

The background image is a sepia-toned photograph of a wooden bridge spanning a river. The bridge has a truss-like structure and is surrounded by dense trees and foliage. A few people are visible walking on the bridge. The overall tone is historical and scenic.

WARBURTON TOWNSHIP

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

URBAN DESIGN FRAMEWORK //
SEPTEMBER 2023

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.

Published by Yarra Ranges Council.



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1.0 INTRODUCTION

- 1.1 Overview
- 1.2 Vision
- 1.3 Background

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

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.





MAYERS
BRIDGE

WARBURTON
GOLF CLUB

WARBURTON
SWING BRIDGE

BRISBANE
BRIDGE

WARBURTON
RECREATION
RESERVE

BRAMICH
BRIDGE

REDWOOD
BRIDGE

SIGNS
BRIDGE

WARBURTON
WATER
WORLD

WARBURTON
HOLIDAY
PARK

WARBURTON
PRIMARY
SCHOOL

1.3 Background

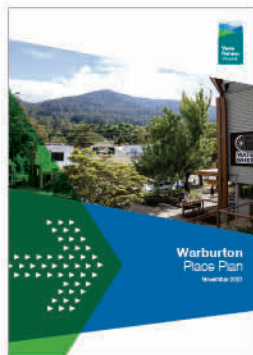
The Warburton Urban Design Framework has been developed to translate the principles of the Warburton Place Plan into actual designs and projects prepared for delivery. The below summarises the relationship of the Warburton Place Plan, and the Warburton Urban Design Framework.

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.

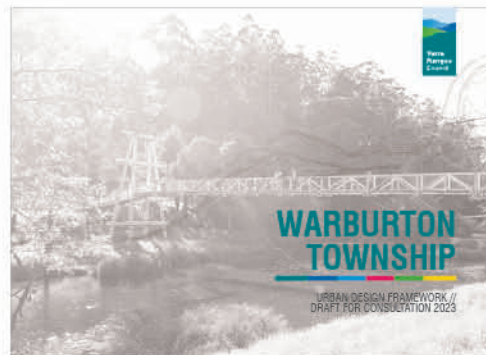
The Place Plan articulates clearly the unique character and attributes of the centre that must be at the heart of all projects. It lays out a coordinated approach across different programs of work, and forms the foundation for substantial design through a subsequent Urban Design Framework, focused Master 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.

