. This enables continued river access for CFA. Multi-use linemarking to the second netball court at Warburton Recreation Reserve to cater for tennis use has been included, and the four (4) dedicated tennis courts previously proposed have been removed as a result of the targeted consultation, with the proposed cricket nets relocated to this area.

The new integrated pavilion will be designed to maximise views of each playing area and celebrate the spectacular location. It will embed high performing sustainability, and be carefully planned to increase its value during and after emergencies.

LA LA TOWN CENTRE



Description

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 Victoria, 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.

Key Items

Emergency Management

Under the Emergency Management Act 2013 (the Act); Municipalities must establish a Municipal Emergency Management Planning Committee (MEMPC) which is responsible for the preparation and review of a Municipal Emergency Management Plan (MEMP). The MEMP details general preparedness, response (including relief), and recovery arrangements across all hazards within the borders of the municipality. Sub-

plans are generally prepared by the relevant control agency (eg: Victoria State Emergency Service for our Municipal Storm and Flood Emergency Plan), in conjunction with the Yarra Ranges emergency management team. The Yarra Ranges MEMP was reviewed and endorsed in March 2023.

The Warburton UDF considered and addressed Emergency Management through referral of the Warburton UDF to the CFA. Other mechanisms including future individual planning permit assessments involving the CFA, will be undertaken as part of approvals required for specific individual projects, such as the Warburton Mountain Bike Destination project.

Environment

The environment was a key consideration in the design of the UDF. The UDF focuses closely on the Yarra River, and environmental considerations are considered to be well embedded in each of the design approaches. The Warburton UDF is also consistent with objectives of the Yarra Strategic Plan (Burndap Birrarung burndap umarkoo) 2022–32.

Sanitarium Building

Privately owned land with proposed development opportunities, such as the Warburton Sanitarium site is subject to meeting the requirements of the Yarra Ranges Planning Scheme, and as such Council can advocate for outcomes, and is also the Responsible Authority to assess and inform any future permit applications. Concepts in the UDF show the previously endorsed plans, but any new applications will require consideration under the current Planning controls.

NEXT STEPS

Costings

The Warburton UDF provides Council with a thorough evidence-based document to help prioritise and justify the delivery of remaining key capital works projects. The Warburton UDF will also provide Council with the opportunity to present shovel ready projects as candidates for any external funding grants that might be on offer, including those with short application time frames.

No capital funding (Council funding) is committed to any projects proposed within the Warburton UDF. Any future funding streams required to establish new buildings, public realm projects, streetscape projects, or undertake upgrades of an existing building/place/infrastructure including design, architectural, surveyor and permit costs; site preparation costs; project management costs; construction costs; and other associated costs will rely on future funding streams including, but not limited to, capital works and available grants.

The timing of some projects may require significant pre-planning, authority approvals and complex documentation, such as any arterial corridor works and the creation of the Warburton Recreation Reserve Master Plan. These major development projects would anticipate delivery time frames potentially beyond 10 years. The remainder of projects, by comparison, are simpler and would be able to be scheduled once funds and resourcing become available.

Process

The Warburton Urban Design Framework provides the necessary evidence-based context to decision making by identifying key capital works projects for upgrade or construction. The Warburton UDF's holistic approach will assist in informing a wide range of Council service delivery areas of the specific opportunities and challenges to consider in the Warburton area and maximise Council's response to the Community's expectations.

The UDF will inform Council decision making in Warburton to improve development outcomes and to develop a pipeline of agreed projects, within the context of the community's voice.

This Summary Report provides a high level overview of the Warburton Urban Design Framework. The final Warburton Urban Design Framework, and all supporting consultation and engagement documentation can be reviewed in full, in the following documents:

- Warburton Urban Design Framework
- Warburton UDF Community Engagement Report
- Warburton UDF Engagement Feedback Report





WARBURTON TOWNSHIP URBAN DESIGN FRAMEWORK

Community Engagement Report

September 2023

PROJECT BACKGROUND

The Warburton Urban Design Framework (UDF) formed Action 3.1 of the Warburton Place Plan in 2021. Its purpose is to provide clear design guidance regarding the development and structuring of land within the Warburton Township along the Warburton Highway. The Warburton Urban Design Framework is strategic planning and placemaking tool that set out an integrated design vision for desired future public and private development of urban places in Warburton. The UDF provides direction for interventions that shape open space, buildings, landscape, and the public realm.

Community engagement was held between December 16, 2022 and March 12, 2023 to inform the community of the Warburton Urban Design Framework. The consultation informed the Community and Stakeholders of what an Urban Design Framework is and why a road map is needed for the Warburton township and also presented the Community with a vision presented in the Warburton Urban Design Framework. Consultation also sought feedback from the Community regarding the suite of projects proposed within the Warburton UDF. Projects that have translated the some of the Actions in the Warburton Place Plan into potential design solutions, addressing the key issues and focussing on Warburton's unique culture, environment and opportunities.

This Engagement Report provides a summary of the feedback provided by the community during this consultation. The results will be incorporated into the final Warburton Urban Design Framework which will seek Council adoption.

Who we spoke to



12 weeks engagement period for the Warburton Urban Design Framework were undertaken (16th December 2022 - 12th March 2023)



A project alert was sent to 1593 people who registered to receive updates with tags of Warburton and/or Urban design on the Shaping Yarra Ranges webpage



In excess of 200 people in total attended the four Drop-in sessions at Warburton Arts Centre, Warburton Mechanics Hall on the 6th, 14th, and 22nd of February, and an after hours session on the 6th of March



7,134 page views of the Shaping Yarra Ranges Warburton Urban Design Framework page from 3,185 unique visitors



2,149 total downloads of documents and information associated with the Warburton Urban Design Framework



207 contributions through the Shaping Yarra Ranges Warburton Urban Design Framework page; 26 hard copy surveys were submitted through the drop-in sessions and post; 54 contributions by emails; and 48 post-it notes were provided at drop in sessions



Posters notifying the drop-in sessions times and dates were placed throughout Warburton on Community notice boards at IGA; the Bakery; the Warburton Water Wheel Information Centre; as well as on the the window of the Warburton Arts Centre



Between December 2022 and March 2023 a total of six articles were published in local papers concerning the Warburton Urban Design Framework.



Website Visitors came from: Social Media Channels (53%); Direct to Shaping Yarra Ranges (21%); Yarra Ranges Website (12%); Search Engines (11%); and Campaigns (3%)



A one hour online webinar presenting the Warburton Urban Design Framework has been viewed over 170 times

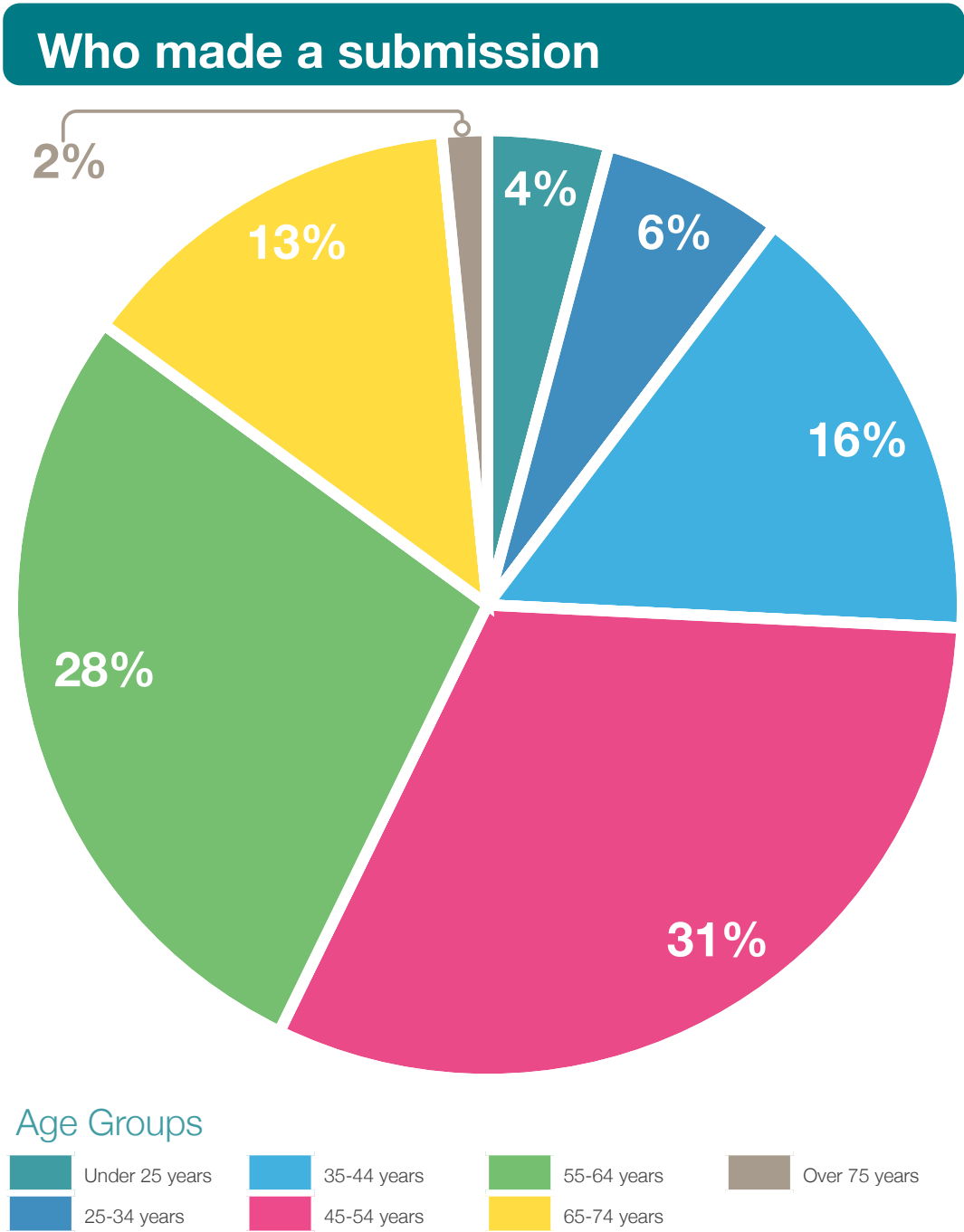
FEEDBACK

A total of 335 written submissions were provided during the consultation and engagement period. This feedback has been separated into 1856 comments which was a substantial number of submissions, many including extensive, and detailed feedback. All comments have been reviewed and where relevant have been considered in the recommended changes to the Urban Design Framework.

An extensive program of engagement with the broader Warburton community was undertaken during the exhibition period. During this engagement, the passionate local community was extensively consulted on the UDF. The engagement process drew attention due to its controversial nature, resulting in strong attendance at all drop in sessions, as well as a community lead discussion to debate and present opinions.

Despite initial resistance and unsupportive sentiments, the project team has listened, and responded to, community concerns and made amendments to the UDF where appropriate. This Community Engagement Report presents transparent communication of community feedback that was provided during the engagement period.

The Warburton Urban Design Framework, and the associated documentation provide a transformative outcome for Warburton Township, and showcase the role effective community engagement can have to inform the future vision for Warburton.



What was said



OTHER FEEDBACK

Many submissions were provided that were not relevant to the ideas and/or intent of the Warburton Urban Design Framework. That is not to say that these submissions are not noteworthy, but they are beyond the scope of the Urban Design Framework to resolve. Where appropriate these comments have been forwarded to relevant Council departments for resolution.

20 Minute Neighbourhoods and Smart Cities Feedback

In addition to the above, some of the commentary was specifically related to 20 minute neighbourhoods and smart cities. During the consultation and engagement period for the Warburton UDF, incorrect information was circulated throughout Warburton in early-2023, around the concept of a 20 minute neighbourhood, and technologies used by Councils.

The concept behind 20 minute neighbourhoods is simple – communities are designed to make sure everything you need day-to-day is close to home and a walkable distance away. The intent is for people to be able to move about easily and freely without being burdened by excessive travel or costly transport options. It improves movement and access, rather than preventing it. In an ideal community, all of your services – supermarkets, stores, doctors, community hubs – should be accessible within 20 minutes, however you get around.

Planning out how we want towns to look, using mechanisms such as Urban Design Frameworks – in terms of buildings and how they relate to streets, parks and open spaces – helps us to get there, and means our next generations will be better set up with welcoming and attractive hearts for our communities. Council has no plans to restrict movement in the Yarra Ranges for anyone, through this or other town planning initiatives.

Tree at 3457 Warburton Highway (Ottrey's Car Park)

Post the consultation and engagement period for the Warburton UDF an issue developed involving a tree located at 3457 Warburton Highway in Ottrey's Car Park.

Council has managed a large tree in the Ottrey's car park, Warburton for many years. The tree is a large *Eucalyptus cypellocarpa* (Mountain Grey Gum) and has been cabled due to faults at the base. A tomography test in 2023 confirmed there was extensive decay at the base and that a crack from the stem union to the ground. The tree has now been cut to 10m. In its current state the tree is considered a moderate risk, which is incompatible with a public car park without additional risk mitigation being undertaken. An exclusion zone around the tree preventing public access would be required for its risk profile to be reduced to low.

This work could also be supported and enhanced by additional planting and other landscape improvements as part of a designed outcome to support environmental, historical and cultural values attached to the tree. The draft Warburton UDF proposes this concept with an 'enhanced connection between Warburton Highway and the new pavilion through a defined entry forecourt' (section 5.4 Draft Warburton UDF). Locating the forecourt area next to a landscaped exclusion zone for the tree could achieve a combined high amenity landscape space in the Warburton town centre. This approach would be in keeping with the Council's recent decision regarding the ongoing management of this tree.



WHAT WE HEARD

We received a total of **1856 comments** for the Warburton UDF, this included: **851 general comments** across all precincts; **151 comments** for Precinct 1 Warburton Gateway; **446 comments** for Precinct 2 Yarra Town Centre; **166 comments** for Precinct 3 Recreation; and **242 comments** for Precinct 4 La La Town Centre.

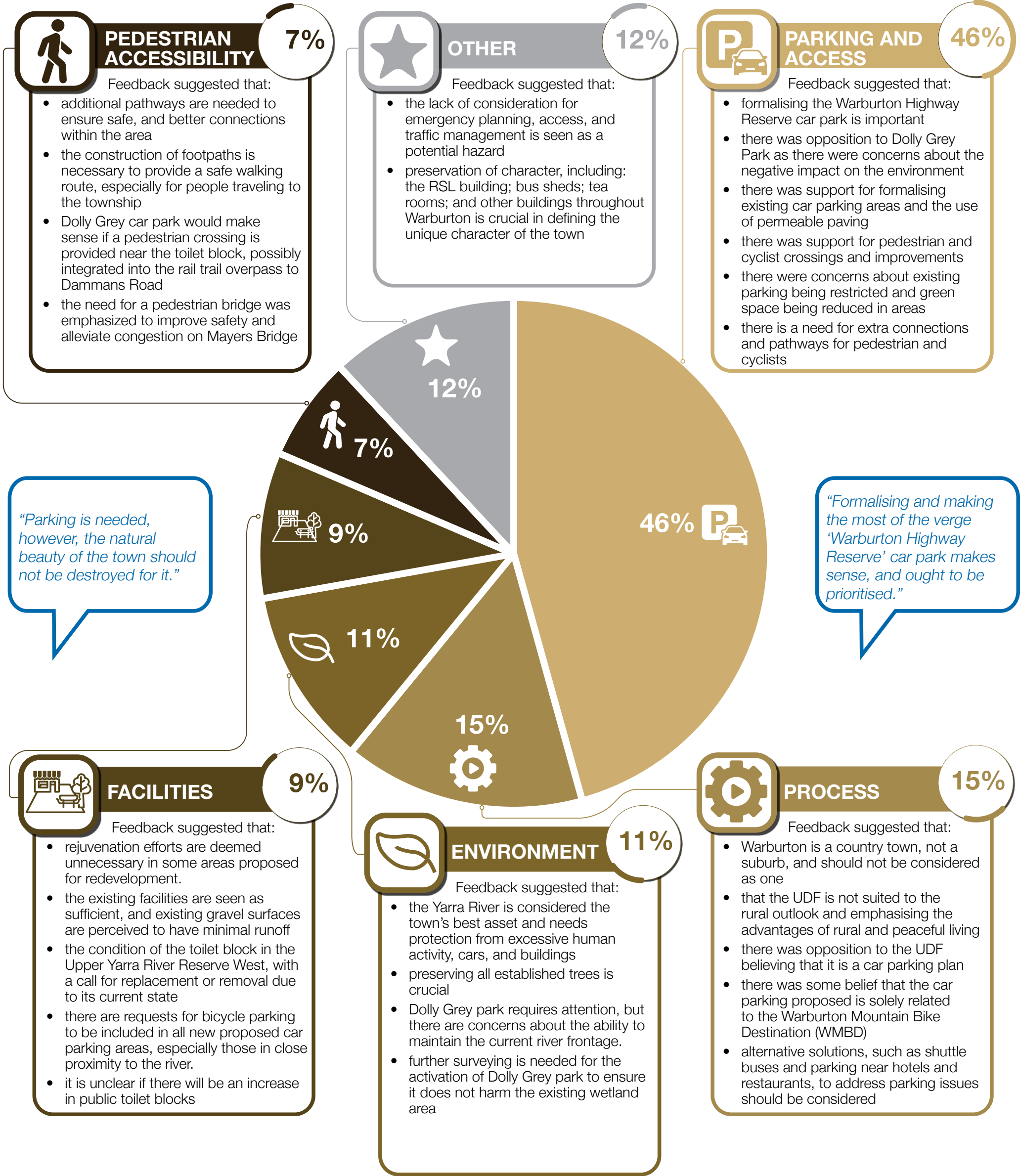
These comments have been categorised into relevant themes, then tallied and summarised in charts.



* Themes not listed: Tennis Courts (7%); Pedestrian Accessibility (4%); Character and Indigenous Heritage (4%); and Smart Cities (<1%)

Precinct 1 Warburton Gateway

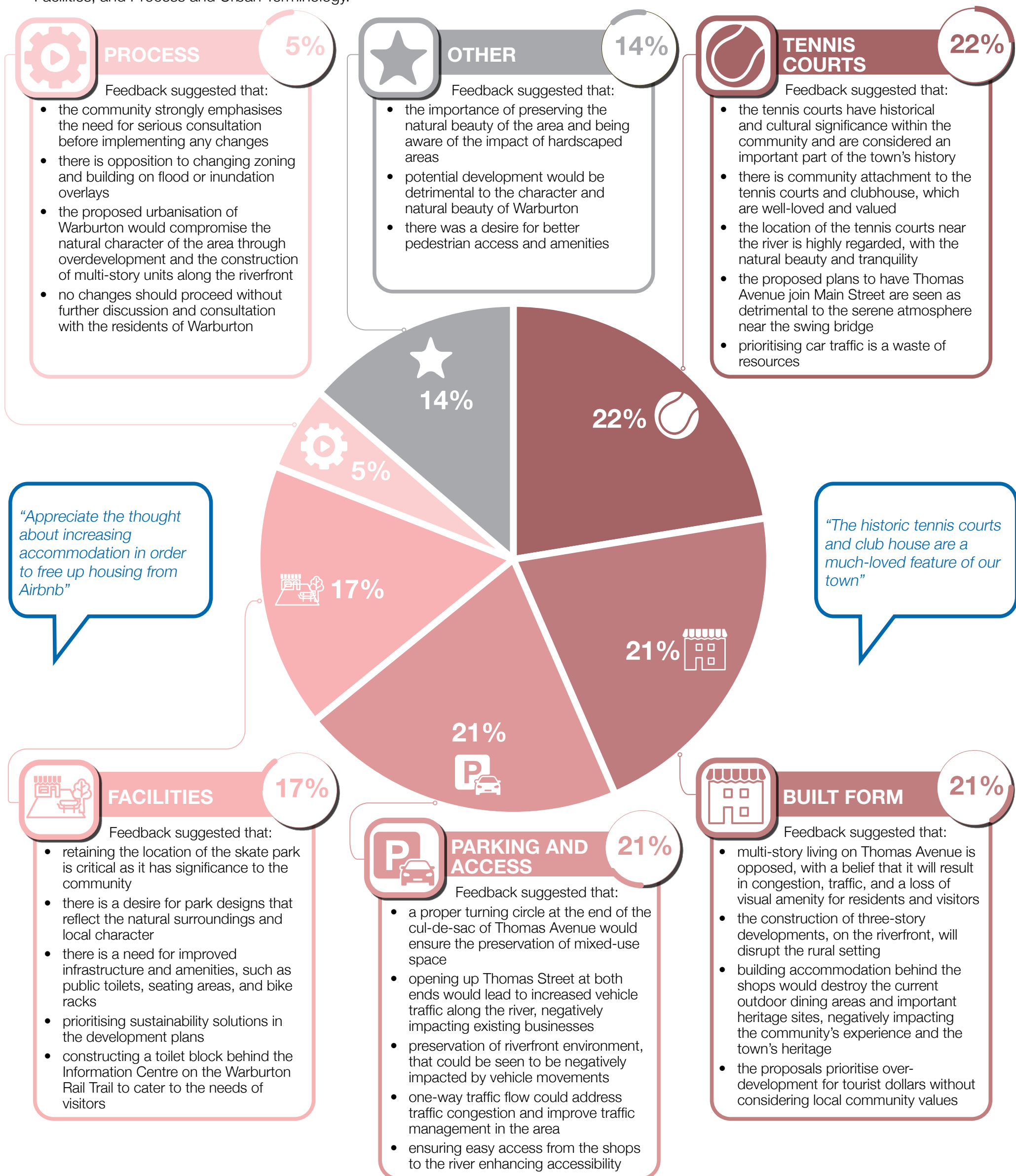
Precinct 1 Warburton Gateway received a total of 151 comments. These comments have been categorised into relevant themes, then tallied and summarised in the chart. The 5 themes with the most responses included Parking and Access; Process and Urban Terminology; Environment; Facilities; and Pedestrian Accessibility.



*Other themes with fewer responses included Emergency Management; Built Form and Heritage; Tennis Courts; and Character and Indigenous Heritage.

PRECINCT 2 YARRA TOWN CENTRE

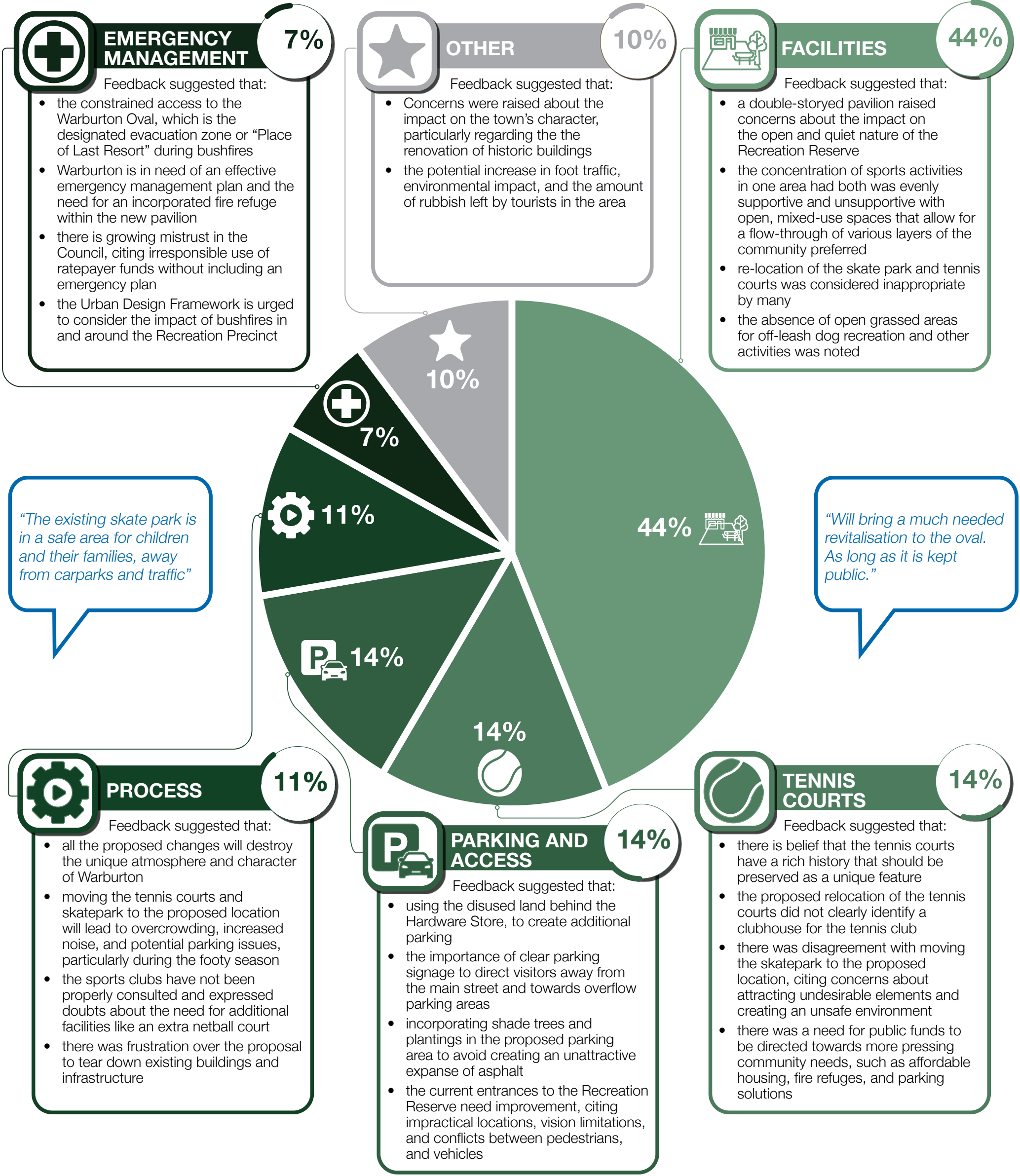
Precinct 2 Yarra Town Centre received a total of 446 comments. These comments have been categorised into relevant themes, then tallied and summarised in the chart. The 5 themes with the most responses included Tennis Courts; Built Form and Heritage; Parking and Access; Facilities; and Process and Urban Terminology.



*Other themes with fewer responses included Environment; Pedestrian Accessibility; Emergency Management; and Character and Indigenous Heritage.

PRECINCT 3 RECREATION

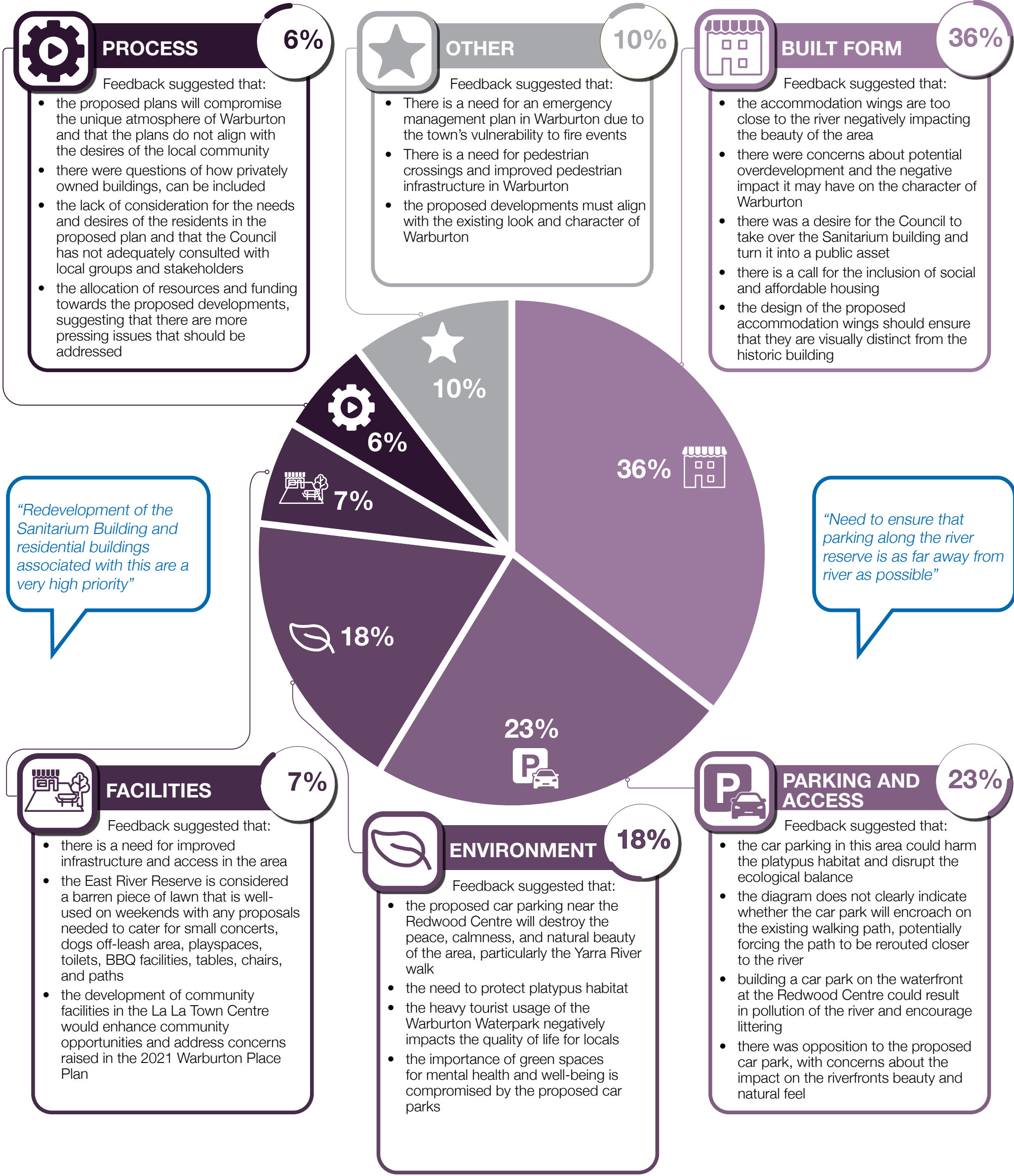
Precinct 3 Recreation received a total of 166 comments. These comments have been categorised into relevant themes, then tallied and summarised in the chart. The 5 themes with the most responses included Facilities; Tennis Courts; Parking and Access; Process and Urban Terminology; and Emergency Management.



*Other themes with fewer responses included Environment; Built Form and Heritage; Pedestrian Accessibility; and Character and Indigenous Heritage.

PRECINCT 4 LA LA TOWN CENTRE

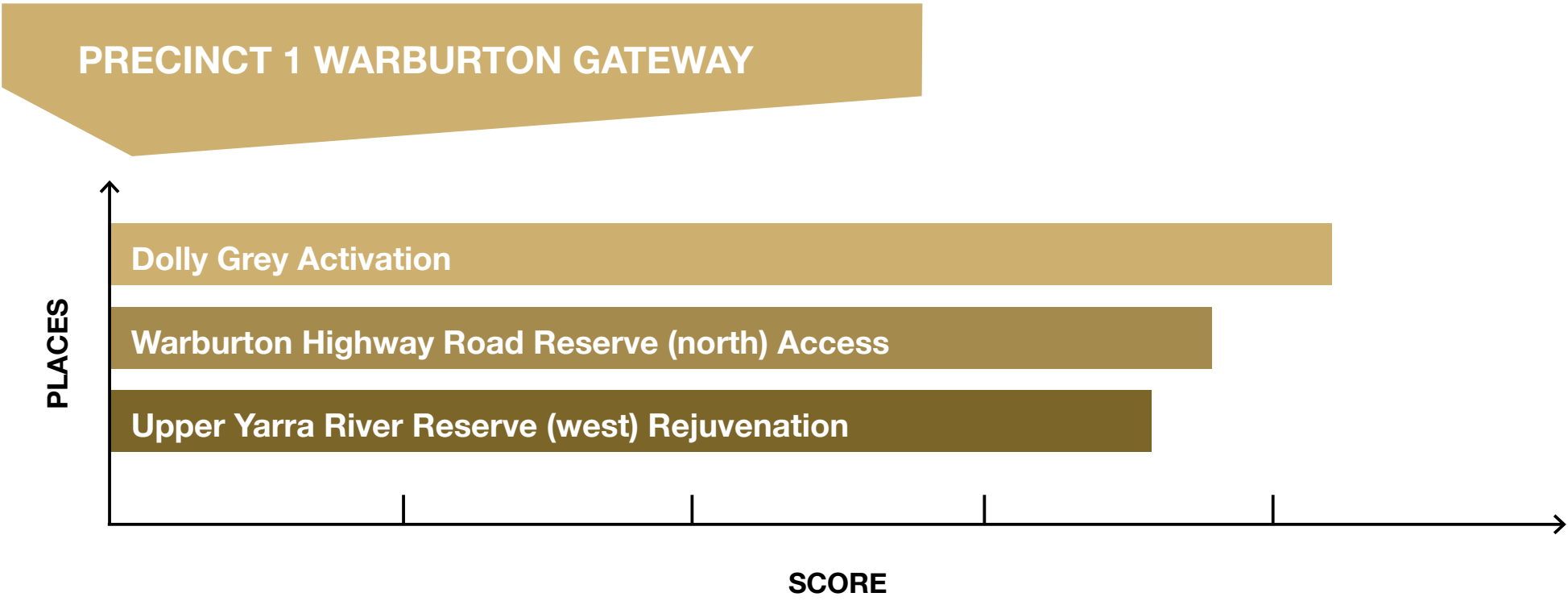
Precinct 4 La La Town Centre received a total of 242 comments. These comments have been categorised into relevant themes, then tallied and summarised in the chart. The 5 themes with the most responses included Built Form and Heritage; Parking and Access; Environment; Facilities; and Process and Urban Terminology.



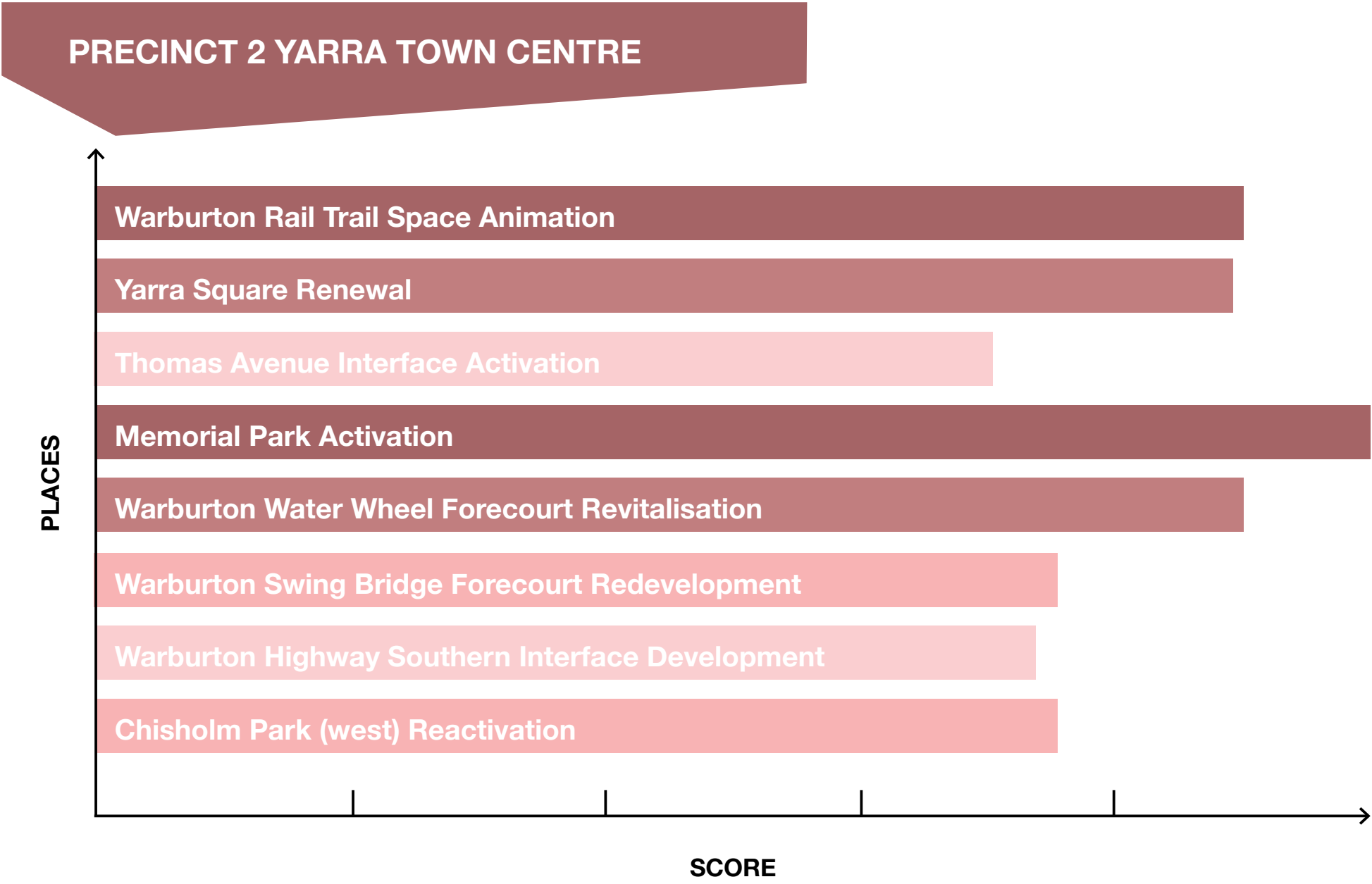
*Other themes with fewer responses included Pedestrian Accessibility; Emergency Management; Character and Indigenous Heritage; and Smart Cities

PLACES

With respect to the key place projects within Precinct 1 Warburton Gateway 48 survey respondents took the time to rank the proposed places from most important to least important. The projects included: Dolly Grey Activation; Warburton Highway Road Reserve (north) Access; and Upper Yarra River Reserve (west) Rejuvenation. The score was determined by the sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions.

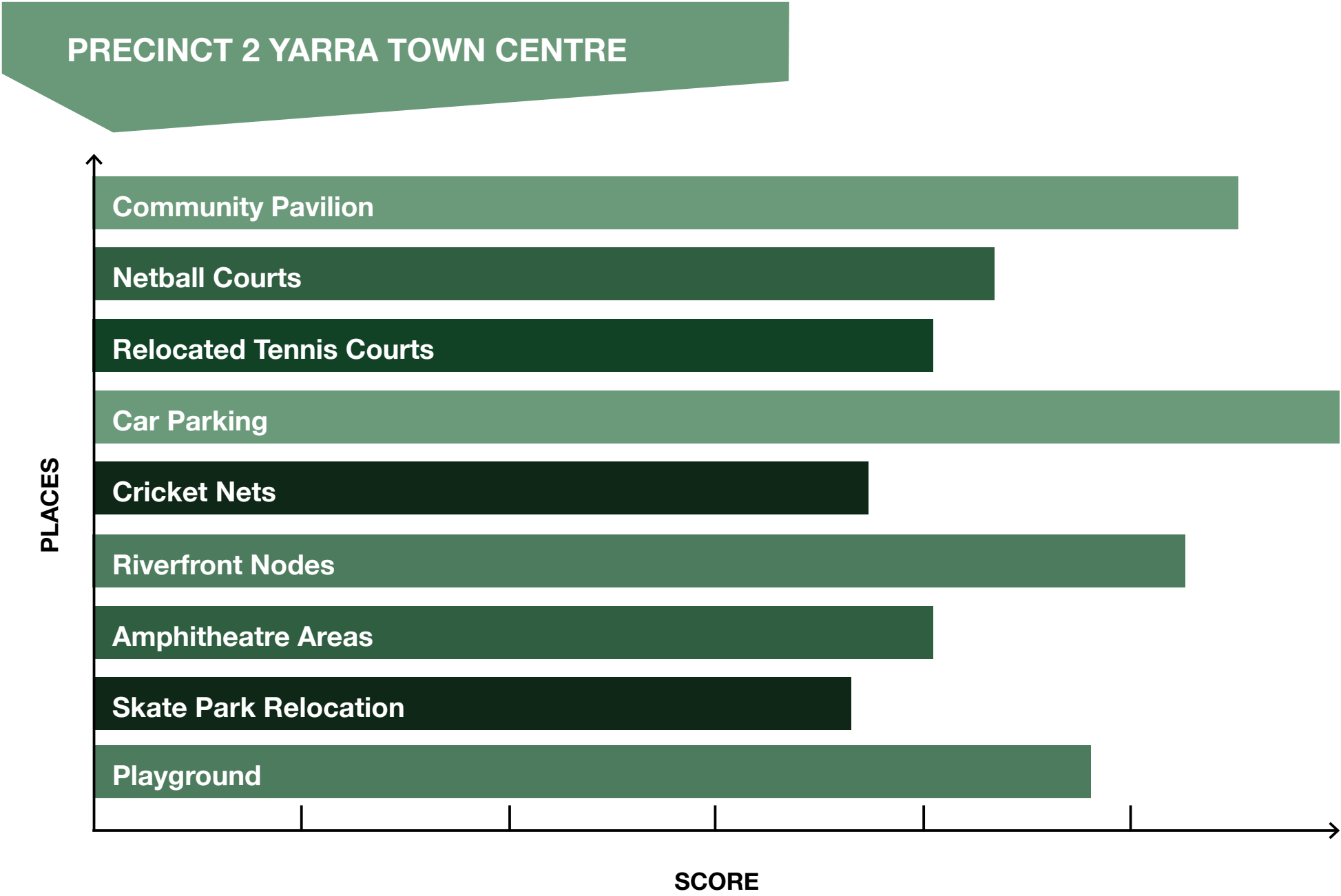


With respect to the key place projects within Precinct 2 Yarra Town Centre 53 survey respondents took the time to rank the proposed places from most important to least important. The projects included: Warburton Rail Trail Space Animation; Yarra Square Renewal; Thomas Avenue Interface Activation; Memorial Park Activation; Warburton Water Wheel Forecourt Revitalisation; Warburton Swing Bridge Forecourt Redevelopment; Warburton Highway Southern Interface Development; and Chisholm Park (west) Reactivation. The score was determined by the sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions.

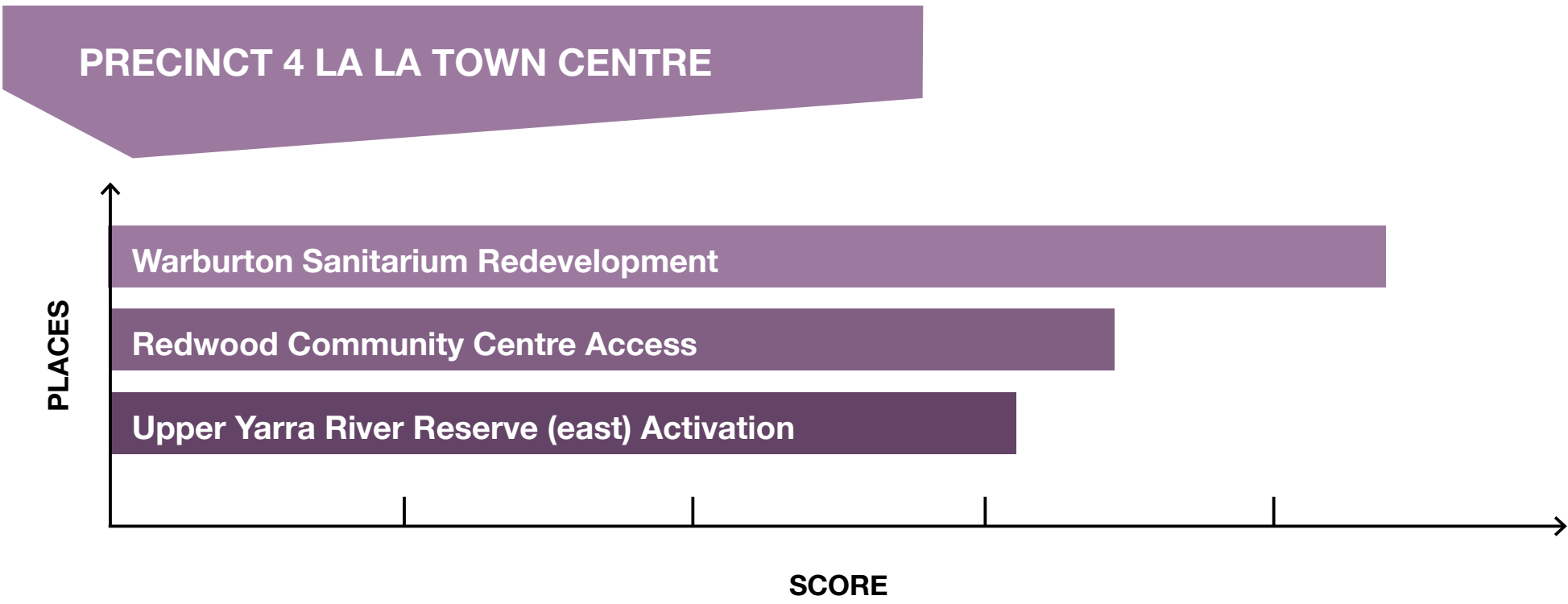


PLACES

With respect to the key place projects within Precinct 3 Recreation 57 survey respondents took the time to rank the proposed places from most important to least important. The projects included: Community Pavilion; Netball Courts; Relocated Tennis Courts; Car Parking; Cricket Nets; Riverfront Nodes; Amphitheatre Areas; Skate Park Relocation; and Playground. The score was determined by the sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions.



With respect to the key place projects within Precinct 4 La La Town Centre 55 survey respondents took the time to rank the proposed places from most important to least important. The projects included: Warburton Sanitarium Redevelopment; Redwood Community Centre Access; Upper Yarra River Reserve (east) Activation. The score was determined by the sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions.



NEXT STEPS

The feedback from the exhibition of the draft Warburton Urban Design Framework is being assessed to ensure that the projects are aligned with the vision presented to the community. The key themes that comments where provided on for the four precincts are outlined below. The design approaches associated with these items will be reviewed and, where needed, be revised as part of the finalisation of the Warburton Urban Design Framework.

GENERAL

PROCESS

PARKING AND ACCESS

BUILT FORM AND HERITAGE

FACILITIES

EMERGENCY MANAGEMENT

ENVIRONMENT

PRECINCT 1

PARKING AND ACCESS

PROCESS

ENVIRONMENT

FACILITIES

PEDESTRIAN ACCESSIBILITY

PRECINCT 2

TENNIS COURTS

BUILT FORM AND HERITAGE

PARKING AND ACCESS

FACILITIES

PROCESS

PRECINCT 3

FACILITIES

TENNIS COURTS

PARKING AND ACCESS

PROCESS

EMERGENCY MANAGEMENT

PRECINCT 4

BUILT FORM AND HERITAGE

PARKING AND ACCESS

ENVIRONMENT

FACILITIES

PROCESS





WARBURTON TOWNSHIP URBAN DESIGN FRAMEWORK

Engagement Feedback Report

September 2023

FEEDBACK

The purpose of this report is to outline the key issues and feedback received on the actions of the Warburton Urban Design Framework from the responses submitted during the consultation and engagement period.