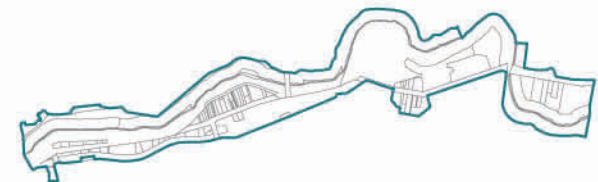


Study Area

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

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



WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

Warburton

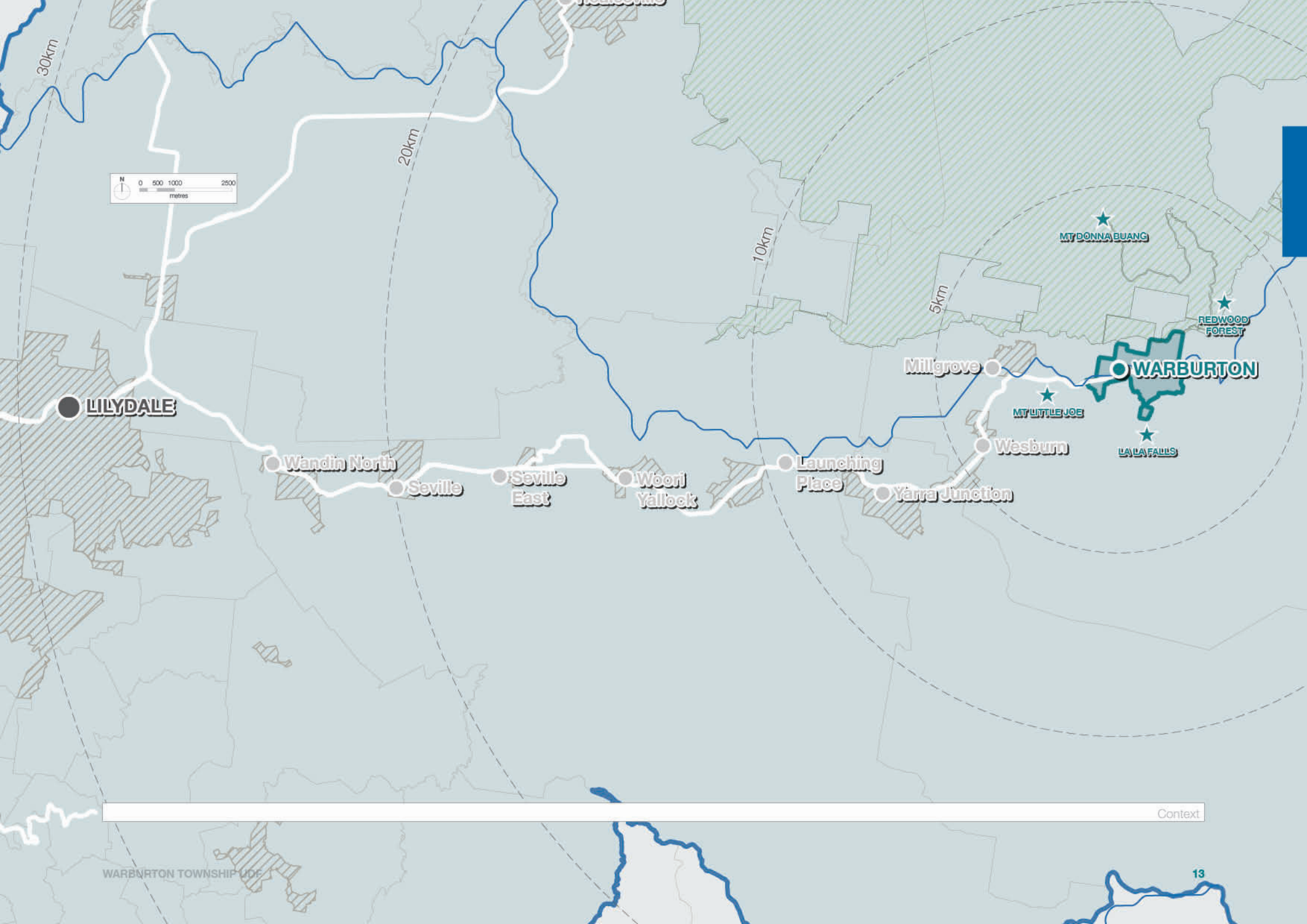
Mount Donna Buang, and Mount Victoria soar over the township to the north and Mount Little Joe rises up to the south.

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

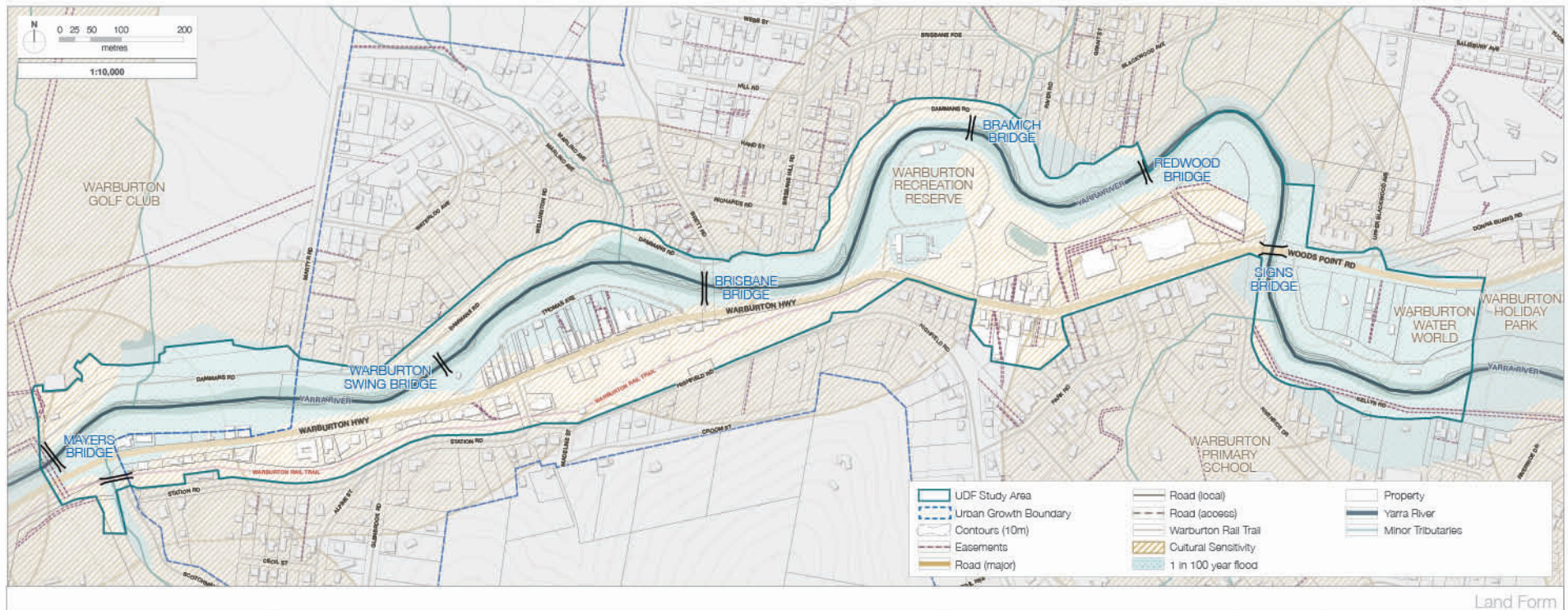
Structured as two discrete centres that are 300m apart, Warburton is connected by the Yarra River, with Dammans Road winding along on the north bank and the Warburton Highway along the south.

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





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.



WARBURTON GOLF CLUB

WARBURTON SWING BRIDGE

WARBURTON RECREATION RESERVE

BRAMICH BRIDGE

BRISBANE BRIDGE

REDWOOD BRIDGE

REDWOOD COMMUNITY CENTRE

WARBURTON RAIL TRAIL

YARRA TOWN CENTRE

LA LA TOWN CENTRE

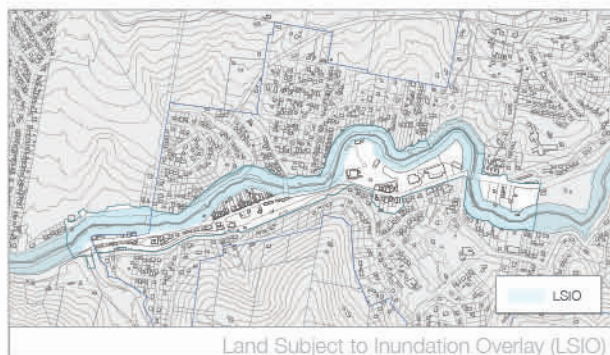
WARBURTON PRIMARY SCHOOL

SIGNS BRIDGE

WARBURTON WATER WORLD

WARBURTON HOLIDAY PARK

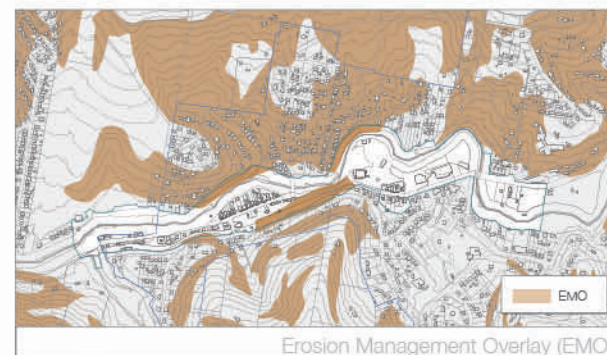
2.3 Environment



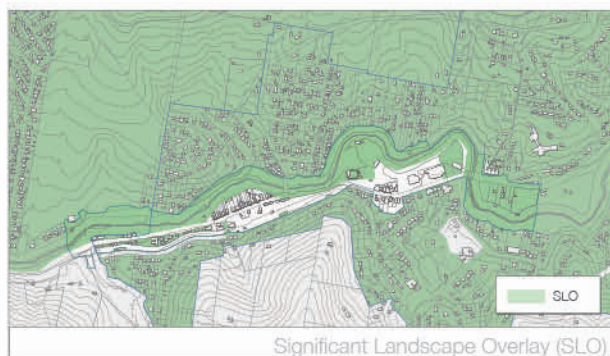
Land Subject to Inundation Overlay (LSIO)



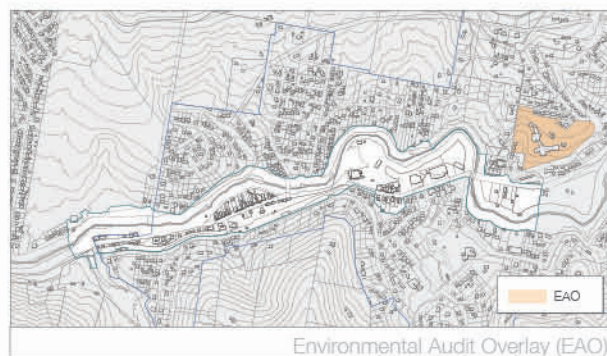
Environmental Significance Overlay (ESO)



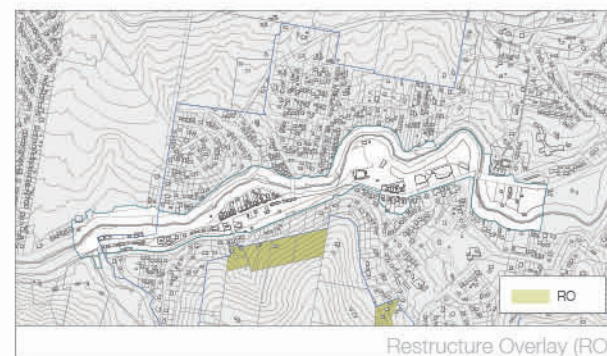
Erosion Management Overlay (EMO)



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.