The community feedback has been sorted into 10 themes, with the key issues generated within each theme highlighted, and followed by responses to the feedback raised about the key issues. In some instances it is proposed to make changes to the Warburton Urban Design Framework to respond to the issue raised.

This Feedback Report is to be read in conjunction with the Engagement Report, which is a higher level report that focusses on presenting the numbers and frequency of commentary received during the consultation and engagement period.

Feedback Themes	
	PROCESS
	PARKING AND ACCESS
	BUILT FORM
	FACILITIES
	EMERGENCY MANAGEMENT
	ENVIRONMENT
	TENNIS COURTS
	PEDESTRIAN ACCESSIBILITY
	CHARACTER AND INDIGENOUS HERITAGE
	SMART CITIES

PROCESS

There were 408 comments received on the theme of Process. The commentary relates to the Consultation and Engagement Process; Urban Classification; and Terminology.

This feedback has been assessed and 1 change is proposed for the Warburton Urban Design Framework.

01 - Consultation and Engagement Process	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"><i>"I feel there has been very little effort made to let the whole community know about the detail of these plans"</i><i>"Needs more discussion with stakeholders"</i><i>"This UDF feels like it is being rushed through without adequate consideration, without transparency and in depth consultation with the community who permanently live here and will be permanently further affected by increased numbers of visitors"</i><i>Better explain and display the linkages between the Warburton Urban Design Framework and the Warburton Place Plan"</i><i>"The community was not involved in a process of co-design and genuine empowerment to give a voice to this framework"</i><i>"What's proposed here benefits visitors, not residents"</i>	<ul style="list-style-type: none">A 12 week engagement period for the Warburton Urban Design Framework was undertaken between 16 December 2022 and 12 March 2023There 7,134 page views of the Shaping Yarra Ranges Warburton Urban Design Framework page from 3,185 unique visitorsA one hour online webinar presenting the Warburton Urban Design Framework has been viewed over 170 timesA project alert was sent to 1593 people who registered to receive updates with tags of Warburton and/or Urban design on the Shaping Yarra Ranges web pageIn excess of 200 people in total attended the four Drop-in sessions at Warburton Arts Centre, Warburton Mechanics Hall on the 6th, 14th, and 22nd of February, and an after hours session on the 6th of March
02 - Urban Classification	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"><i>"Warburton is a rural township and does not sit within an Urban Design Framework model"</i><i>"Warburton is nestled gently between the valley and mountains There is nothing URBAN about Warburton"</i><i>"We the residents of Warburton do not want Warburton to become an Urban place as it is a beautiful wild and natural place"</i>	<ul style="list-style-type: none">The use of 'urban' to classify this project has been recognised terminology with the Victorian Planning system. Refer to Planning Practice Note 17 "Urban Design Frameworks" - Published by Department Environment, Land, Water and Planning 2015) which states: <i>"Urban Design Frameworks are an integral part of the planning system. They are important tools to assist planning authorities develop local action plans and initiatives within a strategic context, helping the agendas established in the MSS to be translated into actual projects and initiatives"</i> <i>"Communities and governments frequently identify areas that are undergoing significant change, or where particular issues need to be resolved or new threats or opportunities have emerged. An Urban Design Framework is a powerful tool for resolving these issues."</i>This terminology does not define the character of the town, however, the project is focused on the commercially zoned areas of Warburton, and Warburton sits within the Urban Growth Boundary, which is consistent with an Urban Design Framework.
03 - Terminology	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"><i>"I find the language in the Draft Warburton Urban Design Framework is not plain English, using phrases unfamiliar to the average person and very wordy"</i><i>"I also find repeated use of the term 'PRECINCTS' highly inappropriate"</i><i>"The name Gateway, is very Urban we should not have names of this nature"</i>	<ul style="list-style-type: none">A glossary was added through the consultation and engagement period.This glossary was provided as a guide to the interpretation of commonly used place making, urban design, and planning terms within the Urban Design Framework.This glossary will be included as part of the final Urban Design Framework.There were a few terms that were referenced in many submissions which were clarified in the glossary these included:<ul style="list-style-type: none">Precinct: The designated area of a town highlighted due to similar land uses or defined by major edges including roads, rivers, or land uses.Gateway: A gateway is an entrance, which acts as a transition between different spaces for the people who live, work, or visit these places (such as an entry to a public plaza or the moment your arrive into a town).
PROPOSED CHANGES	
<ul style="list-style-type: none">Include Glossary as part of the final Urban Design Framework	

PARKING AND ACCESS

There were [369 comments](#) received on the theme of [Parking and Access](#). The commentary relates to Parking; and Vehicle Movement and Access.

This feedback has been assessed and there are [no changes](#) proposed for the Warburton Urban Design Framework.

01 - Parking	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">• <i>“The focus appears to be very much on Parking”</i>• <i>Looks like you’re turning Warburton into a massive car park”</i>• <i>“The plan to turn the limited space that we have into car parks is utterly preposterous and will completely ruin the feel of the rural town that brings the tourists which is who this plan is seemed to be designed around, not for locals”</i>• <i>“Redwood Community Centre Access - this car park is unwarranted and is too intrusive into the crown river reserve - it should be deleted and redeveloped as a passive landscape community node”</i>• <i>“I really wonder if the plans to help reduce our carbon footprints on the environment are actually doing this or if the process itself will create more of an impact on the environment”</i>• <i>“Additional defined car parking in Dolly Grey Park, opposite the Alpine Hotel and Upper Yarra Reserve (west) are all positive and would help with current congestion points”</i>• <i>“Dolly Park is a reasonable idea, will help families access the bike path”</i>• <i>“The vacant land surrounding the Sanitarium (and behind the hardware store) would be an ideal spot for additional car parking”</i>	<ul style="list-style-type: none">• It is noted that a significant amount of car parking has been proposed within Warburton, this is in direct response to feedback received as part of the Warburton Place Plan. Refer to Priority 5 – Parking, Traffic and Transport solutions: Action 5.1 – Parking solutions within the Warburton Place Plan.• Many of the car parking areas have proposed alternative car park construction methods, including permeable surfaces, such as waffle concrete, which allow for grass to grow in the space but relies on the waffle concrete to support the weight of the vehicle. The benefit of permeable paving car parking is it allows for other temporary uses such as market stalls to use the space as well.• Concerns were raised regarding the potential environmental impact. The design and implementation of any future car parks will be supported by future project specific consultation with the local community as well as further studies and detailed analysis for each individual project.• The amount of car parking proposed is consistent with feedback received as part of the Warburton Place Plan, and this is in direct response to Priority 5 – Parking, Traffic and Transport solutions within the Warburton Place Pan, specifically Action 5.1 – Parking Solutions, and Action 5.3 – Traffic Movement and Innovation. The Warburton UDF identifies parking solutions for peak periods that does not erode the character of the township, and presents a program of possible short, medium, and long term projects for delivery.
02 - Vehicle Movement and Access	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">• <i>“This town only has one main entry and exit road. Warburton does not need any more tourists”</i>• <i>“How about you fix the road into Warburton?”</i>• <i>“Instead of demolishing the tennis courts and creating a through road, create a proper turning circle at the end of the cul-de-sac of Thomas Avenue”</i>• <i>“Creative ways to address the high volume of traffic currently entering the township such as: shuttle services; park and ride facilities; sweeteners to encourage visitors to take the bus from Lilydale; a system to apply a levy for cars entering the town that are not local residents or have paid for accommodation in the area, funds gathered could pay for maintenance of tourist focussed services; or a social enterprise running electric vehicles within the township to help visitors get around”</i>	<ul style="list-style-type: none">• The Department of Transport and Planning are the Responsible Authority for the Warburton Highway. Council has the ability to use projects within the Urban Design Framework, to advocate for improved outcomes on Department of Transport and Planning controlled roads.• A turnaround has been proposed along Thomas Avenue and is considered an interim measure, prior to exploration of the ultimate design of a through connection along Thomas Avenue, as proposed within the Urban Design Framework.• The Urban Design Framework is a strategic planning and placemaking tools that sets out an integrated design vision for desired future public and private development of urban places. The Warburton UDF provides a direction for interventions that shape open space, buildings, landscape, and the public realm, however, it does not have the capacity to specify traffic initiatives or incentives.• The Warburton Place Plan, however, through Action 5.3 – Traffic Movement and Innovation has proposed to <i>“Produce a local transport solution to alleviate traffic pressure during events, emergencies and peak tourism periods, including network and connections options”</i> and <i>“Partner with Department of Transport to develop innovative solutions that increase local access to and frequency of public transport, possibly through Smart Cities strategies”</i>
PROPOSED CHANGES	
<ul style="list-style-type: none">• No changes proposed	

BUILT FORM

There were [249 comments](#) received on the theme of [Built Form](#). The commentary relates to Built Form Height; Built Form Development; and Heritage.

This feedback has been assessed and [three changes](#) are proposed for the Warburton Urban Design Framework.

01 - Built Form Height	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“Buildings should not be more than two storeys high - it ruins the visual amenity of the place”“3 story high buildings will dominate the landscape”“I fail to see how the proposed construction of 2 or 3 storied buildings, facing the river, in precinct 2 can possibly be in keeping with the historical and environmental significance of the township”“Proposed new buildings such as the 3 tier accommodation on Thomas ave or the twin wings of the SHF building, will do nothing to enhance/protect/preserve the “feel” of the town”“Why are you proposing three story buildings along Thomas Avenue and the river? What are you thinking? and Is this purely for the MBT users and the locals don’t count?”“The historical authenticity of the townscape will be destroyed by high rise apartments in the middle of town”	<ul style="list-style-type: none">Currently the land within Warburton is zoned Commercial 1. Under the provisions of the Commercial zoned land there are no mandatory building heights. Building heights and setback controls can be guided through the application of a Design and Development Overlay (DDO) but this is as long as the Height and setback controls can be appropriate so long as they are not aimed at restricting the built form, but at facilitating good design outcomes. The current DDO12 allows for 3 Storey Development. The existing Planning Controls (DDO12) state: <i>“Building heights should not exceed two storeys (7.5 metres). A third level may be permitted where the overall height of the building will match that of an adjacent building or where it is set back so as not to be easily discernible from the opposite side of the street.”</i>All built form shown within Warburton Urban Design Framework is consistent with the current Yarra Ranges Planning Scheme, and any privately owned land with proposed development is subject to meeting the requirements of the Yarra Ranges Planning Scheme.
02 - Built Form Development	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“Please do redevelop the Sanitarium it looks terrible and it is such a large space”“I am not anti-development or anti-tourism, however I feel that any development must be undertaken with a priority to protecting the very reason Warburton is an attractive destination for tourists, as well as considering the needs of and impacts to local residents and ratepayers who have chosen to live in a non-urban environment”“No development on Thomas Avenue behind existing shops (isn’t it all private property?)”“This area, right up to the Highway, is part of the 1 in 100 years flood plain, why would anyone think it’s a great place to build?”	<ul style="list-style-type: none">Medium density built form is undertaken in a range of contexts including rural towns. The medium density built form can be through townhouses, units or even shop top apartments. The extent of Medium Density built form within the Warburton Urban Design Framework could only eventuate if every landowner between the Yarra River and the Warburton Highway applied, and was approved for 3 storey mixed use developments. It is unlikely that social, and economic conditions will allow for the extent of medium density housing shown in the Warburton Urban Design Framework to eventuate completely in the short to medium term.Privately owned land with proposed development is subject to meeting the requirements of the Yarra Ranges Planning Scheme, and as such Council can advocate for outcomes, and is also the Responsible Authority to assess and inform any future permit applications.
03 - Heritage	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“Protection and preservation of all existing and potential future heritage sites”“Lack of attention to architectural design to preserve Warburton’s unique heritage streetscape (cost effective seems to be the main criteria)”“The potential pedestrian overpass at second storey as proposed would have a physical and visual impact on the historic building. As proposed this connection to the historic building from the new development is not likely to be supported, and is requested to be removed from the Warburton UDF”“There is an old turntable relic somewhere on this site. A great opportunity to restore as part of a heritage trail and link back up to the Warburton trail and platform”	<ul style="list-style-type: none">3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of WarburtonThe walkways connecting the accommodation buildings to the Sanitarium will be removed.Urban Design Framework will be updated to accurately reflect turntable location and confirmed through future detailed design
PROPOSED CHANGES	
<ul style="list-style-type: none">3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of WarburtonRemove the walkways connecting the accommodation buildings to the SanitariumUrban Design Framework will be updated to accurately reflect turntable location and confirmed through future detailed design	

FACILITIES

There were **230 comments** received on the theme of **Facilities**. The commentary relates to the range of Facilities proposed within Warburton as part of the Urban Design Framework. Specific commentary relates to the Skate Park; and Public Toilets.

This feedback has been assessed and **two changes** are proposed for the Warburton Urban Design Framework.

01 - Facilities	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">• <i>“I don’t believe putting every sporting group in one reserve can possibly work”</i>• <i>“The idea that all sports facilities could be included in one precinct only is not consistent with the different needs of the families and older persons who use the tennis courts, the children and young people who use the skate park, nor with the needs of the netball and football clubs/bowls club”</i>• <i>“Positioning all sporting at the recreation reserve would make it very difficult for the football/ netball club to collect gate fees”</i>• <i>“Centralisation of all sporting clubs into one clubhouse is impractical and cause friction within the community”</i>• <i>“Bike parking and charging in both Yarra Square and Memorial Park is a reminder of what this is really about = WMBD”</i>• <i>“More bike racks near toilets and shopping /café precincts”</i>• <i>“Provision of increased amenities such as public toilets, and additional public bins (with more frequent collection during peak periods) to prevent litter (rubbish and deification) from tourists populations”</i>• <i>“More regular maintaining of bins”</i>	<ul style="list-style-type: none">• The proposed co-location of sporting uses within the Warburton Recreation Reserve aims to provide an integrated, flexible, and sustainable sports precinct that supports active participation, access to diverse community sports, facilitates shared use, and provides a place for the community to connect.• The Warburton Urban Design Framework presents a strategic intent, and vision for Warburton that focuses on character, and local issues, and activities in addition to tourism. The UDF acknowledges the Warburton Mountain Bike Destination as one of many uses that will impact Warburton in the future.• The Warburton UDF provides a direction for interventions that shape open space, buildings, landscape, and the public realm, however, it does not have the capacity to incorporate specific waste management initiatives. The Warburton Place Plan, through Action 4.3 – Waste management proposes to <i>“Develop a Waste Management Strategy to address peak waste arising from events and tourism, and produce sustainable local solutions that reduce waste.”</i>
02 - Skate Park	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">• <i>“Maintenance of the current location of the skate park, which was fund raised and advocated for by a group of local young people and is of significance to the local community”</i>• <i>“I opposed the skate park being moved from where it currently is. It is important that young people in our community are in a safe place they can gather. It is used by many community members at the moment and is well centralised”</i>• <i>“The Skate Park should be retained. This was community funded, designed and built by local youth. There is an opportunity to enhance this open space and take advantage of the beautiful views over to Mount Victoria and Donna Buang”</i>	<ul style="list-style-type: none">• The Urban Design Framework will retain the Skate Park in Precinct 2 with further investigation to be undertaken when the Warburton Recreation Reserve Master Plan is undertaken in the future.
03 - Public Toilets	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">• <i>“The Warburton Rail Trail Activation NEEDS a TOILET BLOCK behind the INFORMATION CENTRE . This is the End of the Rail Trail and also the main car park of the township yet no toilets”</i>• <i>“In regard to the public realm comments, it is not clear as to whether public toilet blocks will be increased location and capacity, through Warburton”</i>	<ul style="list-style-type: none">• The Warburton Urban Design Framework will incorporate a public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation.
PROPOSED CHANGES	
<ul style="list-style-type: none">• Retain the Skate Park in Precinct 2 with further investigation to be undertaken when the Warburton Recreation Reserve Master Plan is undertaken in the future• Incorporate a public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation	

EMERGENCY MANAGEMENT

There were **166 comments** received on the theme of **Emergency Management**. The commentary relates to Emergency Management Plans; and Place of Last Resort.

This feedback has been assessed and **no change** is proposed for the Warburton Urban Design Framework.

01 - Emergency Management Plan	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“As community safety is one of my highest priorities, it concerns me that the Warburton Urban Design Framework does not refer to any Emergency Management Plan. This is the first priority needed to be taken on board for a community in such a disaster fire prone area where road access is limited”“Detailed emergency management plans in collaboration with key community organisations and members”Emergency management plans need to be developed to cater for the current situation let alone any increased visitation the UDF may create“Plans for emergency evacuation management (in the instance of bushfire, landslip, flooding etc) that take in to account the only 2 existing compromised roads out of the town that don’t cope with the current level of tourist traffic on weekends (they could create extreme risk to lives in the event of an emergency)”The community needs to feel safe. We need an emergency management plan, a traffic management plan and an access plan to be developed before we can even comment on these proposals”Communications plan in the event of a prolonged power and network blackout”	<ul style="list-style-type: none">Urban Design Frameworks involve the generation of ideas and the preparation of realistic design concepts based on consultation, research and analysis. To ensure community support for the strategic vision set by the Warburton UDF, consultation with stakeholders and incorporation of their feedback throughout the process was undertaken. In addition, physical projects that are proposed in the Warburton UDF are all subject to the existing conditions (strategies and policies) at the time of their development. The Warburton Urban Design Framework has been referred to State Agencies, including Department of Transport and Planning, as well as the CFA, amongst others to receive feedback from these key stakeholders and ensure that the UDF aligns with all existing strategy and policy for these agencies.The need to clearly interlink planning initiatives, built form outcomes, access and movement issues, public places, and action plans for specific localities or sites is a key objective of the UDF. An Urban Design Framework is a vehicle to help a community to set an overall direction for a particular place or locality, with recommendations able to be fed into capital budgets, guidelines and zones for implementation. Specific outcomes are informed and guided by the UDF, but all future projects are now, and will be in the future, subject to all planning, traffic, and emergency managements requirements.
02 - Place of Last Resort	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“The pavilion is a good idea however is there an opportunity to have a bushfire refuge incorporated into this area. This is the only point of last resort in the township”The UDF needs to consider bushfire in and around the Recreation Precinct, which is a multi-use/multi-purpose area that plays an important role in both a bushfire emergency and the recovery process following one. Any development outcome should not compromise the use the Warburton Recreation Reserve as a Bushfire Place of Last Resort, emergency Staging Area or recovery Hub. CFA also use this location as a training area, to assist in building the capability of local volunteers who respond to bushfire and structure fires in the local area”	<ul style="list-style-type: none">Discussion on proposing a purpose-built Community Fire Refuge to be included into Precinct 3 Recreation may be explored as part of any future work for the Warburton Recreation Reserve Master Plan. This specific use requires detailed design and assessment and will not form part of the Warburton UDF. Any last resort option could provide protection for a number of people, and any facility could be a multi-purpose facility with the incorporation of other community uses.
PROPOSED CHANGES	
<ul style="list-style-type: none">No changes proposed	

ENVIRONMENT

There were **160 comments** received on the theme of **Environment**. The commentary relates to the Warburton Environment; and specifically the Yarra River.

This feedback has been assessed and **no change** is proposed for the Warburton Urban Design Framework.

01 - Warburton Environment	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"><i>“All established trees must be preserved”</i><i>“Please plant trees between the car parks and the river. Let’s try and hide the cars from view on the riverside”</i><i>“Dolly Grey Park is an area that is used for reflection, relaxation and passive exercise and not a concrete paved jungle for the convenience of the tourist”</i><i>“The proposal will create a massive heat island that would seriously compromise amenity in this and other locations on warm days”</i>	<ul style="list-style-type: none">The Urban Design Framework contains design concepts only. Each proposal within the Framework will require detailed design to be supported by expert background reports, including arboriculture, drainage, soil and ecological values assessments. The documents will provide recommendations on which trees need to be retained, key drainage patterns and works to mitigate erosion to inform design solutions.Every effort will be made to retain existing vegetation (exotic and indigenous). Under the provisions of relevant existing Overlays any vegetation nominated for removal may require planning permission, subject to the location, and relevant overlays.Many of the car parking areas have proposed alternative car park construction methods, including permeable surfaces, such as waffle concrete, which allow for grass to grow in the space but relies on the waffle concrete to support the weight of the vehicle. The benefit of permeable paving is that it can reduce heat island effects with less asphalt, and provide additional greening for previously solid fully hard paved areas.
02 - Yarra River	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"><i>“This section of the Birrarung is a well known habitat and breeding place for platypus”</i><i>“Increasing traffic along the river front will add environmental concerns to an already pressured river frontage”</i><i>“There will be irreparable and ongoing damage to flora, fauna and the health of the river, with the building of multi storey apartments in the middle of town”</i><i>“The river reserve should not be turned into a car park”</i><i>“Supportive of all proposals, need to ensure that parking along river reserve is as far away from river as possible”</i><i>“Extra parking is definitely needed, however, the riverbanks where locals enjoy should not be turned concrete eye sores. They should be kept natural and away from the rivers edge”</i>	<ul style="list-style-type: none">The Urban Design Framework sets a broad overarching strategic design vision, and as such, all future projects are subject to detailed site investigations, and design considerations. Proposed car parks will undertake future detailed design to ensure any future proposals respond to the local conditions and environmental impacts that are assessed at the time.The need to clearly interlink planning initiatives, environmental considerations, access and movement issues, public places, and action plans for specific localities or sites is a key objective of the UDF. Specific outcomes are informed and guided by the UDF, but all future projects are now, and will be in the future, subject to all existing environmental, planning, traffic, and other relevant policies, and strategies.The Warburton Urban Design Framework has been referred to State Agencies, including Melbourne Water, amongst others to receive feedback from these key stakeholders and ensure that the UDF aligns with all existing strategy and policy for these agencies.The Urban Design Framework has been prepared with consideration of the environment of the Warburton area. This includes the provision of new trees, particularly in car parking areas proposed, improving shade, opportunities for natural screening, and improved visual outlook in these locations.
PROPOSED CHANGES	
<ul style="list-style-type: none">No changes proposed	

TENNIS COURTS

There were 134 comments received on the theme of Tennis Courts. The commentary relates to the Warburton Tennis Courts; and Heritage.

This feedback has been assessed and no change is proposed for the Warburton Urban Design Framework.

01 - Tennis Courts	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“The tennis courts date from 1912 and 1927, with the gorgeous clubhouse being built in the 1920s and designed by Ron Walker, captain of the Warburton Football Club. The clubhouse, over its 100 years, has been used for township dances, tennis tournaments, birthday parties, community events, community group meetings and recreation activities of residents and young people and has survived many significant bush fires”“Do not relocate Tennis courts, how are they to run tournaments without a clubhouse, making decisions to push all user groups into one community pavilion is not acceptable. They all have different needs”“The offer of replacement courts with the flexi pave surface at the Warburton Football Oval are provided with no seating, shade security, shelter or storage for our historical collection of trophies, photos, banners and equipment is outrageous, irresponsible, and dangerous”“No issue with moving tennis courts into a recreational zone and allowing traffic to enter Thomas Ave from the West side of town”“The removal of the Tennis courts but leaving the Club building because it is heritage listed makes no sense without a proposed use for this building”	<ul style="list-style-type: none">Relocating the two existing tennis courts to the Warburton Recreation Reserve will allow an additional two courts (four total) which will double the capacity for tennis in Warburton. This will also enhance Warburton’s recreation places, providing opportunities for expanded and upgraded facilities at the Warburton Recreation Reserve to improve and encourage use of infrastructure and amenities.The Tennis Pavilion is proposed to be retained in the current location and serve as a public facility that can be open, and enjoyed by the local community. Further dedicated consultation and engagement with the local community will be undertaken when the project is designed to deliver on the ground outcomes that align with community expectations.The feedback regarding the tennis courts was primarily concentrated to current users who were concerned regarding the loss of existing facilities. The multi-layered approach to this area proposed within the UDF provides increased community access to the heritage listed tennis pavilion, improved through movement for vehicles along Thomas Avenue, and an additional high quality public open space area adjacent to the Swing Bridge, which has the potential to include seating, tree planting, walking and cycling paths, and outdoor dining facilities.
02 - Heritage	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“The historic tennis courts and club house are a much-loved feature of our town and are listed under the Shire’s heritage overlay. Leave them alone!!!”“Not supportive of relocating tennis court - there is a lot of history that should be preserved”Warburton swing bridge forecourt - no - as you know , the tennis club building is heritage listed and belongs to the tennis courts - This contributes to the intangible sense of place that belongs to the Warburton community”“And destroying heritage areas, places built and maintained by residents over many generations. These places have history and we have connection to it. The Warburton tennis club has been many years of fundraising, caring and fostering new generations of tennis-playing kids. In that club house”	<ul style="list-style-type: none">The proposed concept for the tennis courts protects and enriches the heritage character and value by retaining the Tennis Pavilion. The concept proposes a new landscaped public forecourt, with seating, and tree planting, improving access for all, and providing a platform for greater connection, participation and activation of the current site.
PROPOSED CHANGES	
<ul style="list-style-type: none">No changes proposed	

PEDESTRIAN ACCESSIBILITY

There were 68 comments received on the theme of Pedestrian Accessibility. The commentary relates to Pedestrian Movement and Access; and Universal Accessibility.

This feedback has been assessed and no change is proposed for the Warburton Urban Design Framework.

01 - Pedestrian Movement and Access	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“Improve walkways and pathways through the entire precinct”“I would hope that the walking track alongside the river at the Redwood Community Centre Access is not impacted to create more car parking spaces”“Pedestrian Crossings at the east end of Thomas Avenue and the East End of Brisbane Bridge are recommended. In addition pedestrian crossings along the new access road/car parking behind the Visitors Centre and opposite the Memorial Park”“Love more pedestrian crossings”“I would like to have ALL river frontage accessible to pedestrians only and NOT bikes”	<ul style="list-style-type: none">The Urban Design Framework contains broad design concepts only. Each proposal within the Framework will require detailed design for specific sites and the context in which they sit. Path links and connection across Warburton will continue to be delivered in line with the vision presented in the Warburton Urban Design Framework.
02 - Universal Accessibility	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“There are no access points for a person in a wheelchair to get “into the river” - I cannot get riverside at all in Warburton”“The car park allocated for taxi is never used in Warburton - this could become an additional disabled car park”“I think these access issues need to be resolved before changes are made to benefit others who are more mobile and can “make do” to some extent”	<ul style="list-style-type: none">The projects proposed within the UDF will also undertake further detailed design, as well as dedicated consultation and engagement with the local community to deliver on the ground outcomes, specifically relating to universal accessibility that aligns with community expectations for all projects.
PROPOSED CHANGES	
<ul style="list-style-type: none">No changes proposed	

CHARACTER AND INDIGENOUS HERITAGE

There were 66 comments received on the theme of Character and Indigenous Heritage. The commentary relates to Character; and Indigenous Design and Heritage.

This feedback has been assessed and one change is proposed for the Warburton Urban Design Framework.

01 - Character	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“These changes, focusing on weekend visitors will be a detriment to the amenity of Warburton”“Draft needs to protect and preserve the unique character of Warburton and at the same time enhance and inject a stimulus to the viability of the township”“Buildings are incompatible with our historic town”	<ul style="list-style-type: none">3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton.
02 - Indigenous Design and Heritage	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none">“Engage with indigenous elders for their stakeholder input. Not only to tell tourists what the area is about but also to see what local indigenous people feel about the proposal - if it is in alignment with their visions and wisdom for the area”“Again I think it would be important to ensure any park redevelopment involves indigenous plantings as opposed to native or introduced species to maintain a cultural connection to the vegetation of Warburton”	<ul style="list-style-type: none">The Warburton Urban Design Framework has been referred to State Agencies, including Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) to receive feedback and ensure that the UDF aligns with all existing strategy and policy for these agencies.
PROPOSED CHANGES	
<ul style="list-style-type: none">3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton	

SMART CITIES

There were 6 comments received on the theme of Smart Cities. The commentary relates to Smart Cities; and 20 Minute Neighbourhoods.

This feedback has been assessed and no change is proposed for the Warburton Urban Design Framework.

01 - Smart Cities	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"><i>“I will be interested to know how much surveillance tech is being envisaged for this as well as the other ‘precincts’”</i><i>“We do not consent to be a smart city”</i><i>“There are a lot of great ideas there around connectivity, co-location and housing densification and diversity which is encouraging to see”</i><i>The only comment I would make when it comes to 20-minute neighbourhood hallmarks is that while the intention around delivering active transport is strongly articulated in the policy, in the intervention actions and map detail, this is not as strongly communicated”</i>	<ul style="list-style-type: none">The Warburton Urban Design Framework does not propose any surveillance technology.The Warburton UDF provides a direction for interventions that shape open space, buildings, landscape, and the public realm, however, it does not have the capacity to specify detailed active traffic initiatives.During the consultation and engagement period for the Warburton UDF, incorrect information was circulated throughout Warburton in early-2023, around the concept of a 20 minute neighbourhood, and technologies used by Councils. The concept behind 20 minute neighbourhoods is simple – communities are designed to make sure everything you need day-to-day is close to home and a walkable distance away. The intent is for people to be able to move about easily and freely without being burdened by excessive travel or costly transport options. It improves movement and access, rather than preventing it. In an ideal community, all of your services – supermarkets, stores, doctors,community hubs – should be accessible within 20 minutes, however you get around.Planning out how we want towns to look, using mechanisms such as Urban Design Frameworks – in terms of buildings and how they relate to streets, parks and open spaces – helps us to get there, and means our next generations will be better set up with welcoming and attractive hearts for our communities. Council has no plans to restrict movement in the Yarra Ranges for anyone, through this or other town planning initiatives.
PROPOSED CHANGES	
<ul style="list-style-type: none">No changes proposed	

BIANNUAL STRUCTURE PLAN ACTION UPDATE

Report Author: Strategic Planner
 Responsible Officer: Director Planning & Sustainable Futures
 Ward(s) affected: (All Wards);

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

Over the last 13 years Council has adopted structure plans for its activity centres (Lilydale, Coldstream, Monbulk, Healesville, Mooroolbark) and an Urban Design Masterplan for Chirnside Park, which is similar in content to a structure plan.

All the structure plans underwent community consultation in their preparation to incorporate the communities' aspirations for their centre.

In 2022, a review of structure plan actions identified that many actions had been implemented or were out of date. Revised action lists for each centre were prepared and adopted by Council at the 13 December 2022 Council Meeting.

This report provides the first biannual update on the status of the actions within each structure plan, with the exception of the Lilydale Structure Plan. A new Structure Plan for Lilydale was only adopted in August 2022, and work on a number of actions have commenced.

RECOMMENDATION

That Council note the progress of actions within the Coldstream, Monbulk, Healesville and Mooroolbark Structure Plans and Chirnside Park Masterplan.

RELATED COUNCIL DECISIONS

The status of actions for the Coldstream Structure Plan, 2016 was reported for noting at the Council meeting of 28 August 2018.

The status of actions for the Healesville Structure Plan, 2016 has been reported twice for noting at the Council meetings of 28 November 2017 and 23 July 2019.

The status of actions for the Lilydale, Coldstream, Monbulk, Healesville and Mooroolbark Structure Plans and Chirnside Park Masterplan was reported at the Council meeting of 13 December 2022, and new action plans adopted for each centre.

DISCUSSION

The purpose of this report is to provide a status update on the actions within the Healesville, Coldstream, Monbulk and Mooroolbark Structure Plans and the Urban Design Masterplan for Chirnside Park.

Background

Structure Planning

Structure Plans are strategic land use plans that apply to activity centres. The key aims of structure planning are to develop a shared vision for an activity centre with the community and to identify the type and scope of change projected within the activity centre over time. A list of actions for implementation forms part of a structure plan.

Actions can include:

- Planning scheme amendments, such as rezoning of land.
- Further studies or work needed, such as masterplans for parks or streets.
- Capital works, such as new roads or paths.
- Advocacy to other levels of government to achieve outcomes beyond Council's role and/or control.

While the content and focus of a structure plan can vary depending on the specific issues and context of a particular centre, in general the issues covered within a plan include:

- Land use and development.
- Infrastructure, including transport linkages.
- Open space, including linkages and paths.
- Urban design.
- Economic development.

In preparing a structure plan, Council must adhere to State Government guidance on process and content. These requirements are specified in the Department of Environment, Land, Water and Planning (DELWP) Planning Practice Note 58 *Structure Planning for Activity Centres*, September 2018.

Council has a legal obligation under the Yarra Ranges Planning Scheme to provide for the implementation of State, regional and local policies affecting land use and development. This includes:

- Clause 11 (Settlement): Planning to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure; and
- Clause 11.03-1S (Planning for Places): Planning for major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Structure Plans are the appropriate tool to assist councils to meet their responsibilities and to set the strategic policy framework for a municipality, and initiate changes to the planning scheme.

Yarra Ranges Planning Scheme Activity Centre Hierarchy

The Yarra Ranges Planning Scheme includes a hierarchy of Yarra Ranges activity centres, to inform which centres are to be prioritised for structure planning as detailed below in Table 1.

Table 1

Activity Centre Type	Role
<p>Major Activity Centres</p> <p><i>Chirnside Park and Lilydale</i></p>	<p>These centres provide a large, diverse and intensive mix of retail, commercial, entertainment, cultural and other uses.</p> <p>They have strong public transport links, serve a large regional-sized catchment, and are priority locations for future private and public sector development.</p> <p>Land within and adjoining these centres is the preferred location for additional and more diverse residential development.</p>
<p>Large Neighbourhood Activity Centres</p> <p><i>Belgrave, Healesville, Kilsyth, Monbulk, Mooroolbark, Mount Evelyn, Seville, Yarra Glen, Yarra Junction</i></p>	<p>Smaller in floor space terms than Major Activities Centres, these centres have a retail mix that is focussed on convenience and grocery shopping. They also provide a range of community services to the surrounding communities.</p> <p>Some of these centres, which serve a catchment that extends into the rural hinterland, perform a significant role in the provision of community and civic services, with some also providing a range of facilities and services for tourists.</p> <p>Land within and adjoining these centres is generally an appropriate location for additional housing.</p>
<p>Small Neighbourhood Activity Centres</p> <p><i>Coldstream, Montrose, Mount Dandenong, Olinda,</i></p>	<p>These centres have a more limited role in providing convenience retailing and community facilities for an immediate surrounding catchment.</p> <p>Usually, they have a small supermarket as the main anchor</p>

Activity Centre Type	Role
<i>Sassafras, Tecoma., Upwey, Wandin North, Warburton, Woori Yallock.</i>	tenant. In some cases, they also serve a tourist market.
Local Activity Centres <i>Examples include: Colby Drive - Belgrave South, Monbulk Road Silvan and Switchback Road - Chirnside Park</i>	Local Activity Centres consist of a small group of shops that typically serve a local walk-in catchment and provide for the daily convenience and 'top up' needs of local residents and passing motorists. Some of these centres contain a limited number of community facilities and other uses.

Status Update

The following provides an overview of the status of the actions in Coldstream, Monbulk, Healesville and Mooroolbark Structure Plans and Chirnside Park Masterplan. The status update of all actions in each plan is discussed in Attachment 1.

Chirnside Park Urban Design Masterplan 2010

Chirnside Park is a Major Activity Centre.

This Masterplan was written at a time when the expectations for land use in Chirnside Park were changing, with the previous industrial focus for the area found unviable, necessitating a new vision for the centre. The Masterplan proposed a high-density residential future, set around mixed-use commercial, office and entertainment land uses focussed on a local road precinct in Kimberly Drive and Fletcher Road.

The key actions that have been progressed in the last year are:

- Preparation of a section 173 agreement between Council and the owners of 266-268 Maroondah Highway, Chirnside Park for undertaking a traffic study and signalisation works for the development of the Eastridge site.
- Commencement of construction of the Chirnside Urban Park with completion expected mid-2024.

Work will commence on preparing a Structure Plan for Chirnside Park in 2024. The current Masterplan is now out of date and does not meet State Government requirements for a Structure Plan for a Major Activity Centre. A new structure plan will provide a contemporary plan to guide future development in the Centre, for a number of key sites that have not been developed.

Mooroolbark Structure Plan 2011

The Mooroolbark Structure Plan was adopted soon after adoption of the 2009 Housing Strategy, which identified Mooroolbark as a centre where medium and

higher density residential development were encouraged in order to improve housing diversity, due to its location near a railway station and commercial centre with excellent access to services, parks and community facilities, employment opportunities, and schools.

The key actions that have been progressed in the last year are:

- Creation of a temporary community garden at 8 Station Street, Mooroolbark that has converted a former carpark into a communal garden containing raised garden beds with locally and ethically grown fruit and vegetables. The garden is a place for sharing skills and knowledge for local community members of all ages, genders, ethnicity, and abilities. This has allowed time to plan for a more permanent future as part of an overall masterplan for Red Earth Reserve.
- Commencement of work by the Mooroolbark traders' group on place based urban art activation to reinvigorate the centre.

Coldstream Structure Plan 2016

The Coldstream Structure Plan was prepared to address matters raised through the Coldstream Community Plan, relating to the restricted potential for urban growth and the impact this may have on the town's range of retail, services and ongoing sporting and community participation.

The Structure Plan investigated this issue, including correspondence with the State Government. It found that the expansion of the Urban Growth Boundary to provide for greenfield urban development was not a viable option. The Structure Plan did however look at the town's opportunities for residential development, including the key site at 638-640 Maroondah Highway, as well as improvements to its traffic and pedestrian connections, open spaces and urban design.

The key actions that have been progressed in the last year are:

- Collaboration with Melbourne Water to address solutions for improving flooding and drainage in the township, noting that further engagement with impacted properties is proposed to continue to further address this matter.
- Commencement of a Stormwater Management Plan which includes a 10-year flood mapping program.
- Preliminary studies of the Maroondah Highway corridor to inform concept designs for improvements to the highway including additional signalisation, visibility, and pedestrian safety improvements.

It should be noted that a majority of the previous actions in the Structure Plan have already been implemented.

Healesville Structure Plan 2016

The Healesville Structure Plan, adopted by Council in 2016, underwent extensive community consultation over a two-year period, and was based on expert reports for land use planning, economy, transport and parking, environment, bushfire risk and community infrastructure. Some of the key issues addressed by the Structure Plan include:

- Appropriate type and amount of new residential development.
- Commercial and industrial land use needs.
- Scale and form of future development in the town centre to protect the rural town character.
- A need for new and upgraded infrastructure, and community and health care services.
- How to appropriately provide for increased tourist numbers.
- Pedestrian and cycle movement and linkages

The key actions that have been progressed in the last year are:

- Development of a footpath prioritisation framework to prioritise missing footpath links across the Shire. Several paths within Healesville township have been identified for improvement.
- Funding allocation for cultural development projects in Healesville through Council's Grants for Community program and Creative Communities partnership program.
- Cultural respect training for community members that highlights Coranderrk.
- Reconciliation Week events showcasing local indigenous culture and artists.
- Development of the draft municipal wide Aquatics Strategy that will guide approaches to aquatics including the Memorial pool.
- Commencement of work on an Early Years Infrastructure Plan to guide provision of early years infrastructure and services in townships including Healesville.

Monbulk Structure Plan 2017

The Monbulk Structure Plan was prepared following the announcement of Yarra Valley Water works to provide a reticulated sewer connection to the town, meaning limitations on residential growth and development changed.

The Structure Plan explored the implications of further residential development, given bushfire and other environmental risks, and preferred locations. It also made recommendations addressing employment, the town centre, the environment, and Council owned land, particularly the Moores Road Precinct.

The key actions that have been progressed in the last year are:

- Adoption of the Monbulk Urban Design Framework which provides guidelines, standards and plans to help decision making around transport, car parks, housing and recreation facilities.
- Preparation of the draft Housing Strategy that includes recommendations for housing change areas to improve ageing in place options in the township.

Options considered**Option 1**

That Council note the status updates to the actions for the Chirnside Park, Mooroolbark, Coldstream, Healesville, and Monbulk plans and that a biannual report on the actions will be provided to Council.

Option 2

That Council do not receive any further updates on Structure Plan actions.

Recommended option and justification

Option 1 is recommended. The status updates clarify progress on actions since the creation of the updated action lists for each centre in 2022 and provides a basis for further biannual reporting to Council.

FINANCIAL ANALYSIS

Implementation of structure plan actions requires a combination of Operational budgets, which would be drawn from existing funds, as well as Capital Works delivery which currently are unfunded and would require individual bids or funding applications to external bodies in order to progress to delivery.

APPLICABLE PLANS AND POLICIES

Relevant Council strategies and plans include:

- Connected - Integrated Transport Strategy 2020-2040.
- Liveable Climate Plan 2020-2030.
- Recreation and Open Space Strategy (currently under review).
- Draft Housing Strategy 2023.
- Economic Development Strategy 2022-2032.
- Environment Strategy 2015-2025.
- Monbulk Urban Design Framework 2023.

State and local planning strategies and plans encourage Structure Plans to be completed for Major Activity Centres, including:

- Plan Melbourne 2017-2050.

The Yarra Ranges Planning Scheme.

- Clause 11.02-2S Structure planning.
 - Clause 11.03-1S Activity centres.
 - Clause 11.03-1R Activity centres - Metropolitan Melbourne.
 - Clause 11.01-1S Settlement.

RELEVANT LAW

In carrying out its planning functions under the *Planning and Environment Act 1987*, Council has a responsibility as the Planning Authority to set the strategic policy framework for the municipality and to initiate changes to the planning scheme. Structure planning for activity centres is a key means to achieve this.

Planning Practice Note 58 *Structure Planning for Activity Centres* (DELWP, September 2018) sets the standards and required content, methodology and process for creation of Structure Plans by local government.

SUSTAINABILITY IMPLICATIONS

Economic Implications

Structure plans aim to support local business activity through targeted changes to the physical environment, development capacity, and other initiatives. Indirectly, the preparation of structure plans may lead to increased investment confidence in activity centres and stimulate investment in the long term.

Social Implications

Structure plans aim to create more vibrant and cohesive centres, which are intended to foster social connectedness and wellbeing. Structure plans also generally consider issues of affordable housing, and the need for ageing in place.

Environmental Implications

Structure plans consider environmental and sustainability objectives, aiming to improve the environmental performance of centres through various strategies. These strategies include promoting active and public transport, supporting higher density transit-oriented development, supporting improved tree canopy cover, and improved connections with natural features such as creeks and parkland.

COMMUNITY ENGAGEMENT

All the structure plans underwent significant community consultation in their preparation. Engagement on each plan included extensive community meetings and workshops to create shared visions, identify issues and required future actions, and consideration of submissions to Issues and Options reports, prior to each Plan being considered and adopted by Council. The structure plan status reporting is procedural and does not require community consultation as it intends to review the status of existing structure plan actions.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

Collaboration with various other Council departments was undertaken to obtain a status update on actions within each plan.

RISK ASSESSMENT

Without a review, the actions will decrease in relevance and disconnect from the overall purpose of these Plans and undermine the substantial community consultation undertaken to create the Plans. Some actions mitigate future risks and assist in addressing risk.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Structure Plan Actions

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
1. Active convenience retail to Kimberley Drive				
Negotiate with GPT (shopping centre owners) to determine mix of uses.	Strategic Planning (primary), Economic Development, Community Development, Planning and Building	GPT owner (239- 241 Maroondah Highway, Chirnside Park)	To be commenced	This matter will be further addressed through the preparation of a new Structure Plan for Chirnside Park.
2. Pedestrian spine along Kimberley Drive				
2.1. Commission a concept design for the pedestrian spine in conjunction with key stakeholders. The concept is to include a proposed schedule of elements and materials which will be common to all major public spaces throughout the activity centre.	Urban Design and Landscape Architecture (primary), Infrastructure Services, Strategic Planning, Planning and Building	Owners of Lacola site (335 Maroondah Highway, Chirnside Park), GPT, Old Colonists site (Kimberley Drive, Chirnside Park).	In progress	Pending a proposal to develop the Lacola site.
2.2. Agree the apportioning of costs between various parties			In progress	As above in 2.1

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
2.3. Agree the staging of construction of the spine			In progress	As above in 2.1
3. Public Transport hub				
3.1. Agree on location and configuration of transport hub with GPT and Invicta Bus Lines	Urban Design and Landscape Architecture (primary), Infrastructure Services, Strategic Planning, Planning and Building	Owners of GPT site, relevant bus lines, Department of Transport (Public Transport)	In progress	The most recent planning application for the site (YR-2016/1021) includes changed bus layout arrangement on an interim basis for the construction phase only.
3.2. Commission design of hub and associate shelters and furniture			In progress	As above in 3.1

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
4. Mixed use frontage to urban park				
Negotiate with the land-owner of lot S4\PS615751 to achieve a mixed use frontage to the Belsay Reserve urban park.	Strategic Planning (primary), Urban Design and Landscape Architecture, Planning and Building	Owner of Old Colonists site.	To be progressed	To be reconsidered as part of the preparation of a new Structure Plan for Chirnside Park.
5. Public transport connection to Manchester Road				
5.1. Negotiate with owner of Eastridge site to integrate public transport link into any future planning applications.	Strategic Planning (primary), Infrastructure Services, Planning and Building	Owner of Eastridge site (275 Manchester Road, Chirnside Park), relevant bus lines, Department of Transport (Public Transport)	Complete	The most recent planning permit (YR-2021/1040) does not include any permit conditions to address this matter.

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
5.2. Consult with relevant bus lines to determine operational requirements of this link.			Complete	As above in 5.1
6. Vehicle connection across Maroondah Highway				
6.1. Undertake a traffic study to determine the need for and potential impact of the new connection.	Infrastructure Services (primary), Strategic Planning, Planning and Building	Dept. of Transport, relevant landowners	To be progressed	To be considered as part of the preparation of a new Structure Plan for Chirnside Park.