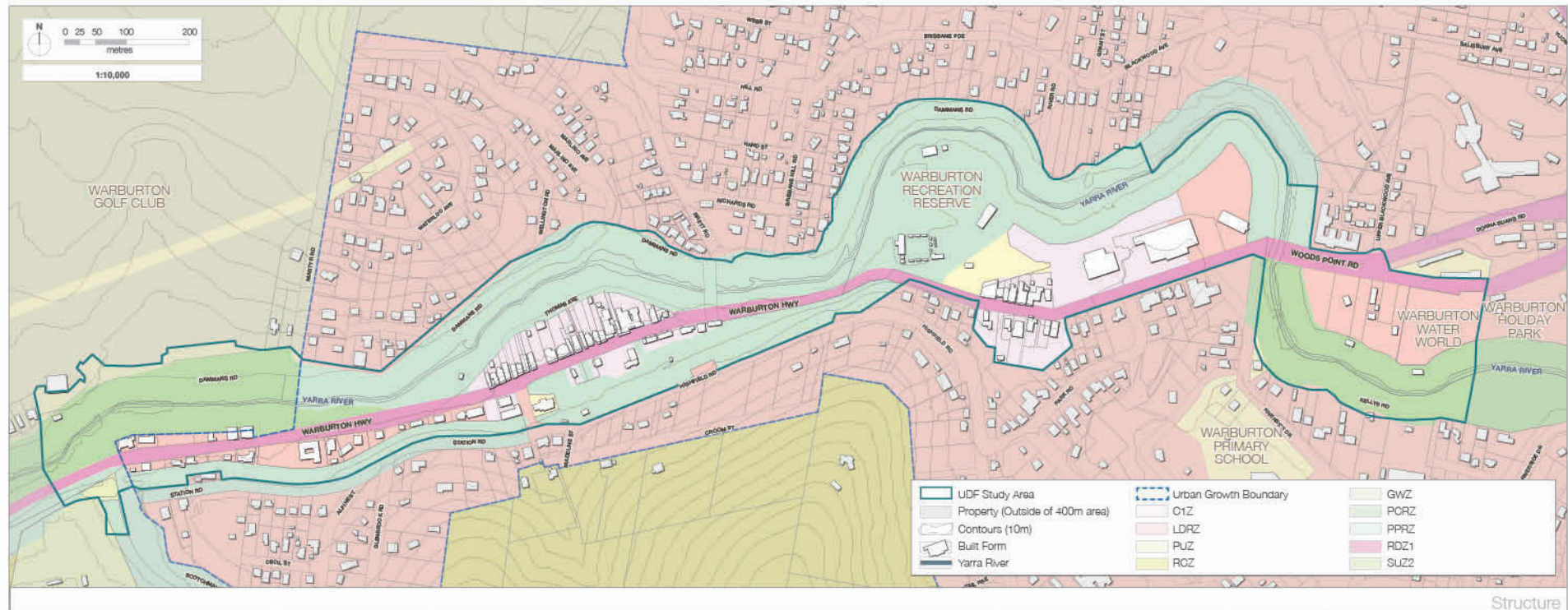
Environmental Audit Overlay (EAO)

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.

2.5 Open Space



The public realm within Warburton is made up of recreation areas, sporting facilities, parks, reserves, waterway corridors, streets, and trails. This includes:

Active Open Space/Recreation

Warburton Recreation Reserve sits adjacent to the Yarra River and is the largest unencumbered open space area within Warburton. It is home to football, netball, and bowls clubs, as well as a playground. Other public realm spaces are spread throughout the township with the Warburton Tennis Club, and a Community Skate Park for local residents located to the western edge of the township, and Warburton

Water World, a major tourist attraction, located to the east next to the Warburton Holiday Park.