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
6.2. Work with VicRoads to determine location and design of connection.			To be progressed	As above in 6
6.3. Negotiate with landholders on design and funding arrangements of the intersection.			To be progressed	As above in 6
7. Pedestrian/cycle connection between future residential areas				
7.1. Work with owners of Eastridge and McMullins sites to reach agreement on location and alignment of connection	Strategic Planning (primary), Infrastructure Services, Urban Design and Landscape Architecture, Planning and Building	Land owners of Eastridge site, and McMullins site (238-240 Maroondah Highway, Chirnside Park)	To be progressed	To be considered as part of the preparation of a new Structure Plan for Chirnside Park.
8. Coherent and sustainable road system				

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
8.1. Implement design guidelines for future road layouts into the planning scheme	Infrastructure Services (primary), Strategic Planning, Planning and Building	Dept of Transport, Relevant landowners	In progress	Ongoing on a site-by-site basis.
8.2. Establish key cross property linkages.			In progress	Ongoing on a site-by-site basis.
9. Signalisation of new intersection at Manchester Road				

Chirnside Park Urban Design Masterplan 2010 Actions Update

Structure Plan Action	Responsible Council department	External agencies and groups	Status	Update
9.1. A traffic study demonstrating the need to signalise has been carried out Council's consultants. KFT (through the PDP process) has agreed to pay for the signals. This will require formalisation through legal agreement.	Infrastructure Services (primary), Strategic Planning, Planning and Building	Relevant land owners	Complete	Section 173 Agreement has been prepared as part of the planning permit with signalisation to be completed in the next year.
9.2. Negotiate with landholders on design and funding arrangements of the intersection.			Complete	Council has negotiated the costs with half of the required amount to be covered by the landowner and half funded by Council.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Land Use – Increase Housing Opportunities and Mixed-Use Development				
1. After construction of LXP multi-level car parking structure is completed, undertake review of informal parking arrangements at 8 Station Street, Mooroolbark, with a view to potential redevelopment of the site for consolidated housing outcomes, and potential for affordable housing.	Strategic Planning (lead), Infrastructure Services, Community Wellbeing	NA	In progress	The site is currently being used as a temporary community garden. The long-term use of the site for affordable housing will be progressed in the future. The Yarra Ranges Planning Scheme contains provisions to accommodate housing on this site in the future.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
2. Actively encourage future redevelopment of the Terrace Shopping Centre, ideally in the form of a mixed-use development which takes full advantage of the park setting. The redevelopment could comprise commercial, office, residential, and perhaps various community uses. There is an ideal opportunity to incorporate undercover car parking given the excavated profile of the site.	Economic Development (lead) to promote the vision for the site with potential developers Urban Design and Landscape Architecture to create high level urban design concept.	Land owners	To be progressed	Design and Development Overlay 9 in the Yarra Ranges Planning Scheme contains design requirements for the site. The site is in fragmented ownership which has presented challenges for a consolidated redevelopment.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
3. Investigate rezoning the current Commercial 2 Zone on corner Manchester and Hull Roads to a Mixed Use Zone to facilitate mixed use residential / commercial development.	Strategic Planning (lead) Urban Design and Landscape Architecture (support) to undertake a high-level design concept to articulate how residential uses could function with commercial uses	Land owners	To be progressed	Investigate possibilities of rezoning in the future.
Land Use – Reinvigorate Civic and Commercial Precinct				
4. Conduct greater marketing and promotion of the Mooroolbark Neighbourhood Activity Centre as a 'village' experience. Create attractions like a market or annual event. Develop marketing material and a website.	Economic Development	Local traders	In progress	The Mooroolbark traders' group have undertaken work around place based Urban Art Activations.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
5. Undertake a Crime Prevention through Environmental Design (CPTED) study to inform necessary changes to the physical environment to address community concerns about public and personal safety.	Urban Design and Landscape Architecture	Victoria Police	To be commenced	To be considered in future design projects.
6. After completion of LXP works, undertake an accessibility audit to ascertain any needed improvements for accessibility, particularly for groups with limited mobility, such as aged and disabled.	Urban Design and Landscape Architecture	Relevant local disability and aging groups	To be commenced	To be considered through future design projects.
Transport and Accessibility				

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
<p>7. After completion of LXR works, undertake streetscape masterplan for Brice Avenue to identify opportunities for:</p> <ul style="list-style-type: none"> • tree planting and landscaping • increased outdoor dining opportunities and shopfront utilisation. • improved pedestrian and cycle connections (including between the train station and the Community Centre car park) • parking and bicycle lanes between Hull Road and the Mooroolbark Community Centre 	Urban Design and Landscape Architecture	NA	In progress	<p>Streetscape works completed in Brice Avenue as part of the level crossing removal.</p> <p>Outdoor dining use has been improved.</p>

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
<p>8. Pending recommendations of Integrated Community Facility Options Study (Action 15), undertake a masterplan for the Red Earth Community Centre, to establish a vision and framework for its future renewal, in order to:</p> <ul style="list-style-type: none"> • enhance the park as a gateway to the centre • enhance the park's community appeal • improve the park's functioning and natural character • improve social recreation activity areas 	Design and Place	N/A	To be progressed	However, there is a need for a wider review of the Red Earth Community Centre, which contains aging Council assets, with opportunity for renewal to the benefit of the local community.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
9. Create a high-level design concept for the Terrace Shopping Centre, including short term initiatives for the car park area, and long-term aspirations for the site as a whole.	Urban Design and Landscape Architecture	Land owners	To be commenced	To be considered as part of a future Urban design framework for Mooroolbark.
10. Modify the road environment along Manchester Road to improve connectivity for pedestrians & cyclists. Reduce confusion for unfamiliar users of the Fiveways intersection & improve pedestrian & cyclist connectivity & priority.	Infrastructure Services	Department of Transport	In progress	<p>LXRP provided cyclist shared lane through the area of their works at Manchester Rd and the overhead rail crossing.</p> <p>Outside the area of LXRP works further investigation is required.</p>

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Enhance the Public Realm				
11. Initiate a lighting strategy throughout the activity centre to improve both safety and amenity.	Infrastructure Services (lead), Urban Design and Landscape Architecture	NA	Complete	There has been lighting improvement works such as along Station Street and through the LXP works.
12. Provide for integration of public art and other cultural and community activities within designs and initiatives to enhance centre identity.	Urban Design and Landscape Architecture (lead), Creative and Connected Communities	NA	In progress	The community garden has been developed and opened. Manna Lane concepts have also been prepared and work towards establishing a community house at the Mooroolbark Community Centre are in progress.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
13. Once the level crossing works are completed, undertake a way finding strategy for the centre.	Urban Design and Landscape Architecture	NA	To be progressed	To be progressed in the future.
14. Improve environmental quality of creek environs and investigate WSUD opportunities and innovations such as re-establishing a creek environment in Red Earth Park, north car park redesign and all future development.	Environmental Stewardship	NA	Complete and in progress	Implemented in part. WSUD is being delivered through level crossing works, as well as the multi-level car park replacing the north car park. Reestablishment of the creek through Red Earth Park will be further explored.

Mooroolbark Structure Plan 2011: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Consolidate Community Facilities and Activities				
15. Undertake an Integrated Community Facility Options Study for Mooroolbark, to assess use of council facilities, and options for future integration.	Social Infrastructure Planning	NA	To be progressed	There is a need to undertake an Integrated Community Facility Options Study for Mooroolbark, to assess use of council facilities, and options for future integration.
16. Provide for safer and more direct links between the Mooroolbark Community Centre and the station and town centre.	Design and Place (lead), Community Wellbeing	NA	Complete	

Coldstream Structure Plan 2016: Actions

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Land use and built form				
1.1 Facilitate ongoing liaison with Public Transport Victoria regarding the potential location of a train stabling yard at the site of the former Coldstream Train Station.	Strategic Planning (lead), Infrastructure Services	PTV, Victrack, landowner	In progress	There was communication with PTV as part of preparing the Structure Plan and further future discussions may be required.
1.2 Advocate to the State Government to relax the requirements of the Green Wedge Zone on land in the vicinity of commercial areas, relating to certain land uses being prohibited as a consequence of not meeting the relevant minimum subdivision sizes.	Strategic Planning	N/A	Complete	Advocacy has been undertaken and the State Government has made no change.
Community and Economy				
2.1 Facilitate working group meeting with landowners, body corporate and tenants of commercial properties within the Lodge and Gateway shopping centres to encourage activity and development.	Economic Development	N/A	Complete	Economic Development used business investment forums in 2016 to create relationships to investigate opportunities for this.

Coldstream Structure Plan 2016: Actions

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
2.2 In coordination with Yarra Ranges Tourism, explore opportunities to expand the Coldstream trail experience to benefit the retail and tourist offer in Coldstream.	Economic Development	Yarra Ranges Tourism	Complete	Updated web content and expanding the diversity of the trail. https://www.visitarravalley.com.au/trails/coldstream-trail
2.3 Encourage landlords and traders to undertake aesthetic improvements and upgrades to existing shopfronts, including routine maintenance of facades (re-painting and material upgrades where required), creation of active and visibly open shopfront window displays, implementation of consistent signage and external display lighting, etc.	Economic Development (lead), Strategic Planning	Landowners, local businesses	In progress	Economic Development to progress this action as part of their future work program.
2.4 Investigate short-term initiatives in the Gateway shopping centre to improve economic functionality (including pop-up shops, artisan-based businesses, etc) to create activity in vacant shopfronts to increase business activity.	Economic Development (lead), Strategic Planning	Landowners, local businesses	In progress	Economic Development to investigate.

Coldstream Structure Plan 2016: Actions

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
2.5 Work collaboratively with Melbourne Water to identify methods for improving Coldstream's drainage issues.	Infrastructure Services	Melbourne Water	In progress	<p>Melbourne Water is currently in reviewing flood mapping in Yarra Ranges.</p> <p>Council is also developing a Stormwater Management Plan which includes a 10-year flood mapping program.</p> <p>Council is also working with Melbourne Water regarding localised flooding solutions.</p>
2.6 Investigate opportunities for community/commercial events in the public area in front of the Gateway shops, such as community markets, farmers' markets, car boot sales, etc.	Economic Development (lead), Strategic Planning	Local traders	Complete	<p>Yarra Valley Tourism were approached about the potential for food related market events in Coldstream, which determined that there are already a number of food related market events in the Yarra Valley and demand for further events is limited.</p>

Coldstream Structure Plan 2016: Actions

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Public spaces and recreation				
<p>3.1 Undertake landscape masterplan/s to investigate design detail and implement upgrades to the public realm within the centre in line with the Coldstream Structure Plan, with a particular focus on the initiatives outlined in the Framework Plans for the Lodge, the Gateway & Halley Supple Reserve, Margaret Lewis Reserve, and Maroondah Highway (arrival elements, flags, etc). For the highway corridor, this may include:</p> <ul style="list-style-type: none"> a) signage rationalisation strategy b) a planting scheme, and/or c) use of identification features to distinguish the town from surrounding rural areas. 	<p>Urban Design and Landscape Architecture (lead for public realm areas inside the activity centre), Recreation and Active Living (lead for public realm areas outside the activity centre), Infrastructure Services</p>	<p>Department of Transport (re the lodge and Maroondah Highway, Friends of Margaret Lewis Reserve (re Margaret Lewis Reserve, landowners, local businesses, local community</p>	<p>In progress</p>	<p>The Lodge: No action has occurred pending anticipated State Government improvements to highway and intersection design (see Action 4.1)</p> <p>Gateway and Halley Supple Reserve: Masterplan scheduled for 2022-23.</p> <p>Margaret Lewis Reserve: Not currently scheduled for a masterplan, however improvements will occur as part of the development of the <i>'Dogs and People in Parks Plan'</i>.</p> <p>Maroondah Highway: No action has occurred pending anticipated State Government improvements to highway and intersection design (see Action 4.1)</p>
<p>3.2 Support community led projects for pocket parks, with reference to Council's Community Garden Guidelines (under the Recreation and Open Space Strategy) and Asset Management Plans, in consultation with Coldstream Voice.</p>	<p>Place Recovery (lead), Urban Design and Landscape Architecture</p>	<p>Coldstream Voice</p>	<p>Complete</p>	<p>Through Place Recovery work (in early 2022) a temporary Parklet has been placed in Coldstream on the edge of the shopping centre car park.</p>

Coldstream Structure Plan 2016: Actions

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Movement and Transport				
<p>4.1 Engage with VicRoads to further discuss:</p> <ul style="list-style-type: none"> • An additional reduction of the speed limit through Coldstream • Road configuration changes that would slow traffic, increase safety for pedestrians, increase visibility of the town to passing traffic, improve connectivity, and contribute to a sense of entrance to the town • Short term uses of the currently vacant land within the Maroondah Highway road reserve, west of the Highway, including landscaping, flagpoles, public art, or other initiatives • Signalisation options for the intersections of Station Street and Killara Road with Maroondah Highway. • Alternatives to the current informal truck parking arrangement on the side of Maroondah Highway immediately south of Killara Road with consideration of road and pedestrian safety, visual impacts, and effects on existing businesses. 	Infrastructure Services (lead), Urban Design and Landscape Architecture, Strategic Planning	Department of Transport	In progress	<p>Department of Transport has undertaken preliminary studies of the highway corridor to inform development of concept designs, including traffic analysis, environmental, and cultural heritage studies, and is assessing cost estimates of various options for improvement to the highway corridor through the town.</p> <p>The Department of Transport and Planning is preparing options as part of developing their business case for the signalisation options for the intersections of Station Street and Killara Road with Maroondah Highway.</p>

Coldstream Structure Plan 2016: Actions

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
4.2 Investigate options to link the Lodge precinct to the potential future Yarra Valley Trail link. This may include a shared bicycle and pedestrian link along Station Street.	Design and Place (lead) to advocate for the constructed Station Street path to connect into the Lodge precinct effectively, when DoT's proposal for intersection upgrade is known, Infrastructure Services	Department of Transport	Complete	Council has constructed a footpath along station street and there is now a recreation trail from Coombs cottage to the main street and through to Halley Supple reserve. There is still a need to advocate for a safe crossing (with lights) at Maroondah Highway and Station Street.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
Residential			
1.1 Amend the planning scheme to allow the consideration of the subdivision of all land designated in Map 5 as Low Density Residential Zone (0.2ha) into lots with a minimum 0.2 hectares lot size provided reticulated sewerage is available to the site.	Strategic Planning	In progress	An updated bushfire review has been undertaken and the reticulated sewerage roll out has been completed. This will inform a review of the LDRZ which is an action of the draft Housing Strategy.
1.2 Advocate for and facilitate proposals for residential aged care facilities in locations that are within the town urban boundary.	Community Services (lead), Strategic Planning, Planning and Building	In progress	Addressed as part of the draft Housing Strategy
Business and Tourism			
2.1 Work with the RACV to review the appropriateness of the current planning controls for the Healesville Country Club and consider an alternative zone and/or provisions that better support future tourism and recreation uses on the site.	Strategic Planning	In progress	Any further consideration of this matter is to be initiated at the request of the RACV.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
2.2 Continue to provide strategic support to the Yarra Valley railway as their planned expansion continues, including any further funding applications, and consider the implications for the railway precinct and town centre.	Strategic Planning (lead), Urban Design and Landscape Architecture (to create masterplan of railway precinct)	In progress	Council has continued to support Yarra Valley Railway by providing funding for the development of a business case, completion of an economic impact statement and marketing collateral. Council has also assisted with advocacy to both the State and Federal Government in preparation for past elections. The Railway has also been engaged in discussions regarding the Yarra Valley Trail stage 2.
2.3 Facilitate the redevelopment of key commercial sites that are identified in the town centre strategic framework plan (Map 4 p. 61).	Strategic Planning	In progress	No redevelopment of key commercial sites has occurred and would be subject to discussions initiated by the land-owners.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
2.4 Work with the landowners of 17-25 Maroondah Hwy, Healesville to establish a new development that achieves a built form outcome in keeping with the sensitive gateway site and the activities on the land do not undermine the role of the town centre.	Strategic Planning	Complete	<p>Planning permit YR2014/1199 was issued in 2016 for a convenience restaurant, epicurean centre, hotel and market building.</p> <p>Application YR-2014/1199/F amendment to the permit approved 19 June 2023.</p>
2.5 Work with the respective landowners of 140 Healesville-Yarra Glen Rd, 16 Airlie Rd and 11 Maroondah Highway, Healesville to review the appropriateness of the current planning provisions for each site. In doing so ensure that any new uses established are consistent with planning scheme and Structure Plan objectives and the rural location of the land. Also ensure that any future development properly considers the particular site's characteristics and values.	Strategic Planning	In progress	To be further considered as part of a future review of the Special Use Zone that applies to these sites.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
2.6 Investigate the potential to rezone Green Wedge zoned land abutting Argoon Road and opposite the Council depot land to the Industrial 3 Zone.	Strategic Planning	To be progressed	To be considered as part of future industrial land review to determine if required.
2.7 Continue to support key tourism attractions in Healesville, including the Healesville Sanctuary, TarraWarra Museum of Art, Healesville Amateur Racing Club and RACV Country Club.	Economic Development (lead), Strategic Planning, Planning and Building	In progress	Ongoing strategic support is provided to businesses wishing to expand their business along with ongoing partnership with Yarra Ranges Tourism to promote the region.
2.8 Work with potential developers to increase shop diversity in Healesville.	Economic Development (lead), Strategic Planning, Planning and Building	In progress	Work with the business community and provide networking opportunities is ongoing. This is also incorporated as part of economic development business concierge service under the investment attraction plan.
2.9 Advocate for improvements to services infrastructure which supports local business, including phone, internet, power and water.	Economic Development	In progress	Ongoing relationship with businesses to identify issues and plan future advocacy work.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
2.10 Continue to advocate to Yarra Valley Water to complete 'backlog' of unsewered sites in Healesville area, especially those adjacent to waterways.	Infrastructure Services (lead), Strategy and Transformation	In progress	Ongoing Council has assisted Yarra Valley Water prioritise areas for septic tanks to be replaced with a sewerage solution under Yarra Valley Water Community Sewerage Program . Yarra Valley Water has plans to provide a sewerage solution to parts of Healesville and Chum Creek by 2026- 2028.
2.11 Work with town centre businesses and Healesville Sanctuary to foster improved business and economic linkages.	Economic Development	In progress	Work with the business community is ongoing to provide networking opportunities. A Business and Trader group coordinator has been created for improved ongoing Healesville Trader group relationship.
2.12 Encourage eco-business including nature-based tourism in the district.	Economic Development (lead), Strategic Planning, Planning and Building	In progress	This action is included as part of the Economic Development Strategy and Destination Management Plan.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
2.13 Support and showcase creative and cultural development activities.	Creative and Connected Communities	In progress	Cultural development projects continue to flourish in Healesville through distinct projects funded by Council's Grants for Community program and Creative Communities partnership program.
2.14 Encourage businesses and events which showcase Indigenous arts and culture and/or showcase Healesville's rich Aboriginal history and culture.	Community Wellbeing (lead), Creative and Connected Communities	In progress	<p>A range of development work continues including:</p> <ul style="list-style-type: none"> • Support for HICSA to become an Aboriginal Community Controlled Health Organisation. • Support for Wurundjeri as traditional owners. • Cultural respect training highlighting Coranderrk offered to community members. • Reconciliation Week event showcasing local indigenous culture, artists. • Culture Trax Indigenous programming has increased.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
Civic, Cultural and Community			
3.1 Continue to seek funding for the redevelopment of the Memorial Pool as an aquatic and community centre.	Recreation Projects and Parks (lead), Strategy and Transformation	In progress	A draft Aquatics Strategy has been prepared that will inform any future approach to aquatics on a municipal wide basis, including for use to support any future funding applications. The Aquatic Strategy is expected to be finalised in mid-2024.
3.2 Identify additional actions that can be taken to recognise Indigenous history in the Healesville town centre and district in consultation with local Elders, Indigenous organisations and stakeholders.	Community Wellbeing (lead), Creative and Connected Communities, Urban Design and Landscape Architecture.	In progress	<p>A number of Indigenous programming opportunities have been provided by Creative and Connected Communities. An upgrade to the Queens Park at Badger Creek Road (meeting place garden) has also been implemented.</p> <p>Further work will be progressed through a future Healesville Urban Design Framework and Municipal Heritage Strategy.</p>

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
3.3 Advocate for and provide strategic support to the Healesville Indigenous Community Services Association in the planning and establishment of an indigenous Belonging Place in Healesville.	Community Wellbeing (lead), Strategy and Transformation	In progress	The Healesville Indigenous Community Services Association is now known as OONAH Health and Community Services Aboriginal Corporation. Finalisation of the Council funded Schematic design phase for indigenous Belonging Place and a planning permit has been submitted.
3.4 Support the rejuvenation of the historic Coranderrk site through advocacy, advice, support for funding bids and facilitation for the aspirations of the local Traditional Owners to restore the land and engage the local community and visitors in a range of heritage and cultural activities on the site.	Community Wellbeing (lead), Parks and Bushland, Strategy and Transformation	IN progress	Partnership agreement with Wandoon Estate Aboriginal Corporation to pursue their strategic plan has been entered into.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
3.5 Recognise the ongoing importance of the Galeena Beek properties in Healesville as Aboriginal land. Advocate to ensure the assets, or if required, the proceeds from the sale of any of the assets, remain under Aboriginal community control.	Community Wellbeing (lead), Strategy and Transformation	In progress	The State Government gave the Wurundjeri Tribe Land and Compensation Cultural Heritage Council full control and ownership of the properties in October 2018 as well as a grant of \$150,000 to assist with maintenance. Council provided a letter of support to accompany the Wurundjeri submission to the State Government.
3.6 Identify opportunities for the further integration of community facilities such as pre-schools and maternal and child health centres as part of any reviews of community service provision/infrastructure upgrades in the Healesville District.	Social Infrastructure Planning (lead), Community Services	In progress	Council is preparing an Early Years Infrastructure Plan. This document identifies possible options /considerations for early years infrastructure planning/service improvements by township areas, including Healesville.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
3.7 Continue to advocate for and facilitate proposals for public and affordable housing and specialised accommodation consistent with planning scheme strategic directions.	Community Wellbeing (lead), Strategic Planning, Strategy and Transformation	In progress	Council adopted Guiding Principles-Housing and Homelessness in 2020 and has considered this issue in detail in the Draft Housing Strategy.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
3.8 Continue to advocate for a range of educational opportunities for Healesville residents.	Social Infrastructure Planning (lead), Strategy and Transformation	In progress	<p>Activities supporting this action include:</p> <p>Supporting Healesville Living and Learning Centre to build their capacity to deliver educational opportunities for people across their lifespan.</p> <p>It takes a Town' project strengthening relationships with local high school and local organisations aiming to increase educational opportunities for young people.</p> <p>Council funding supporting Healesville and District U3A.</p> <p>Council grants funding supporting range of community led educational initiatives such as Healesville Community Choir, community festivals, workshops and events.</p>

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
Built form, Heritage, and Public Spaces			
<p>4.1 Undertake an Urban Design Framework for Healesville, in order to inform a future place-specific Design and Development Overlay to replace the generic DDO12, which will incorporate key features and characteristics of Healesville. This will apply to:</p> <ul style="list-style-type: none"> • the commercial parts of the town • Healesville's four gateways, prioritising entrances along Maroondah Highway and Healesville-Kinglake Road and ensuring responsive design and landscaping as part of any future development, including a recommended approach to signage. • Connections between the established commercial areas of the town and emerging precincts for the Lilydale Road and railway station areas, such as through paths and urban design strategies 	Urban Design and Landscape Architecture (lead), Strategic Planning	To be commenced	To be considered as part of the preparation of an Urban Design Framework.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
4.2 Undertake a review of the town centre's public spaces with a view to enhancing public infrastructure, including street furniture, landscaping, bicycle facilities and way finding signage.	Urban Design and Landscape Architecture (lead), Infrastructure Services	To be commenced	To be considered as part of the preparation of an Urban Design Framework.
4.3 Develop and formalise a Healesville landscaping/streetscape character, incorporating traditional European and indigenous species and ensuring the retention of the planting of European trees in the town centre streets that complement the heritage trees.	Urban Design and Landscape Architecture (lead), Strategic Planning	To be commenced	To be considered as part of the preparation of an Urban Design Framework.
4.4 Identify the best option to support the retention of the significant town trees not currently protected by the Heritage Overlay and, if warranted, amend the planning scheme.	Strategic Planning (lead), Recreation Projects and Parks (arborist)	To be commenced	To be considered as part of a future Heritage Overlay planning scheme amendment.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
4.5 Investigate the feasibility of undergrounding the power lines in the main commercial strip of Nicholson Street.	Infrastructure Services	In progress	To be considered in the future.
4.6 In consultation with the community, relevant State government agencies and the Yarra Valley Railway, develop a precinct plan for the area around Railway Park and adjacent commercial land having regard to existing, planned and potential uses (refer Map 4 p. 61).	Urban Design and Landscape Architecture (lead), Strategic Planning	In progress	VicTrack has prepared their own masterplan and will be further considered as part of Stage 2 of the Yarra Valley Trail Project. .
4.7 Assess the adequacy of footpaths in the town centre in regard to accessibility, safety and maintenance.	Infrastructure Services	Complete	Council's traffic engineering team have developed a footpath prioritisation framework to prioritise missing footpath links across the Shire. Several paths within Healesville township have been identified.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
4.8 Consult with young people when creating and upgrading public spaces in Healesville, and support young people to use these public spaces through strong youth participation activities and youth led programming.	Community Wellbeing (lead), Urban Design and Landscape Architecture	In progress	Consultation with young people and youth participation activities has occurred through various projects and will continue.
Open Space, Recreation and Environment			
5.1 Investigate the creation of a link between Queens Park and Coronation Park.	Urban Design and Landscape Architecture (lead), Recreation Projects and Parks	In progress	<p>The path of the eastern side of Wilson Street was fixed & widened in the last year to shared path width for most of the length.</p> <p>To be further considered as par of a future Urban Design Framework.</p>
5.2 Investigate the potential to create a trail on the northern side of the Grace Burn extending from Queens Park to the Council reserve at Silverleaf Place.	Recreation Projects and Parks	Complete	An investigation found that public land along Grave Burn Creek is only 3-4 metres wide in some locations and most of this is the creek itself. There would also be many adjoining landowners impacted.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
5.3 Amend the planning scheme to introduce additional planning protection to identified waterways, biolinks and remnant vegetation within the Healesville district.	Strategic Planning	Complete	Planning Scheme Amendment C148 introduced additional environmental protection into the Yarra Ranges Planning Scheme through updates to the Environmental Significance Overlay.
5.4 Continue to seek funding for the development of the Yarra Valley Trail linking Lilydale to Warburton via Healesville.	Recreation Projects and Parks (lead), Strategy and Transformation	In progress	<p>The Federal Government recently funded the 5km of trail from Yarra Glen that will be completed in 2026.</p> <p>Council is advocating for Federal and State funding to complete the remaining 8km to Healesville.</p>
5.5 Advocate to Parks Victoria and Melbourne Water for improved maintenance and additional walking trails on public land in the Healesville district	Recreation Projects and Parks (lead), Strategy and Transformation	IN progress	Partly being advocated for and delivered through Yarra Valley Trail. Ongoing advocacy through draft Paths & Trails Plan.
5.6 Amend the planning scheme to encourage larger sized developments to incorporate sustainable design features.	Strategic Planning	Complete	Planning Scheme Amendment C148 introduced an Environmental Sustainable Design policy into the Yarra Ranges Planning Scheme.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
5.7 Advocate in support of the Country Fire Authority's proposal to establish a new station in Healesville.	Community Wellbeing (lead), Strategy and Transformation	In progress	An opportunity exists to establish a CFA/SES new co-located station in the future. Council will support in advocacy efforts for a new station for emergency services.
5.8 When planning a new community facility, consider whether it could be designed in a manner that allows it to also function as a community fire refuge.	Social Infrastructure Planning (lead), Community Wellbeing	In progress	This requires further municipal-wide analysis.
Movement and Transport			
6.1 Construct footpaths in accordance with the Structure Plan priorities (see Map 6 p. 63).	Infrastructure Services	In progress	Funding was allocated in the 2020-21 Capital Works Program for a footpath on Maroondah Highway from Juliet Crescent to White Street.
6.2 Consider options, including an underpass, and then advocate for the preferred option to VicRoads for pedestrian and traffic turning improvements at the Maroondah Hwy/Wilson St/Badger Creek Road intersection.	Infrastructure Services (lead), Strategy and Transformation	In progress	Crossing facilities at this location has been investigated and will be advocated to the Department of Transport and Planning.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
6.3 Investigate options for the construction of a pedestrian accessway on Don Road from Monda Ave to the Badger Creek Road/Badger Weir Rd intersection.	Infrastructure Services	In progress	Budget allocated for the planning of the extension of the existing footpath along Don Road.

Healesville Structure Plan 2016: Actions Update

<p>6.4 Investigate the need for speed management treatments in Crowley Road in the vicinity of the schools.</p>	<p>Infrastructure Services</p>	<p>In progress</p>	<p>A traffic study has been commissioned around the school precinct. The report recommends the following initiatives to improve safety and traffic conditions.</p> <ol style="list-style-type: none"> 1. Convert designated (cross-hatched) pedestrian crossing points to zebra crossings with regulatory signs (4 locations) – high priority. 2. Install a splitter island in View Street at the High Street intersection, with appropriate signage and linemarking – high priority. 3. Install a raised platform in the Healesville Primary School service road, just north of (i.e. prior to) the current designated crossing point – medium priority. 4. Convert the school crossing in High Street to a raised school crossing – medium priority. 5. Upgrade the footpath connection between the Crowley Road school crossing and the High Street footpath – medium priority. 6. After upgrading the footpath connection between Crowley Road the High Street footpath, monitor operation of the pedestrian connection between Crowley Road and its service road to determine whether additional measures are necessary – such as bollards – for preventing vehicle travel along the pedestrian ramp. 7. Monitor parking occupancy as school sizes change in coming years, as part of the decision-making process on the potential construction of further on-street parking on the west side of Crowley Road along the Healesville Primary School boundary, in conjunction with improved pedestrian access between the street and the footpath – low priority. 8. Regularly cut grass in the road reserve adjacent to Crowley Road school crossing - ongoing. 9. Work with Healesville Primary School and St Brigid's Primary
---	--------------------------------	--------------------	--

Healesville Structure Plan 2016: Actions Update

			<p>School to promote walk-to-school and parent education programs – ongoing.</p> <p>Traffic Engineering team is currently in the process of developing an action plan to implement the recommendations. Recommendation 8 has already been actioned by Council’s maintenance team.</p> <p>Council has also investigated the opportunity to convert the school crossing on Crowley Rd to a raised school crossing to reduce vehicle speeds.</p> <p>Council applied to TAC to gain funding to expedite these projects but was unsuccessful. Council will continue to seek external funding opportunities for these projects.</p>
--	--	--	---

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
6.5 Advocate to Department of Transport for traffic safety improvements at the River Street and Healesville-Kinglake Road intersection.	Infrastructure Services (lead), Strategy and Transformation	In progress	Advocacy is ongoing
6.6 Establish a planning framework for consideration of parking dispensations for development within the town centre, including how night time activities are assessed. Also consider whether there is benefit in preparing a parking precinct plan	Infrastructure Services	In progress	In progress
6.7 Continue to advocate for improved bus and taxi services and associated infrastructure for Healesville, with reference to the recommendations of earlier State Government Bus Review and the need for increased services on weekends, bus connections to Lilydale, services to the hospital and the Badger Creek kindergarten and more bus shelters.	Infrastructure Services (lead), Strategy and Transformation	In progress	Some improvements were achieved through the Yarra Valley Bus Network Review.

Healesville Structure Plan 2016: Actions Update

Structure Plan Action	Responsible Council department	Status	Update
6.8 Continue to advocate for improved parking at Lilydale Station and good bus connections from the station to Healesville.	Infrastructure Services (lead), Strategy and Transformation	In progress	Some improvements were achieved through the Yarra Valley Bus Network Review and LXRP works.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Housing actions				
1. Pending a Council adopted Neighbourhood Character Study, implement recommended planning controls for Monbulk's residential areas into the Planning Scheme.	Strategic Planning	CFA, DELWP	In progress	To be implemented as part of the Housing Strategy and associated future planning scheme amendment.
2. Apply appropriate planning zones to housing change areas, once further investigation is complete.	Strategic Planning	CFA, DELWP	In progress	To be implemented as part of the Housing Strategy and future planning scheme amendment.
3. Explore opportunities to provide smaller housing or assisted living on the Moores Road precinct, taking into account the nearby Neighbourhood Safer Place (NSP).	Design and Place (lead), Recreation and Active Living (support to determine future of relevant sporting clubs)	CFA	In progress	Concept for housing has been provided at 2-6 Moores Road. A future masterplan for the site will determine the likely housing outcomes to be accommodated.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Employment Actions: commercial Areas				
4. Encourage the clustering of retail, food and entertainment-based land uses within the town centre.	Strategic Planning	N/A	In progress	To be included in local planning policy for Monbulk through a future planning scheme amendment.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
5. Support improved street activation by: a) widening the footpath on the east side of Main Road as per Section 4.3 of the Structure Plan, b) Improving the footpath treatments as per Section 4.3 of the Structure Plan, c) Implementing public realm improvements as per Section 4 of the Structure Plan, d) encouraging dining and retail displays on the footpath, e) maintaining safe access for people of all abilities	Urban Design and Landscape Architecture (create Urban Design Framework), Safer Communities (review Local Laws policies)	Department of Transport, local traders	In progress	Identified as action 5.2.7 in the adopted Monbulk Urban Design Framework 'Main Road Streetscape Revitalisation' for the master planning of Main Road.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
6. Provide for commercial uses that interact with the street (e.g. glass frontages).	Urban Design and Landscape Architecture (create Urban Design Framework), Strategic Planning (Planning Scheme implementation)	DELWP	In progress	Completed as part of the Urban Design Framework. The design elements of the UDF will be translated into a Design Development Overlay in the Yarra Ranges Planning Scheme that is currently being prepared.
7. Discourage large format retail uses and any commercial uses that require setbacks.	Urban Design and Landscape Architecture (create Urban Design Framework), Strategic Planning (Planning Scheme implementation)	DELWP	In progress	Completed as part of the Urban Design Framework. The design elements of the UDF will be translated into a Design Development Overlay in the Yarra Ranges Planning Scheme that is currently being prepared.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
8. Encourage 'shop-top' housing or small apartments to be located above commercial uses.	Strategic Planning	DELWP	In progress	Completed as part of UDF. Shop top Housing is promoted in the UDF along Main Road. Concept floor plans and built form appearance are contained within Section 4 of the Urban Design Framework – specifically pages 50-53.
9. Require any new development in the commercial area between Emerald-Monbulk Road and Moxhams Road to be of a commercial or retail nature.	Strategic Planning	DELWP	Complete	The current planning scheme zoning already facilitates this.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
10. Discourage the establishment of any new service industrial uses within the commercially zoned areas.	Strategic Planning	DELWP	In progress	To be included in local planning policy for Monbulk through a future planning scheme amendment.
11. Encourage varied shop sizes to improve function and flexibility of land uses.	Strategic Planning	DELWP	In progress	To be included in local planning policy for Monbulk through a future planning scheme amendment.
Employment Actions: Industrial Areas				
12. Require all new industrial and service uses to be located on the industrial land north of Monbulk Road.	Strategic Planning	DELWP	In progress	To be included in local planning policy for Monbulk through a future planning scheme amendment.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
13. Encourage land uses that will service the town at a local level.	Strategic Planning	DELWP	In progress	To be included in local planning policy for Monbulk through a future planning scheme amendment.
Employment Actions: Specific Sites				
14. Investigate opportunities to utilise the vacant portion of the St Georges Anglican Church site at 73 Main Road.	Strategic Planning (to investigate rezoning), Urban Design and Landscape Architecture (to contribute design parameters)	Land owner	Complete	investigated as part of the Urban Design Framework and is not to be progressed at this time.
Industry Actions				
15. Provide policy support for use of existing industrial areas for services that support the town.	Strategic Planning	DELWP	Medium	In Progress. To be included in local planning policy for Monbulk through a future planning scheme amendment.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
Monbulk Town Centre Actions				
16. Apply a Design and Development Overlay (DDO) to Monbulk town centre area as identified in the Strategic Framework Plan, using the design guidelines set out at Chapter 5 of this report.	Strategic Planning	DELWP	In progress	A Design Development Overlay for inclusion in the Yarra Ranges Planning Scheme is currently being prepared.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
<p>17. Prepare signage guidelines for Monbulk to:</p> <ul style="list-style-type: none"> • ensure that wayfinding and directional signage in the public realm is visually prominent • ensure business identification and promotion signage on commercial and industrial buildings is effective, high quality, and avoids contributing to visual clutter • guides design and location of future gateway signage on roads into Monbulk to highlight the facilities, eateries and attractions of the town, for future provision by Council • guides design and location of directional signage to and within the town centre that is consistent and informative, for future provision by Council. 	Urban Design and Landscape Architecture	Department of Transport, local traders, local community	To be commenced	To be considered as part of preparing signage guidelines.

Monbulk Structure Plan 2017: Actions Update

Structure Plan Action	Responsible Council department	Other agencies and groups	Status	Update
18. Finalise and adopt the Design Guidelines from Chapter 5 of this report to guide design and investment in public works within the town centre.	Urban Design and Landscape Architecture (Urban Design Framework)	Local community groups	Complete	Superseded by the adoption of the Urban Design Framework.

COMMUNITY ENGAGEMENT PLAN FOR COUNCIL PLAN

Report Author: Corporate Planning and Performance Co-Ordinator

Responsible Officer: Chief Executive Officer

Ward(s) affected: (All Wards);

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

By the end of October in the year following a Council election, each Council is required to develop a four-year strategy (the Council Plan) defining how it will work towards the Vision the Community set in 2020 for the Municipality, supported by a 10-year Asset and Financial Plan.

To ensure this process truly reflects what the breadth of the community want, a detailed engagement process is undertaken ahead of the Council elections to inform the development of these strategic documents.

This paper provides an overview of the various avenues of community engagement planned to draw in the diverse opinions of the Yarra Ranges' community. This information will then be used in the development of the 2025-2029 Council Plan and 10-year Financial and Asset plans.

RECOMMENDATION

That Council endorses the commencement of the proposed community engagement process to inform the development of the 2025-2029 Council Plan, and the 10-year Financial and 10-year Asset Management Plans.

RELATED COUNCIL DECISIONS

There are no related Council decisions relevant to this item.

DISCUSSION

Purpose and Background

The *Local Government Act 2020* states that “a Council must develop or review the Council Plan in accordance with its deliberative engagement practices and adopt the Council Plan by 31 October in the year following a general election”.

This requirement is also necessary for the development of a 10-year Finance Plan and a 10-year Asset Plan.

This paper provides an overview of the methods proposed to support the breadth of the Yarra Ranges Community to contribute their ideas and concerns to the development the 2025-2029 Council Plan and 10-year financial and asset plans.

Overview

The Council Plan defines the high-level priorities for a four-year term moving the municipality towards the vision that community defined in 2020 for its future. This work is then supported by the longer term financial and asset plans.

To ensure that the priorities of that four-year strategy (The Council Plan) align with the community’s priorities, a program of diverse activities will be utilised to talk with, or hear from, the diverse voices within the Yarra Ranges community.

Ensuring the community’s confidence in the transparency of the process has been a priority as this program has been developed.

The bulk of activities undertaken in this engagement process will be designed and facilitated by a consultant neutral to Council. This ensures that the diversity of opinion within the community is presented without bias. Frequent updates on the opinions, ideas and concerns as they are gathered from community will also be available on Council’s website as the process unfolds. This will ensure transparency and understanding on how the ultimate recommendations and priorities were built up.

The use of expert consultants also ensures that Council’s activities benefit from their recent and frequent experience of drawing large numbers of diverse voices into the process.

These activities are proposed to run from March through to August 2024, with the opportunity for additional activities in late 2024 or early 2025 if needed. This allows for the development of the documents, with the community voice as a foundation, with the incoming Council.

This paper outlines the overarching engagement approach for both the broad community (to gather and understand ideas and opinions) and then a deliberative process – which uses a representative panel, much like a jury – to develop recommendations for issues that need to be addressed to achieve the community vision but have no clear answer.

Additional targeted activities are also being developed to support stronger representation of groups in the community that standard activities rarely reach effectively, such as the voice of younger people and children.

The engagement approach has been developed with the intention of achieving a good balance between quality and quantity of diverse voices and input from the community.

Engagement Goals

The main goal for this process is to design and implement an inclusive engagement strategy that:

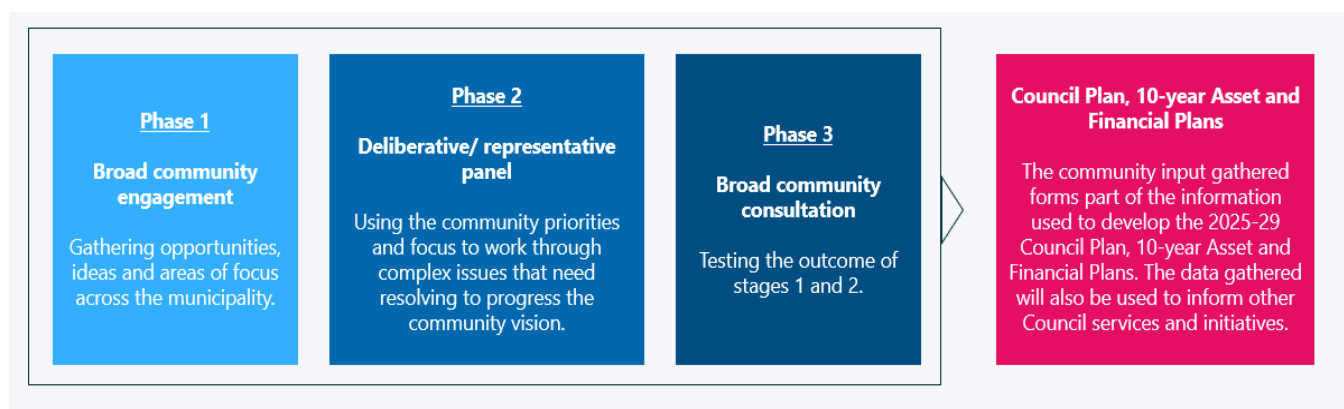
- Minimises the barriers to people participating in the process.
- Allows meaningful participation from a range and volume of individuals and stakeholder groups that represent our complex community.

Project Objectives

The project objectives for this engagement process include, to:

- achieve a greater understanding of the Yarra Ranges Municipality as a whole and for the Council and community to work together to achieving the community vision.
- support a deeper understanding of the services Council supports its community with and enable open feedback on the community priorities for this work.
- ensure that the process is transparent.
- achieve a diversity of engagement across the Yarra Ranges – showcasing a wide variety of voices and opinions.
- assist the community to be more aware of how they can engage with the Council in the future and encourage future participation.

Methodology



The approach to engagement is proposed to start broad, then move to detailed discussions with a ‘deliberative’ or representative panel, before checking-in with broad conversations again on the ideas being developed.

The engagement activities have been designed with our diverse community in mind, utilising a mixture of online, print and in-person opportunities for community members to participate.

Phase 1 – Broad Community Engagement Phase 1: (March to May 2024).

The purpose of the broad engagement is to explore what the community wants to focus on for the four years to progress the community vision and their general sentiment. It will allow a wide range of people to participate, especially those who might not have the time to commit to a deliberative process.

Key engagement activities for Phase 1 will include:

- online and in-person surveys
- market stalls and pop-ups across the municipality that bring the engagement conversation out to our community
- regional summits
- conversations through existing networks and interest groups across our municipality such as township groups, business networks, libraries, schools, senior citizens clubs, community organisations and advisory committees

Updates on the feedback gained through these activities will be progressively posted on Council's 'Shaping Yarra Ranges' website.

Phase 2 – Deliberative / Representative Panel (May to August 2024).

The information gathered in stage 1 will stand alone but also be used to inform the foundation for the 'deliberative engagement'.

The deliberative engagement process allows participants a substantial amount of time to deeply understand, consider and debate to come up with recommendations on some of the difficult issues that Council needs to resolve to achieve the Community Vision.

This deliberative panel will consist of approximately 30 members. The members will be intentionally selected to be representative of our communities' diverse demographics. Council is using an external recruiter to appoint the panel, therefore ensuring there is no selection bias.

Through this recruitment process, to ensure a representative sample of our diverse community, the external recruiter will be aiming to achieve a mixture of participants with consideration to:

- Age demographics
- Gender
- Interest in the area (home owner, business, renter etc)
- Indigenous
- Disability
- Culturally and linguistically diverse
- LGBTQIA+
- Youth
- Education
- Location.

Over approximately three days, the panel will work through some of the more complex situations that need resolving to enable the Community Vision.

To support this work, the engagement data and technical experts will help the panel develop an understanding of the issue so they can develop informed recommendations.

Updates on the progress of the panel will be posted on Council's 'Shaping Yarra Ranges' website and provided in hard copy at Council's Community Links, so those community members that aren't involved can understand the process as it progresses.

Opportunities for the community to register their interest in participating in the panel will be made available through phase 1 of the broad engagement activities and on the Council's 'Shaping Yarra Ranges' website. The scheduling of the deliberative sessions will be done with the panel members to enable participation.

Council commits to providing clear feedback on recommendations that aren't ultimately included in the documentation.

Phase 3 – Broad engagement to consider recommendations. (From November 2024 onwards –sessions will be conducted in late 2024 or early 2025 as needed).

The second stage of broad engagement – following the deliberative process - will consider the panel's findings. These engagement activities will include activities such as a short survey and more pop-up events.

A summary of the engagement activities proposed is covered in Attachment 1.

Progress reports on all phases of the engagement process will be available on the Yarra Ranges website and in hard copy at Council's Community Links.

At the completion of all engagement activities, a consolidated report will be prepared for the incoming Council to inform the development of the new Council Plan, 10-year Financial and Asset Plan.

This information will also be drawn on for other strategic work that Council is undertaking across the subsequent four-year term.

The draft Council Plan is expected to be released to public for consultation in the first half of 2025.

FINANCIAL ANALYSIS

This engagement process is rightly one of the most extensive undertaken by Council. To ensure that this engagement process achieves the objectives outlined above and does provide a strong foundation for the development of the strategic plans, it is important that we invest in this process. However, where feasible, in-house resources will be used to limit expenditure.

The engagement process covers three key strategies and broad engagement source for other projects to draw on, limiting the need for further engagement processes.

The following information provides a breakdown of the anticipated budget items for:

- The consolidated engagement program.
- The development of the Council Plan document.
- The reconfirmation of the community vision.
- The overarching governance.

Where feasible, in-house skills will be used to ensure this process is as cost efficient as possible.

Task	Item budget	Total
Engagement phase: planning and implementation	\$157,000	
Communications and advertising	\$20,000	
Data analysis, report development and finalisation.	\$33,000	
Contingency (only to be used if absolutely necessary)	\$30,000	
Total budget		\$240,000

APPLICABLE PLANS AND POLICIES

This report contributes to the development of the next Council Plan which will set the new strategic objectives for the Council moving forward, and the 10-year Financial and Asset Plans.

RELEVANT LAW

The Local Government Act 2020 states that “a Council must develop or review the Council Plan in accordance with its deliberative engagement practices and adopt the Council Plan by 31 October in the year following a general election.”

SUSTAINABILITY IMPLICATIONS

This project will enable input from the community to help shape Council’s future objectives and actions related to sustainability implications such as the local economy, social and environmental considerations.

COMMUNITY ENGAGEMENT

The community engagement process is a vital part in the development of the Council Plan, Financial Plan and Asset Plan and aligns with the Council’s Community Engagement Policy. Council will engage with as many community members as possible across 2024. The community engagement framework has been designed to ensure the broad community engagement and the deliberative panel activities are high quality, enables meaningful participation and together support transparency throughout the process and in the development of the new plans.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

We will engage and collaborate with key agencies and other like organisations to ensure the engagement is well informed and the Council Plan is achievable.