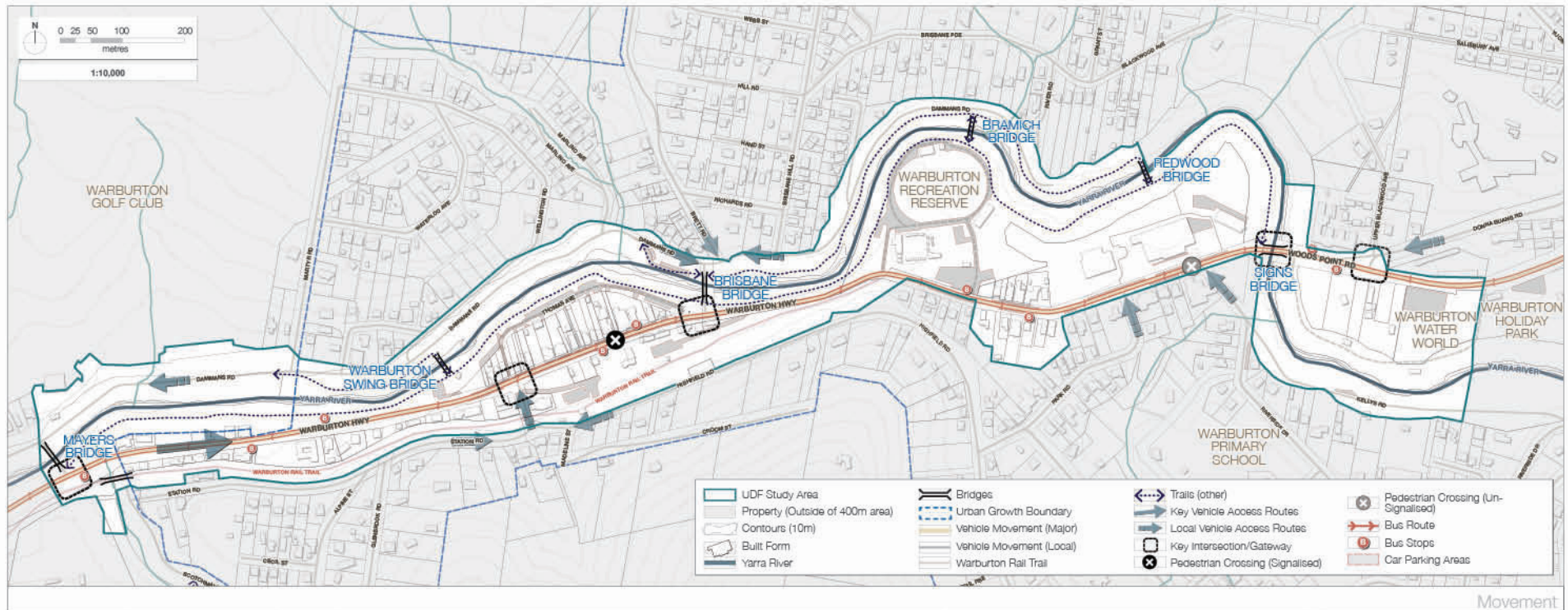
Passive Open Space

There are a number of passive parks distributed throughout Warburton with Chisholm Park, and Story Reserve located along the Yarra River. Within the main township Yarra Square provides a direct link between the Warburton Highway and the Yarra River through the retail precinct with Memorial Park to the south of the highway including the Warburton War Memorial.

Yarra River

The Yarra River provides a significant linear open space corridor catering for water based recreation and walking/cycling trails. A number of bridges link to, and across, the river with the largest activity node located at Thomas Avenue. This key location provides a distinct public realm edge to the town centre and offers opportunities for activation in the future.