RISK ASSESSMENT

Key risks identified with the proposed community engagement plan are identified along with a management approach below:

Risk

A risk that not all community voices are heard equally, or are overshadowed by others, thereby skewing the information received.

Management Approach

- This process is likely to receive a high volume of interest which is likely to translate to a lot of useful feedback if we ask the questions in the right way.
- Regular reporting back to the community to show how the deliberative engagement is progressing.
- A range of engagement opportunities from casual conversations at pop-ups to online opportunities and facilitated discussions at the summits and deliberative panel will ensure as many different voices with different perspectives will be captured through the process.

Risk

There is a risk associated with not managing to engage with a diverse enough and large enough spread of the community.

Management Approach

- Designing a process that goes to places where community members are rather than expecting them to come to us.
- Develop clear and engaging questions for participants that allow for a diverse range of perspectives to be shared.
- Utilise Council's connections to reach participants from all demographics, for example Family and Youth team.
- Ensure communications target hard to reach groups to inform of the project and encourage participation.

Risk

In using a deliberative engagement process, some community members may feel concerned due to a perception that decision-making power/ recommendation power is given to a small group of individuals selected for the panel.

Management Approach

- Utilise an accordion model of engagement - broad engagement informs the small group of the deliberative panel and then is tested and confirmed with the broader community again.
- Regular communication throughout the entire process (with Councillors and the general Community).
- It will be made clear that the deliberative panel is focussing on and providing recommendations for a small number of complex problems.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Community Engagement Summary

Community Consultation & Engagement Plan

To inform the 2025 Council Plan, 10-year financial plan & 10-year asset management plan

Phase 1: Broad engagement

March – May 2024



Creating a Yarra Ranges webpage for the Council Plan, Financial Plan & Asset Plan project that includes information on the project, engagement opportunities, locations & FAQ's.



In person pop-ups in each of Council's wards at local events or popular locations to enable a wide range of people to contribute their perspectives.



Community survey that will be made available online and in print to understand community sentiment.



Dedicated engagement sessions, called Community Summits, to provide stakeholders with detailed project information and opportunities to share different perspectives.



Print and online communications and promotional activity.



Engaging with Council's advisory committees.

Phase 2: Deliberative engagement

June - August 2024



Recruitment of a representative community panel that develop recommendations for Council on Municipal wide issues.



Deliberative panel workshops



Regular updates to community on progress & outcomes of community engagement activities through project webpage & Council Links.

Phase 3: Broad engagement

From November 2024 into 2025



Survey and in person pop-up booths to test deliberative panel recommendations with the community



Regular updates to community on progress & outcomes.



Draft Council Plan available for community consultation in 2025.

DRAFT REVISED COMMUNITY ENGAGEMENT POLICY FOR CONSULTATION

Report Author: Manager - Customer & Communications

Responsible Officer: Director Corporate Services

Ward(s) affected: (All Wards);

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

The current Community Engagement Policy (the Policy) was endorsed by Council on 27 April 2021.

Since the adoption of the Policy, the Community Engagement team has supported over 230 projects in line with the Policy. The lessons learned from these projects, general feedback from the community, internal focus groups and consultation with advisory groups, have informed the draft revised Community Engagement Policy.

The draft revised Policy meets Council's legislative requirement under the *Local Government Act 2020* s.3.1.55.1 stating, 'A Council must adopt and maintain a community engagement policy.' It also strengthens Council's commitment to meaningful, transparent, and appropriate community engagement, and clarifies the roles and responsibilities of Council in seeking community input to inform decision-making.

Council officers are seeking endorsement of the draft revised Policy to be released for further feedback from the community.

RECOMMENDATION

That Council approve the draft revised Community Engagement Policy to be released for community engagement.

RELATED COUNCIL DECISIONS

The current policy was endorsed by Council on 27 April 2021.

DISCUSSION

Purpose

This report accompanies the draft revised Policy (Attachment 1) in preparation for community engagement.

Background

When the current Policy was adopted by Council in 2021 it was expected that a review of the Policy would be completed in 2022. The review was delayed due to limited resourcing within the Community Engagement team and until the challenge to the Policy was resolved in the Victorian Supreme Court.

Despite the delay, the Policy has been fully implemented since 2021 and the lessons learnt from the last three years of Policy implementation and project delivery (over 230 projects) have been considered and addressed in the draft revised Policy attached.

The key changes to the draft revised Policy are summarised in Attachment 2 and include:

- Addition of clear roles and responsibilities for implementing the Policy.
- Clarity on when Council will conduct formal engagement processes.
- Highlighting the role of community engagement in Council decision-making.
- Stronger alignment with legislative requirements.
- Removal of the process detail for planning and delivering community engagement.
- Related guidelines and information have been developed for Council officers.

The outcome is a clearer policy document for the organisation and community, outlining organisational commitment to meaningful, transparent and appropriate community engagement.

Options considered

The review of the Policy revealed the need for clearer guidance within the organisation on how to put the principles within the Policy, as set within the *Local Government Act 2020*, into practice. Initial consideration of the draft revised Policy included specific timeframes and other operational guidelines for staff.

Recommended option and justification

The revised draft Policy focuses on Council's commitment to meaningful and transparent community engagement. The existing version of the Policy includes specific processes that could limit Council's ability to be responsive when required. Therefore, these have been removed from the revised draft Policy and included as internal tools for officers to be considered together with guidance from the Community Engagement team. The consistency of process that the community have been asking for is explained within the Policy.

The related Community Engagement Guidelines and Toolkit will be available to staff internally in early 2024, to strengthen the implementation of the Policy and related practices by all departments.

FINANCIAL ANALYSIS

There are no immediate financial implications with the review of the Policy. The Policy sets the direction for future community engagement projects across the organisation and as such, departments will need to consider allocating appropriate resourcing including budget to ensure they can undertake effective, high-quality engagement and communication activities as per the Policy.

APPLICABLE PLANS AND POLICIES

The Policy contributes to each of the five strategic objectives in the Council Plan by ensuring Council decisions in all areas are informed by the community where relevant.

The specific action in the Council Plan relates to:

- High Performing Organisation: Improve the community's connection with Council through more meaningful and inclusive community engagement and innovative approaches to communication.

No regional, state or national plans and policies apply to the recommendation in this report.

RELEVANT LAW

The *Local Government Act 2020* s.3.1.55.1 states that '*A Council must adopt and maintain a community engagement policy.*' This review and revised Policy will ensure that the Policy is being maintained and meeting the needs of the organisation and the community.

The review had a gender lens applied to ensure all voices can be heard in engagement activities. The Community Engagement team worked closely with the Gender Equity team to ensure relevant legislation is reflected in the updated Policy.

SUSTAINABILITY IMPLICATIONS

This Policy supports the organisation to plan and deliver more meaningful and transparent engagement practises across Council. Effective community engagement builds trust and strengthens Council's relationship with the community, assists with determining community priorities and supports better decision making.

There are no economic or environmental impacts associated with this policy.

COMMUNITY ENGAGEMENT

Input into the revised draft Policy came from the following:

- Community sentiment from community engagement projects and conversations with officers during the 36 community engagement roadshow activations in 2023.
- Professional expertise within the community engagement team, considering lessons learnt from supporting over 230 projects since April 2021.
- Consultation with the Disability Advisory Committee.
- A workshop with the Youth Advisory Group.
- Three internal focus groups with participants ranging from high users to those who had never applied the Policy.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

The review of the Policy demonstrates a commitment to continuous improvement. The review looked at the implementation of the Policy since its adoption in 2021. Officers from all directorates were consulted regarding how the Policy could be improved to better support meaningful and transparent community engagement practice at Yarra Ranges Council.

The review aligns with the strategic work the Community Engagement team is undertaking to improve community engagement outcomes across the organisation.

RISK ASSESSMENT

There are several significant community engagements taking place during the proposed engagement period, including those for the next Council Plan 2025-2029. This may contribute to consultation fatigue within the community.

As the review of the Policy was originally scheduled in 2022, it is important to progress the review process. The community engagement for the draft revised Policy may need to be adjusted based on ongoing consideration of these challenges.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Draft Revised Community Engagement Policy – Yarra Ranges Council
2. Summary of Changes – Draft Revised Community Engagement Policy

Revised Community Engagement Policy 2024

Meaningful and Transparent

Acknowledgement of Traditional Owners

Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways. We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region. We proudly share custodianship to care for Country together.

Revision history

Version	Date	Summary of revisions
2021 - 1.0	April 2021	Community Engagement Policy (Original)
2023 - 1.0	2024	Updates include the addition of key roles and responsibilities and how community engagement contributes to Council decision making. Some language and concepts have been simplified. Endorsed by Council (Insert date)

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, a minor update to legislation or a website link, which does not have a material impact. Any change or update which materially alters this document must be by resolution of Council.

Effective Date: Insert date endorsed by Council

Review Date: June 2028

Contents

Introduction	3
Purpose	4
Scope.....	5
Levels of responsibility.....	5
What is community engagement?.....	6
How does community engagement contribute to Council decision making?	7
Community engagement principles and commitments	8
When Council will engage	10
Who Council will engage	11
How Council will engage.....	12
Deciding the level of engagement.....	12
Selecting the engagement approach.....	13
Deliberative engagement.....	13
Participatory engagement.....	13
Section 223 process.....	13
Determining the tools for engagement	14
What does consistency look like?	15
Informing the community of engagement outcomes	16
Evaluation and performance	16
Legislative context	16
Local Government Act 2020.....	16
Gender Equality Act 2020.....	16
Charter of Human Rights.....	17
Other relevant legislation.....	17
Relationship with Council Plan	17
Other relevant Council policies	18
Child Safety and Wellbeing Policy	18
Privacy and Health Information Policy.....	18
Definitions	18
Appendix 1:.....	20
Details for community engagement on Proposing a local law (the Act, Part 3, 73)	20

Introduction

Community Engagement at Yarra Ranges Council includes a wide range of activities aimed at involving the community in Council's decision-making processes. While community engagement is a legislative requirement under the Local Government Act 2020 (**the Act**), it also plays a critical role in ensuring Council decisions reflect the needs and expectations of the community and other stakeholders. Meaningful community engagement provides valuable information and insights, to assist Council when making decisions and helps to make sure our plans meet the current and future needs of our community.

Yarra Ranges is the largest local government area in Melbourne with over 55 townships and almost 160,000 people. We are made up of many varied and diverse communities, which is why we love living and working here, but this can also make hearing from all those who want to get involved challenging at times. We are committed to constantly reflecting on and improving the ways we hear from our communities.

This policy is our commitment to engaging in a meaningful way about decisions that affect our community. It also demonstrates the value we place on our community's feedback and their right to be involved in the Council's decision-making processes.

We want to acknowledge community, key stakeholders and council staff who provided input into both the original and revised version of the Policy.

Purpose

The purpose of the Policy is to outline Yarra Ranges Council's commitment to meaningful community engagement and how we put into practice the community engagement principles prescribed by the Act.

The Policy:

- reflects the value we place on our community's feedback and their right to be involved in Council's decision-making processes.
- guides council staff responsible for planning, designing and implementing formal community engagement, to hear from the community and inform decisions of Council.
- promotes a coordinated, accessible and consistent approach to community engagement.
- is related to formal community engagement processes that are purposeful, intentional and planned.
- outlines how Council will keep the community informed about the outcomes of processes.
- aims to improve community confidence about the processes involved in providing feedback to Council.
- details the commitment to gender equity, diversity and inclusion by valuing diverse voices and understanding that people in our community are impacted by Council decisions in different ways.

Scope

The Policy applies to the planning, design, implementation and evaluation of formal community engagement activities delivered by Council.

It does not apply to consultation activities prescribed in other legislation, such as those related to planning permit applications and planning scheme amendments, governed by the Planning and Environment Act 1987.

The Policy outlines the considerations behind who, when and how we engage, and supports Council as an organisation to apply a coordinated and consistent approach, keeping community at the centre of our decision making.

Complying with the Policy is the shared responsibility of all employees, Councillors, contractors and external consultants acting on behalf of Council.

Levels of responsibility

Who	Roles and responsibilities
Councillors	<ul style="list-style-type: none">• Consider the outcomes of the community engagement, together with other key information when making decisions.• Champion the commitment and principles of engagement through leadership, modelling best-practice and measured decision-making.
CEO and Directors	<ul style="list-style-type: none">• Confirm matters under consideration are informed by the appropriate level of community engagement.• Champion better practice community engagement through policy, process and leadership.• Monitor implementation and compliance with the policy.
Managers and Executive Officers	<ul style="list-style-type: none">• Manage areas of responsibility to make sure community engagement is consistent with the policy.
Staff	<ul style="list-style-type: none">• Undertake community engagement activities consistent with the policy.
Community Engagement team	<ul style="list-style-type: none">• Review the policy.• Provide advice to the organisation on implementing the policy as required.
Contractors and external consultants acting on behalf of Council	<ul style="list-style-type: none">• Undertake community engagement activities consistent with the policy.

The Policy is one of several resources available to support Council officers to plan, deliver and evaluate community engagement projects and processes. Further guidelines and advice are available for council staff on the internal **Community Engagement Hub** and by connecting with the **Community Engagement team**.

What is community engagement?

The term 'community engagement' can be used in many ways. At Yarra Ranges Council and in the Policy, it is defined as

'An intentional, planned process to provide opportunities for people to have a say on decisions by Council that will have an impact on them now or into the future'.

Community engagement

- provides an opportunity for the community to shape the plans and decisions that affect their current and future needs.
- helps inform Council's strategic direction, planning and decision making.
- provides Council with a better understanding of community priorities and sentiments on important issues.
- considers accessibility and diversity to make sure a range of voices are heard.

Formal community engagement processes, as referred to in the Policy, seek community input to inform decisions.

These processes are only one way our community can have a say on matters that are important to them and get involved in the work of Council. We are committed to building strong community relationships and welcome community participation. Other ways the community can become involved with Council include:

- attending community events delivered by Council
- attending Council meetings
- nominating to be part of an advisory group or committee
- registering on Council's ['Shaping Yarra Ranges'](#) platform to find out about community engagement opportunities
- sharing opportunities to get involved within local networks
- signing up for regular e-newsletters to keep informed about Council projects and news
- volunteering in Council programs for the community

Further information on these opportunities can be found at www.yarraranges.vic.gov.au

How does community engagement contribute to Council decision making?

Yarra Ranges is the largest local government area in Melbourne geographically with over 55 townships and is home to just under 160,000 residents. Council provides over 120 services across the municipality and has many legislative, regulatory and community responsibilities.

Our broad municipality, with distinct regions and identities, often presents diverse community needs and opinions from residents and others impacted by Council decisions, including businesses, service providers, community organisations and visitors.

From the beginning of a community engagement process we will be transparent with the community about how the feedback will be considered by decision-makers. Depending on the type of decision required, the decision makers may be Councillors, Executive or senior officers within council with delegated authority.

The findings from community engagement will be presented to the relevant decision makers with officer recommendations based on analysis of the engagement outcomes and reference to any legislative requirements, consideration for Council's roles, responsibilities and available resources.

The results of all community engagements need to be balanced with the following elements to inform decision making.

Community engagement	<ul style="list-style-type: none">- Community input into decision making- Impact on the local neighbourhood and community as a whole- Balanced needs of the community- Guided by this policy and organisational guidelines
Legislation, strategies and policies	<ul style="list-style-type: none">- Local Government Act 2020 and other relevant legislation- Priorities established in existing Council strategies and plans- Organisational policies- Recognised best practice
Evidence and data	<ul style="list-style-type: none">- Research- Benchmarking- Customer insights- Service and usage data- Costs or savings related to the outcomes
Professional expertise	<ul style="list-style-type: none">- Operational experience- Technical expertise- Advice and recommendations from Advisory Committees and officers- Short-term and long-term implications of decisions- Risk Analysis

Community engagement principles and commitments

All community engagement within the scope of this policy is informed by the community engagement principles, set out in Section 56 of the Act. We have built on these principles to demonstrate Council's commitment to community engagement and reflect the expectations of the Yarra Ranges community.

Community engagement principles, defined in the Act ⁱ	Yarra Ranges Council's commitment: We will...
<ul style="list-style-type: none"> A community engagement process must have a clearly defined objective and scope. 	<ul style="list-style-type: none"> Be clear about the objectives and scope of all community engagement projects, including each relevant phase. Be clear about why, how and who we are seeking input and feedback from. Be clear about the level of engagement. Make sure community engagement is meaningful to participants and can inform decision making.
<ul style="list-style-type: none"> Participants taking part in community engagement must have access to objective, relevant and timely information to inform their participation. 	<ul style="list-style-type: none"> Provide adequate information about the context of each project and what is negotiable/non-negotiable to support participants to provide informed feedback. Provide clear, impartial and easy-to-understand information about the project and the engagement process. Give participants enough time to learn about the project and how to get involved. Give participants clear ways to ask questions about the project or community engagement process
<ul style="list-style-type: none"> Participants taking part in community engagement must be representative of the persons and groups affected by the matter that is the subject of community engagement. 	<ul style="list-style-type: none"> Make sure those who are or may be affected by a decision are given an opportunity to inform that decision. Seek a range of perspectives from a broad cross-section of community. Respect diverse views and request mutual respect between all parties. Actively listen without judgment to what people say.
<ul style="list-style-type: none"> Participants taking part in community 	<ul style="list-style-type: none"> Plan inclusive, equitable and accessible engagement activities.

<p>engagement are entitled to reasonable support to enable meaningful and informed engagement.</p>	<ul style="list-style-type: none"> - Use a range of engagement tools to reduce physical, social and cultural barriers to participation. - Consider the needs and perspectives of all groups that may want to be involved in the process and provide accessible information to support meaningful participation.
<ul style="list-style-type: none"> • Participants taking part in community engagement are informed of the ways in which the community engagement process will influence Council decision-making. 	<ul style="list-style-type: none"> - Be clear about how much opportunity there is for the community to influence a decision, as described in the IAP2 spectrum. - Clearly communicate the stages in the process and how input will be used. - Where possible, provide feedback on where the input has not been incorporated into the outcome and explain the reasons for the decision. - 'Close the loop' with the community on what we heard, in a timely manner.

When Council will engage

The following is a list of criteria to assist when planning for and delivering meaningful, transparent and appropriate community engagement.

In situations when a project or issue meets criteria in both sections, the determining factor will be if there **is/ is not** a genuine opportunity for input to inform, change or influence a decision.

Council will engage when:

- **There is a genuine opportunity for input to change or influence a decision.**
- Reviewing or creating strategic plans that will guide the future direction of Council.
- Developing major capital works and infrastructure projects.
- There is a statutory requirement to do so under the Local Government Act 2020.
- A decision is likely to have major impact on the health and wellbeing, environment or economy of the community, or an identified portion of the community.
- Local experience, information and evidence is needed to make an informed decision.

Council will not engage when:

- **There is no opportunity for input to change or influence a decision.**
- During the time immediately before a Council election or by-election, in line with our [Election Period Policy](#).
- Decisions or actions need to be made immediately, due to an unacceptable risk to the community or council staff. For example, in an emergency or due to occupational health and safety.
- When Council is not the decision maker.
- Where legal or commercial in confidence restrictions prevent it.
- Decisions are related to Council's day-to-day organisational operations.

When Council is not directly seeking feedback from the community under the conditions outlined above, wherever possible we will still provide relevant information to our community and stakeholders.

Who Council will engage

Community engagement seeks to connect with a diverse range of community members and stakeholders, to make sure people who may be impacted by Council decisions are given the opportunity to be involved in the process.

Some projects might impact the whole community and others may be more localised or only impact certain groups in our community. As a result, **stakeholder mapping** is a key part of planning for any community engagement process. This is done to make sure we reach relevant groups and individuals in the community, who have the potential to be impacted by the project or decision.

When planning for community engagement, consideration will be given to how we can reach and hear from a range of people with diverse backgrounds and life experiences. This will include but is not limited to:

- men, women, girls and boys and gender-diverse people
- young people
- older people
- families
- First Nations people
- culturally and linguistically diverse people
- migrants, refugees and asylum seekers
- people with disability and their carers
- people experiencing social isolation or socio-economic disadvantage
- people who identify as LGBTIQ+

Additional barriers that also need to be considered when planning include:

- levels of literacy
- access to technology and internet
- physical access to attend in-person activities
- access to transport and distance to in-person activities

We will design engagement processes to be as accessible as possible, so everyone has an opportunity to participate and provide their input. We are committed to providing reasonable accommodations to support people to participate on request, wherever possible.

Under the Gender Equality Act 2020, Council must consider the gender impact of its policies, programs and services. To do this, Council is required and committed to doing Gender Impact Assessments (GIA) on relevant projects.

GIAs apply an **intersectional approach**, to consider how gender inequality can be compounded by other disadvantage or discrimination a person may experience, based on factors such as Aboriginality, sexuality, age, disability, ethnicity and socio-economic status. Community engagement practices and principles outlined in this policy support this approach and the GIA processes complement the planning required for community engagement.

How Council will engage

Deciding the level of engagement

Yarra Ranges Council's community engagement is based on the IAP2 Spectrum of Engagement, illustrated in the table below. This spectrum identifies and defines five levels of engagement and details our promise to the community for each level of engagement.

Levels of engagement may be different for separate phases of a project and for different stakeholders based on interest, influence and impact.

	Inform	Consult	Involve	Collaborate	Empower
Community Engagement Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and or solutions	To obtain public feedback on analysis, alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution	To place final decision making in the hands of the public
Council's promise	We will keep you informed	We will keep you informed, listen to, and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decisions	We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decisions	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible	We will implement what you decide
Tools for each engagement level may include, but are not limited to:	Social media, Council website, Media, Newsletters, Emails, SMS,	'Shaping Yarra Ranges', Surveys, Submissions, Roadshow pop-ups,	Focus groups, Workshops, Advisory Committees	Community panels, Stakeholder meetings	Ballots, Delegated decision

Copyright © International Association for Public Participation. Please visit www.iap2.org for more information.

Selecting the engagement approach

When planning community engagement many things influence the type of engagement selected. Council is guided by the community engagement principles in the Act, our commitments in this policy, and where prescribed, under the other relevant legislation or regulations.

There are two main approaches to community engagement in local government.

Deliberative engagement

Deliberative engagement is a principles-based approach to community engagement, ideally suited to tackling complex and challenging matters. It involves **representative engagement**, made up of a group of people with diverse views, deliberating on a complex issue or problem.

There are several ways deliberative engagement processes can be delivered, however, key characteristics of the approach include:

- extensive information provided to participants
- access to subject matter experts to gain deeper insights
- time to absorb, debate and discuss the information
- time to consider the problem, usually delivered over several sessions
- the group aims to arrive at an informed consensus, decision, or recommendation/s
- a neutral facilitator (not Council) to guide the session.

An example of a deliberative practice includes representative Community Panels.

Deliberative engagement has been identified for specific projects within the Act, however, it may also be used for other relevant projects requiring deep, considered informed responses to complex issues. At Yarra Ranges, deliberative engagement processes will be part of a broader community engagement plan to make sure the community also have an opportunity to contribute and learn about the process.

Participatory engagement

This approach invites the community to share their ideas, views or feedback for consideration by Council when making decisions. This may include asking the community for local knowledge or experiences when starting a project or providing opportunities to give feedback on already prepared draft plans, designs or documents.

The specific tools (e.g. surveys, polls, focus groups, workshops etc) will be determined depending on the context of each specific project.

Section 223 process

Section 223 of the Local Government Act 1989 legislates the right to make a submission to Council and outlines the steps of this form of engagement; this is often referred to as a 'Section 223 process'. The steps include but are not limited to; publishing a public notice, being open for exhibition for a minimum 28 days and establishing a special committee to hear formal submissions. With the introduction of the Act this prescriptive approach is no longer necessary for several Council matters. On matters previously governed by a Section 223 process, Council will develop an appropriate engagement approach based on legislative requirements and by applying the Policy.

Below is a list of council matters and the relevant engagement approach based on legislation. This list is by no means exhaustive, and all community engagement projects must be discussed with the Community Engagement team, as part of the planning phase to determine the most appropriate approach.

Policy, process or project
Deliberative engagement, determined in the Act
Asset Plan
Community Vision
Council Plan
Long Term Financial Plan
Participatory engagement, determined by the Act and other relevant legislation
Acquiring or selling land
Annual Budget
Changing Council's system of land valuations for Council rates
Declaring a special rate or special charge
Disability Action Plan
Domestic Animal Management Plan
Health and Wellbeing Plan
Lease agreements (Appendix 1)
Making and amending a local law (Appendix 1)
Naming or renaming a street/community facility
Policy development/review
Road Management Plans
This policy does not apply to the following:
Planning scheme amendments, public exhibition outlined in the Planning and Environment Act 1987
Statutory planning, including planning permit applications, as directed under the Planning and Environment Act 1987

Determining the tools for engagement

With a municipality as diverse as Yarra Ranges, there is no 'one size fits all' way of hearing from our community. All engagements will differ, because our communities, needs and concerns are all different.

Engagement tools can include, but are not limited to:

- creative activities e.g. art, writing or photography
- drop-in sessions to meet with technical experts
- focus groups
- interviews or vox-pops
- polls
- pop-ups
- facilitated public meetings and forums
- Shaping Yarra Ranges, Council's digital platform
- stakeholder meetings
- surveys

- workshops

Any combination of these tools may be applied in planning for meaningful, transparent and appropriate community engagement. In most cases, it is appropriate to use more than one type of tool to reach different stakeholders.

Determining the most appropriate tools involves considering the following:

- legislative requirements
- level of resourcing available
- outcomes of stakeholder mapping, including potential barriers for participants
- the ability of the community to influence the decision
- the complexity of the issue
- the potential impact on the community

What does consistency look like?

It is important to note that while the approaches and tools for each engagement project may look different, there will be consistency for community through the application of the principles and commitments outlined in the Policy, including:

- clear objectives and scope
- clear ways to ask questions about the project or process
- being clear about how much opportunity there is for the community to influence a decision
- communicating the stages in the process and how input will be used
- 'closing the loop' with the community on what was heard, in a timely manner

Informing the community of engagement outcomes

Council will inform participants of engagement processes and the broader community about updates and outcomes, through our online engagement platform 'Shaping Yarra Ranges.'

We will also inform participants who have asked to be kept informed and provide their contact details directly.

When the outcome requires a decision by Council, a community engagement summary will also be available with the relevant report, available on Council's website.

Evaluation and performance

Council is committed to measuring and evaluating the reach and effectiveness of our community engagement practices. We are also committed to ongoing continuous improvement and innovation in community engagement. An overview or highlights of these will be documented in the Council Annual Report.

Legislative context

Local Government Act 2020

The Act sets out the overarching governance principles, role, purpose, responsibilities and powers of local governments, including the provision of significant long-life infrastructure. The Act requires an integrated strategic reporting framework that includes:

- **Community Vision:** describes Council's aspirations for the future of the municipality.
- **Council Plan:** as Council's principal strategic document, which includes Council's long-term strategic objectives. The Council Plan is further supported by a long-term Financial Plan and Asset Plans to help guarantee sustainable service delivery.
- **Financial Plan:** the key financial planning document that is governed by a series of financial strategies and accompanying performance indicators that Council considers and adopts.
- **Asset Plan:** sets out how Council proposes to manage the assets it owns, to help achieve the objectives defined in the Community Vision and Council Plan.

The Act also outlines the legislative requirement for Council to develop and maintain a Community Engagement Policy.

Gender Equality Act 2020

Under the Gender Equality Act 2020, Council must consider the gender impact of its policies, programs and services. To do this, Council is required and committed to doing Gender Impact Assessments (GIA) on relevant projects. GIAs apply an **intersectional approach**, to consider how gender inequality can be compounded by other disadvantages or discrimination a person may experience, based on factors such as Aboriginality, sexuality, age, disability, ethnicity and socio-economic status. Community engagement

practices and principles outlined in this policy support this approach and the GIA processes complement the planning required for community engagement.

<https://www.genderequalitycommission.vic.gov.au/about-gender-equality-act-2020>

Charter of Human Rights

Council must act in a way that is compatible with the Charter of Human Rights and Responsibilities Act 2006. This policy has been assessed as being consistent with that Act and promotes the rights of the community to:

- not to have their privacy interfered with (section 13)
- have freedom of expression (section 15)
- take part in public life (section 18)

Other relevant legislation

Child Wellbeing and Safety Amendment Bill 2021

Disability Act 2006

Domestic Animals Act 1994

Equal Opportunity Act 2010

Privacy and Data Protection Act 2004

Planning and Environment Act 1987

Public Health and Wellbeing Act 2008

Road Management Act 2004

Relationship with Council Plan

Being aware of and informed by the current and emerging needs of our community is vital for Council to deliver on the Key Strategic Objectives as detailed in the Council Plan.

Community engagement is one fundamental way Council gains insight to support informed decision making.

Figure 1 - Council's key strategic objectives



Other relevant Council policies

Child Safety and Wellbeing Policy

Council acknowledges the importance of empowering children and young people to be active participants in their programs and services, through seeking and taking their voices seriously. Council also strives to hear children and young people's voices as active community members and service users, by involving them and their parents or carers and families when making complaints and decisions, especially about matters that affect them.

Council embraces our role in promoting children and young people's participation and in ensuring the community understands the importance of promoting safety and preventing abuse and harm.

Privacy and Health Information Policy

Council views the protection of an individual's privacy and the appropriate use of their personal and/or health information as a demonstration of its commitment toward openness, accountability, and integrity in all our activities and programs. We have adopted a Privacy and Health Information Policy which outlines how we will collect, use, disclose and store personal and health information and this will apply to all community engagement activities undertaken by Council.

Definitions

- **Community Engagement:** An intentional, planned process to provide opportunities for people to have a say on decisions by Council that will have an impact on them now or into the future.
- **Community:** A community can refer to a group of people living in the same place or having a particular characteristic, interest, affiliation or identity in common.
- **Community members:** when talking about community engagement, they are people who have opted to participate in the process. In other transactions or connections with Council, they may be referred to as clients or customers.
- **Council:** Yarra Ranges Council.
- **Deliberative engagement:** A principles-based approach to community engagement, involving a representative group with diverse views, deliberating on a complex issue or problem.
- **IAP2:** The International Association for Public Participation a member association that seeks to promote and improve the practice of public participation or community and stakeholder engagement. Yarra Ranges Council is a member of IAP2.

- **Intersectional approach:** the idea that different social identities, such as Aboriginality, age, disability, ethnicity, gender, race, religion, sexual orientation and other attributes, combine and overlap to create different types of oppression for individuals and groups.
- **Local Government Act 2020 (VIC):** referred to in this policy as the Act.
- **Representative engagement:** Actively seeking out and involving individuals or groups impacted by Council's activities, projects or decision-making to make sure a range of viewpoints and values are considered.
- **Stakeholder:** Individuals, groups of individuals, organisations or political entities who are interested in or impacted by a Council outcomes or decision.
- **Stakeholder mapping:** a process of identifying and listing all the stakeholders of a project and their respective levels of involvement, strategies for reaching and hearing from them as part of the community engagement.

DRAFT

Appendix 1:

Leasing land:

Details for community engagement on Lease of Land (the Act, Part 5, 115)

- (3) A Council must include any proposal to lease land in a financial year in the budget, where the lease is—
 - (a) for one year or more and—
 - (i) the rent for any period of the lease is \$100 000 or more a year; or
 - (ii) the current market rental value of the land is \$100 000 or more a year; or
 - (b) for 10 years or more.
- (4) If a Council proposes to lease land that is subject to subsection (3) and that was not included as a proposal in the budget, the Council must undertake a community engagement process in accordance with the Council's community engagement policy in respect of the proposal before entering into the lease.

Proposing a local law:

Details for community engagement on Proposing a local law (the Act, Part 3, 73)

- (1) Before a Council makes a local law it must comply with the following procedure.
- (2) The Council must make a local law in accordance with its community engagement policy.
- (3) The Council must publish a notice stating—
 - (a) the objectives of the proposed local law; and
 - (b) the intended effect of the proposed local law; and
 - (c) that a copy of the proposed local law is available for inspection—
 - (i) at the Council's office; and
 - (ii) on the Council's Internet site; and
 - (d) the community engagement process that applies in respect of the making of the local law.

For further details see the Act.

ⁱ Local Government Act (VIC) 2020, Part 2,. Division 1, 9/(b)

Yarra Ranges Council

Community Engagement Policy

Summary of changes

Minor wording changes to improve clarity have been made in the draft revised Policy. Additional changes, based on internal and community feedback include:

- Stronger connection to legislative requirements.
- Removal of unclear or ambiguous statements.
- Explanation of how community engagement contributes to decision-making.
- Reordering of content to better reflect the planning of formal community engagement.
- Formatted to be more concise.

Section	Existing content in the current Policy	Proposed change & pg. number in the Draft revised policy
Acknowledgement of Country	Acknowledgement of Country	Updated to approved Council version 2023, pg. 1
Revision history table	Not included	Included, pg. 1
Administrative changes clause	Not included	Included to allow for administrative changes without Council endorsement, pg. 1
Review date	No content – broadly referred to in Section 1	Specific date included pg. 1
Introduction	Combined introduction and purpose 'What is the purpose of this policy?'	Separate introduction and purpose, pg.3 and 4
		Inclusion of reference to the unique makeup of Yarra Ranges, pg. 3
Purpose		Clarification of the purpose, pg.4
		Inclusion of commitment to gender equity, diversity and inclusion pg.4
Scope	High level, broad scope. Addressed changes to the Local Government Act 2020 (the Act).	Inclusion of 'Levels of responsibility' table, highlighting specific roles from Contractors to Councillors, pg. 5
		Inclusion of reference to the policy as only one of many resources and support available to officers, pg. 5
What is community engagement?	No specific definition	Inclusion of a clear definition specific use of 'Community Engagement' at Yarra Ranges, pg.. # aligned with the definition on pg. 5
	Levels of engagement (IAP2 spectrum) with examples of engagement tools.	Moved to the 'How we engage' section, pg. 12
	Reference to Section 223 of the Local Government Act 1989	Moved to the 'How we engage' section, pg. 12
		Included other ways the community can have a say on Council matters and get involved.

Section	Existing content in the current Policy	Proposed change & pg. number in the Draft revised policy
How does community engagement contribute to Council decision-making?	Not included	Inclusion of clarification of the factors considered when making decisions, including community engagement.
Community engagement principles and commitments	The commitments are grouped under themes. The diagram includes additional themes, not reflected in the principles or commitments.	Removed the diagram. Broke the commitments into dot points for clarity, pg.8-9
		Incorporated feedback and lessons learnt into the commitments.
Why we engage?	Description of benefits of community engagement for Council and the community.	Content from this section is covered in other sections. 'Why we engage' removed.
Who we engage?	Includes a list of community groups and stakeholders that may be engaged with.	Renamed 'Who Council will engage', pg.11 The list of suggested groups has been removed.
		Highlighted additional barriers for consideration by officers, pg.11
		Additional information related to the Gender Equity Act 2020 and Gender Impact Assessments as they relate to community engagement, pg. 11
When we engage?	Three lists of when we will, may and will not engage.	Renamed. The lists have been consolidated into two lists of will and will not engage.
		Any broad or unclear statements have been removed e.g. we will engage when 'changing something'
		Inclusion of an overarching statement of 'In situations when a project or issue meets criteria in both sections, the determining factor will be if there is/ is not a genuine opportunity for input to inform, change or influence a decision.
How we engage?	Outlined specific steps in community engagement planning. Based on industry standards they are widely available from other sources.	Renamed 'How Council will engage' Removed the specific steps for planning engagement. These are captured in internal resources available for officers.
Subsection: Deciding the level of engagement		Removed the example initiatives in the 'Levels of engagement' and updated the tools to be more reflective of current practice. Under the subtitle 'Deciding the level of engagement'.
Subsection: Deciding the engagement approach	Not included	New subsection. Replaced the operational steps with the following information previously in the 'What is engagement' section: <ul style="list-style-type: none"> - descriptions of deliberative and participatory engagement

Section	Existing content in the current Policy	Proposed change & pg. number in the Draft revised policy
		<ul style="list-style-type: none"> - determining the level of engagement - reference to Section 223 process
		Inclusion of a list of policies, processes or projects with requirements for legislated engagement and the type where relevant, pg.14
Subsection: Deciding on the tools for engagement subsection.	Content within the 'Design and Plan' specific steps	New subsection. Expanding on the considerations for selecting engagement methods. Pg.14
Subsection: What does consistency look like?	No content	New subsection. Reinforcing that while each engagement is unique, there are minimum requirements for officers to consider, to provide a consistent experience for the community. Pg.15
Other Statutory consultation	Generic information.	Removed. Content updated and incorporated into the list under subsection 'Selecting the engagement approach', pg.13
Charter of Human Rights	Reference to this legislation	Moved to new section, 'Legislative context', pg 16
Protection of privacy	Reference to Council's Privacy and Health Information Policy	Moved to new section 'Other relevant Council policies', pg. 13
Informing the community of engagement outcomes	Content within the 'Review and Respond' specific steps	New section, for clarity, pg. 16
Evaluation and performance	Content within the 'Review and Respond	New section. A clear statement on commitment to continuous improvement in community engagement, pg.16
Legislative context	No content	New section. Inclusion of more detail on the requirements for key strategic documents under the Act.pg. 16
		Inclusion of the Gender Equality Act 2020
		Inclusion of the Charter of Human Rights, previously a stand-alone section
Other relevant legislation	No content	New section, including a list of other relevant legislation, pg. 17
Relationship with Council Plan	No content	Inclusion of the connection between Council's key strategic document, the Council Plan and community engagement.pg. 17
Other relevant Council policies	No content	Inclusion of Child Safety and Wellbeing Policy and Privacy and Health Information Policy, under this heading pg.18
Definitions		Removed definitions for words not in the Policy. Updated to reflect concepts in the Policy, pg.18
Appendix 1	No content.	Details for community engagement on Proposing a local law and Leases as per the Act, pg. 20

11. COUNCILLOR MOTIONS

In accordance with Chapter 3 Division 4 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

There were no Councillor motions received prior to the Agenda being printed.

12. ITEMS THROUGH THE CHAIR

13. REPORTS FROM DELEGATES

14. DOCUMENTS FOR SIGNING AND SEALING

Report Author: Governance Officer
 Responsible Officer: Director Corporate Services
 Ward(s) affected: Billanook;

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020 and in accordance with Clause 87 of the Meeting Procedures and Use of Common Seal Local Law 2015, as prescribed by Section 14(2)(c) of the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

It is requested that the following document be signed and sealed:

Creation of Easement – Deed of Release - Yarra Ranges Shire Council and Sacha Auden and Natalie Auden.

Creation of Easement (E1) for drainage purposes in favour of Yarra Ranges Shire Council, being part of land contained in Certificate of Title Volume 5370 Folio 866 and known as 27-29 Fernhill Road, Mount Evelyn 3796.

RECOMMENDATION

That the following listed document be signed and sealed:

Creation of Easement – Deed of Release - Yarra Ranges Shire Council and Sacha Auden and Natalie Auden.

15. INFORMAL MEETINGS OF COUNCILLORS

Report Author: Governance Officer
 Responsible Officer: Director Corporate Services
 Ward(s) affected: All Wards

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public

SUMMARY

Chapter 8, Rule 1, of the Governance Rules requires that records of informal meetings of Councillors must be kept and that the Chief Executive Officer must ensure that a summary of the matters discussed at the meeting tabled at the next convenient Council meeting and recorded in the Minutes of that Council meeting.

An 'informal meeting of Councillors' is defined in the Governance Rules as a meeting of Councillors that:

- is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;
- is attended by at least one member of Council staff; and
- is not a Council meeting, Delegated Committee meeting or Community Asset Committee meeting.

The records for informal meetings of Councillors are attached to the report.

RECOMMENDATION

That the records of the Informal Meetings of Councillors, copies of which are attached to the report, be received and noted.

ATTACHMENTS TO THE REPORT

1. 5 March 2024 - Council Review of Complex Planning Matters
2. 5 March 2024 - Council Briefing
3. 5 March 2024 - Council Forum
4. 7 March 2024 - Disability Advisory Committee

Informal Meeting of Councillors

Public Record



Meeting Name:	Review of Complex Planning Matters	
Date:	5 March 2024	Start Time: 5.33pm Finish Time: 6.04pm
Venue:	Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference	
Attendees:	<p>Councillors: Sophie Todorov(Chair), Jim Child, Len Cox, Andrew Fullagar, Richard Higgins and Johanna Skelton</p> <p>CEO/Directors: Tammi Rose, Andrew Hilson and Hjalmar Philipp</p> <p>Officers: Sarah Candeland, Gina Walter, Ben Waterhouse, Amanda Kern and Gavin Crawford</p> <p>Externals: Nil</p>	
Apologies	David Eastham (Deputy Chair), Fiona McCallister and Tim Heenan	
Disclosure of Conflicts of Interest:	Nil	
Matter/s Discussed:	1.2	Review of Planning Applications
	•	YR-2023/303 at 68 Kingswood Drive, Chirnside Park – Planning Report
Completed By:	Gina Walter	

Informal Meeting of Councillors

Public Record



Meeting Name:	Council Briefing			
Date: Venue: Attendees: Apologies: Disclosure of Conflicts of Interest: Matter/s Discussed: Completed By:	5 March 2024		Start Time: 6.18pm	Finish Time:6.28pm
	Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference			
	Councillors: Sophie Todorov(Chair), Jim Child, Len Cox, Andrew Fullagar, Richard Higgins, Johanna Skelton and Tim Heenan(From 6.20pm)			
	CEO/Directors: Tammi Rose, Andrew Hilson, Leanne Hurst and Hjalmar Philipp			
	Officers: Sarah Candeland, Gina Walter and Ben Waterhouse			
	Externals: Nil			
	David Eastham (Deputy Chair) and Fiona McCallister			
	<ul style="list-style-type: none">Nil			
	This briefing covered the following items of business to be considered at the 12 March 2024 Council Meeting.			
	10.1	Municipal Association of Victoria State Council - Endorsement of Motions		
	10.2	YR-2023/303 - 68 Kingswood Drive, Chirnside Park - Planning Report		
	10.3	Audit and Risk Management Committee Biannual Report		
	10.4	EOI7330 7401 Morrisons Reserve Playspace Renewal		
Completed By:		Gina Walter		

Informal Meeting of Councillors

Public Record



Meeting Name:	Council Forum	
Date:	5 March 2024	Start Time:7.03pm Finish Time: 10.30pm
Venue:	Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference	
Attendees:	<p>Councillors: Sophie Todorov(Chair), Jim Child, Len Cox, Andrew Fullagar, Richard Higgins, Tim Heenan (Exited at 10:07pm), Johanna Skelton and Fiona McCallister (From 8.59pm)</p> <p>CEO/Directors: Tammi Rose, Andrew Hilson, Leanne Hurst and Hjalmar Philipp</p> <p>Officers: Sarah Candeland, Gina Walter, Ben Waterhouse, Joanne Hammond, Nathan Islip, Adam Berkely, Liam Routledge, Kristy Aberline and Alanna Ford</p> <p>Via Zoom: Pip Smith and Amee Cooper (From 8.32pm)</p> <p>Externals: Nil</p>	
Apologies	David Eastham (Deputy Chair)	
Disclosure of Conflicts of Interest:	<ul style="list-style-type: none"> Nil 	
Matter/s Discussed:	2.1	Action and Agreement Record – Financial Year 2024-2025 Budget Workshop 3 - 10 February 2024
	2.2	Action and Agreement Record - 20 February 2024
	2.3	Councillor Discussion Time
	2.4	Warburton Urban Design Framework – Post-Consultation and Consideration for Adoption
	2.5	Draft Revised Community Engagement Policy for Consultation
	2.6	Councillor Budget Workshop 4
	3.0	For Noting
	3.1	Capital Works Monthly report (end of January)
	3.2	Review Belgravia Final Contract Extension
	3.3	Indicative Forum & Council Meeting Schedule

Assembly of Councillors

Public Record



	4	Mayor & CEO Update
	5	General Business
	6	Late Items and Urgent Business
Completed By:	Gina Walter	

Informal meeting of Councillors

Public Record



Meeting Name:	Yarra Ranges Council Disability Advisory Committee	
Date:	7 February 2024	Start Time: 1.00pm Finish Time: 3.00pm
Venue:	Conference Room A	
Attendees:	<p>Councillors: Cr Len Cox</p> <p>Other attendees: Marie Pleuger, Tracey Wannet, Lisa McIlpatrick, Michelle McDonald, Isabella O'Hare, Jackson Ellis, Shek Kho, Lesley Grimes, Paul Stoney</p> <p>CEO/Directors:</p> <p>Officers: Rachael Giddens, Amanda May, Anna O'Brien, Amanda Wilson, Elizabeth Newton, Carolyn Haack, Scott Spargo, Pip Smith, Jenna Hepburn, Hiroshi Uchida, Tanya Ryder, Ginger van Handley</p>	
Apologies	Cr Richard Higgins, Corinne Bowen, James Wood, Julie McDonald, Renae Purcell	
Disclosure of Conflicts of Interest:	None	
Matter/s Discussed:	1.1	NDIS updates
	1.2	Update on Lions Park upgrades
	1.3	Access and Equity Strategy summary and community engagement
	1.4	Disability Advisory Committee Annual Report 2023
	1.4	Community Engagement Policy review
	1.5	Streets and Roadside Trading Policy review
	1.6	Healesville Urban Design Framework overview and community engagement
	1.7	Disability Inclusion Officer update
	1.8	Member updates
	1.9	Creative Communities inclusive programming
Completed By:	Amanda May	

16. URGENT BUSINESS

In accordance with Chapter 3 Rule 24 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

17. CONFIDENTIAL ITEMS

In accordance with Chapter 3 Rule 24 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

There were no Confidential Items listed for this meeting.

18. DATE OF NEXT MEETING

The next meeting of Council is scheduled to be held on Tuesday 9 April 2024 commencing at 7.00pm, at Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference.



In providing for the good governance of its community, Councillors are reminded of their obligation to abide by the provisions as set within the Local Government Act 2020 and the Code of Conduct for Councillors.

When attending a Council Meeting, Councillors should adhere to the procedures set out in the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

The following is a guide for all Councillors to ensure they act honestly, in good faith and in the best interests of Yarra Ranges as a whole.

1. Councillors will respect the personal views of other Councillors and the decisions of Council.
2. Councillors may publicly express their own opinions on Council matters but not so as to undermine the standing of Council in the community.
3. The Mayor is the official spokesperson for Council.
4. Councillors will incur expenditure in a responsible manner and in accordance with the Councillor Expenditure and Policy.
5. Councillors will avoid conflicts of interest and will always openly disclose any direct and indirect interests where they exist.
6. Councillors will act with integrity and respect when interacting with Council staff and members of the public.
7. Councillors will demonstrate fairness in all dealings and conduct and be open with and accountable to the community at all times.
8. Councillors will conduct themselves in a manner that does not cause detriment to Council or the Yarra Ranges community.