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

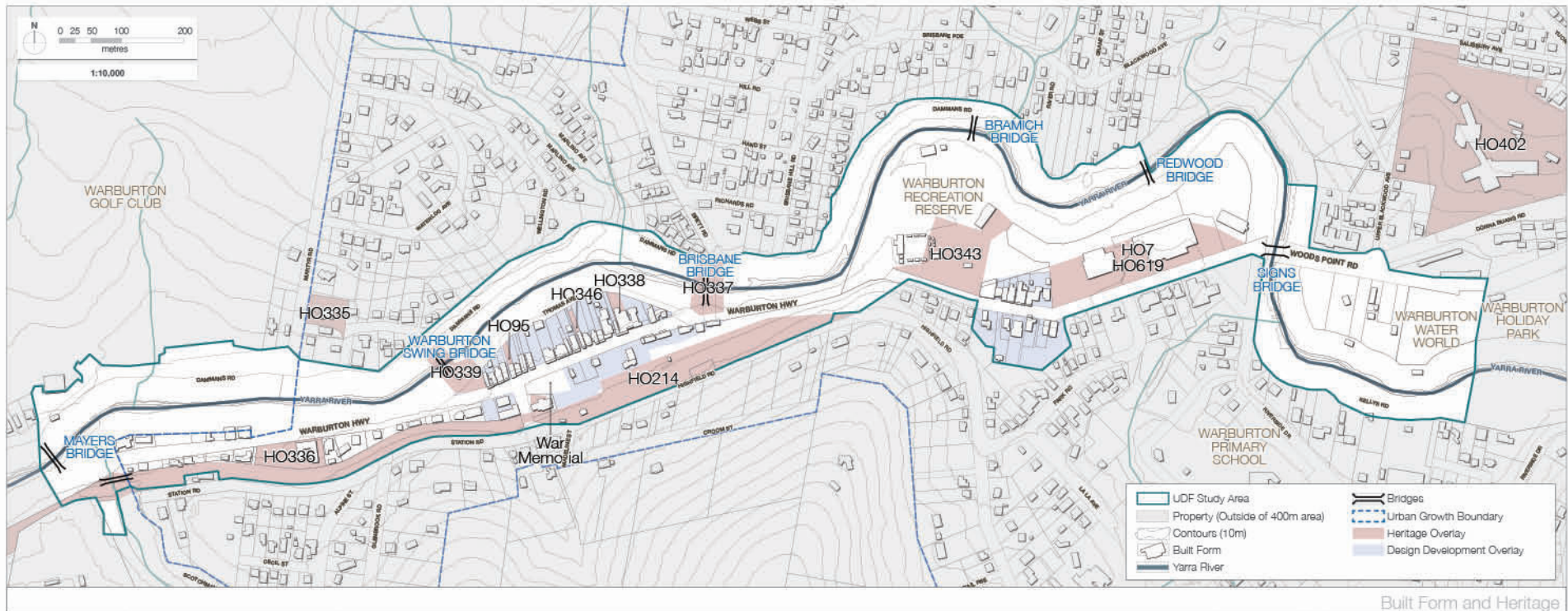
In addition to the Warburton Highway, Donna Buang Road is the only other TRZ1. Dammans Road runs parallel to the Yarra River catering to local vehicle movements to the surrounding northern residential catchment. Pedestrian movement routes along the Yarra River Trail, and the Warburton Rail Trail provide

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)



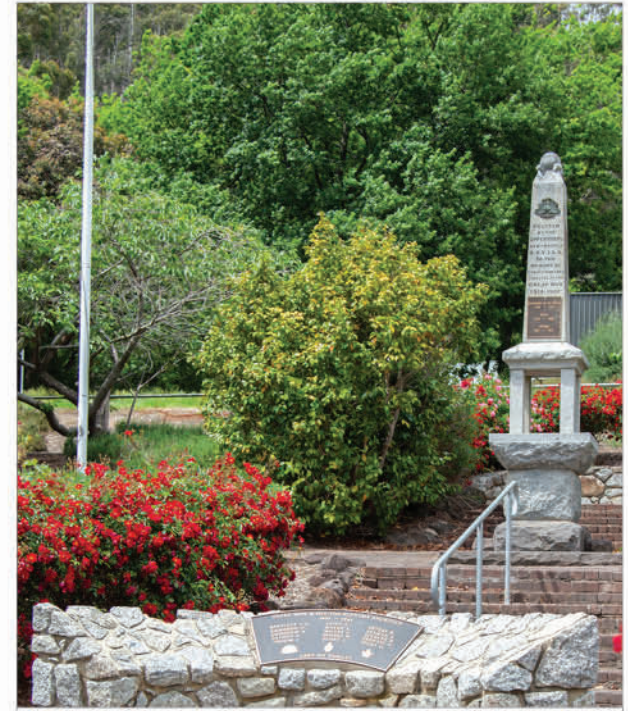
La La siding, Turntable and Crane (HO343)



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

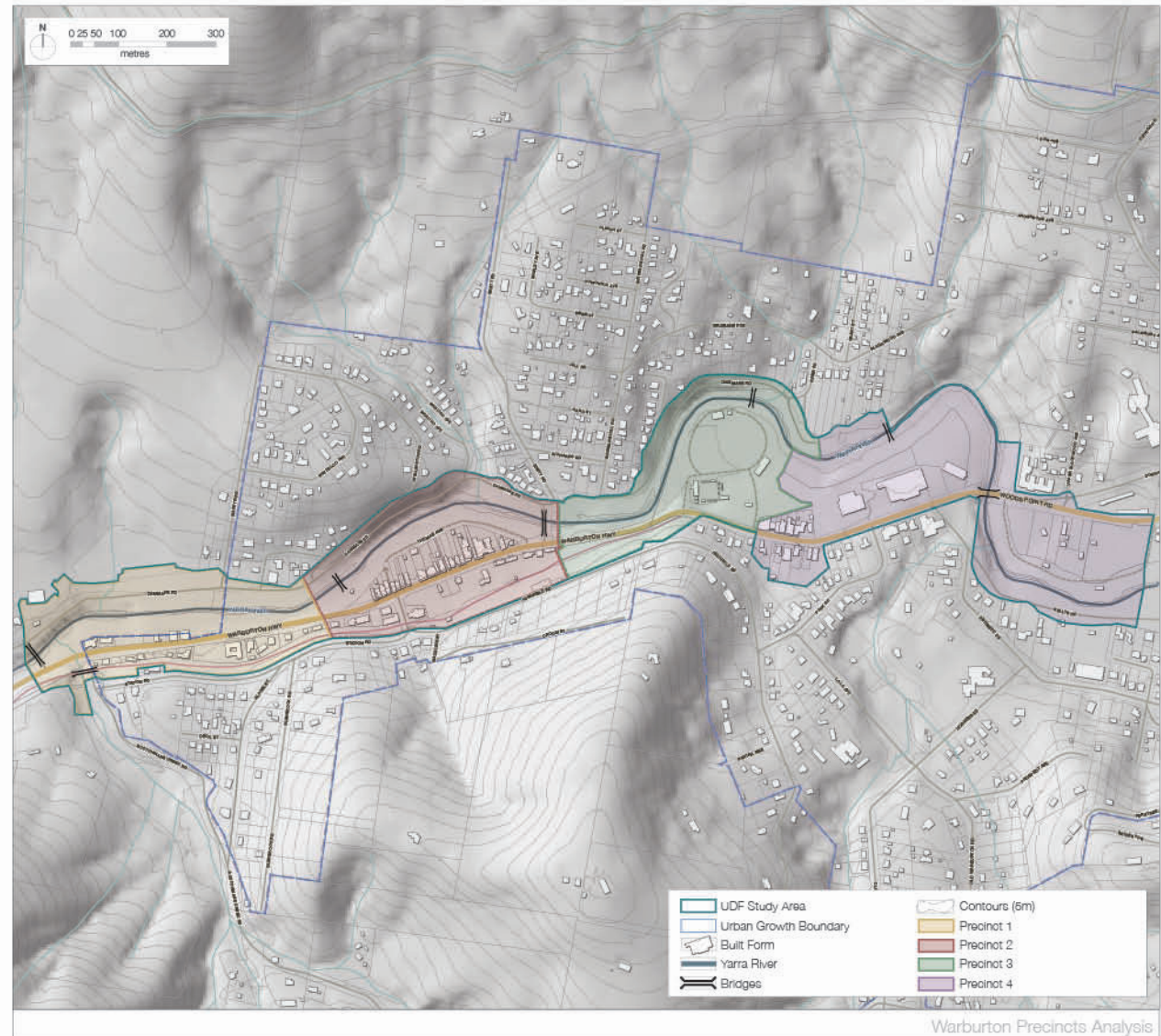
- 3.1 Precincts Analysis Overview
- 3.2 Warburton Gateway
- 3.3 Yarra Town Centre
- 3.4 Recreation
- 3.5 La La Town Centre

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

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.



Warburton Precincts Analysis

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

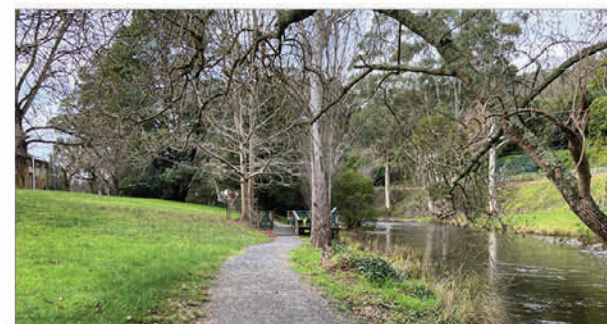
The precinct is made up of one and two storey built form, with the heritage listed Alpine Retreat Hotel the most notable building. The primary interface for built form is the Warburton Highway, with secondary interfaces forming through the Yarra River. Built form fronting the southern edge of the Warburton 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

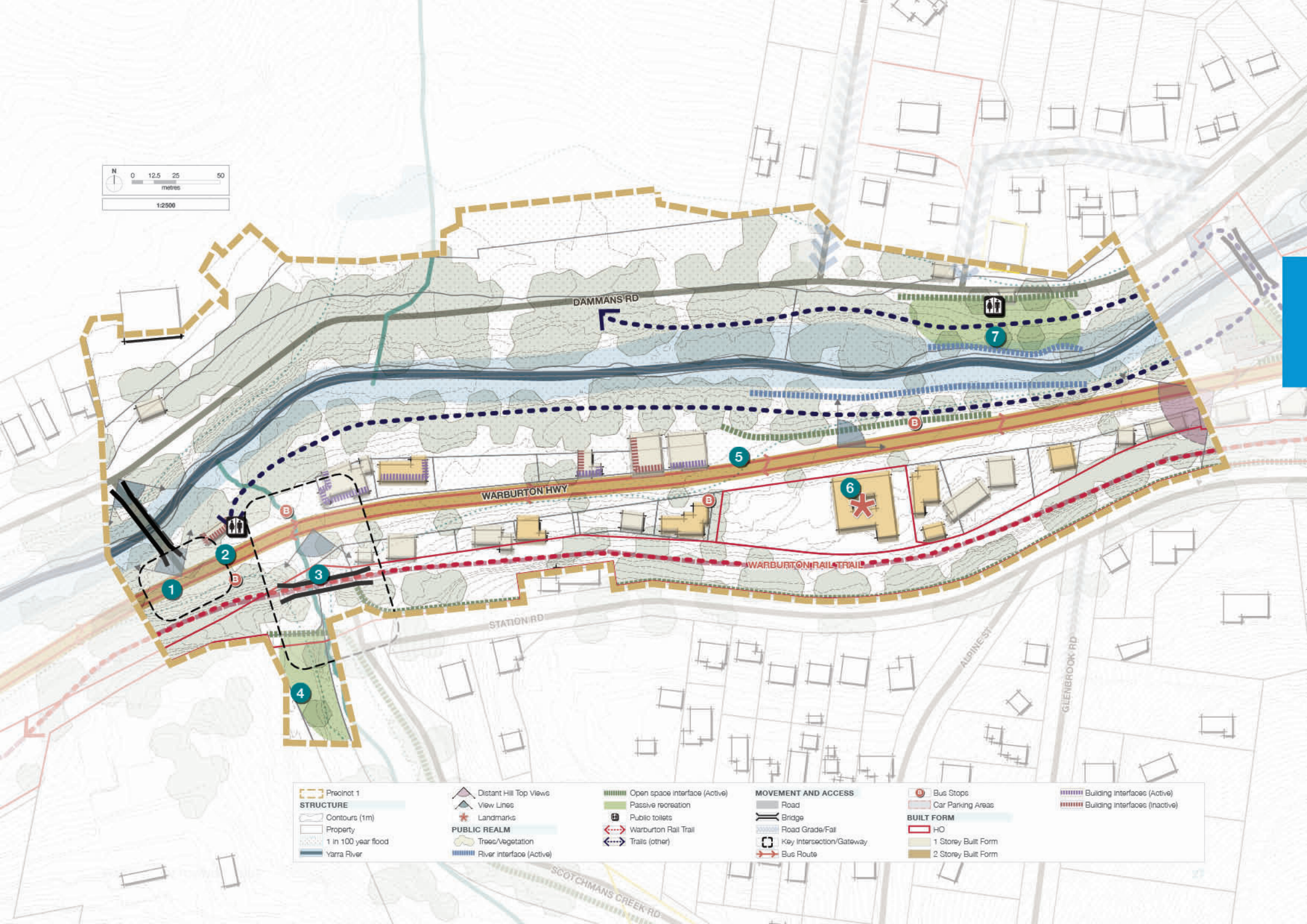
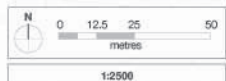
- 1 Mayers Bridge
- 2 Public Toilets
- 3 Scotchmans Creek Road
- 4 Dolly Grey Reserve
- 5 Warburton Highway Road Reserve (north)
- 6 The Alpine Retreat Hotel
- 7 Upper Yarra River Reserve (west)



4 Dolly Grey Reserve



7 Upper Yarra River Reserve (west)



STRUCTURE <ul style="list-style-type: none">Preinct 1Contours (1m)Property1 in 100 year floodYarra River	PUBLIC REALM <ul style="list-style-type: none">Distant Hill Top ViewsView LinesLandmarksTrees/VegetationRiver interface (Active)	<ul style="list-style-type: none">Open space interface (Active)Passive recreationPublic toiletsWarburton Rail TrailTrails (other)	MOVEMENT AND ACCESS <ul style="list-style-type: none">RoadBridgeRoad Grade/FallKey Intersection/GatewayBus Route	<ul style="list-style-type: none">Bus StopsCar Parking Areas BUILT FORM <ul style="list-style-type: none">HO1 Storey Built Form2 Storey Built Form	<ul style="list-style-type: none">Building Interfaces (Active)Building Interfaces (Inactive)
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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 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.

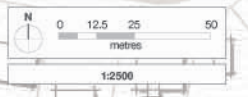
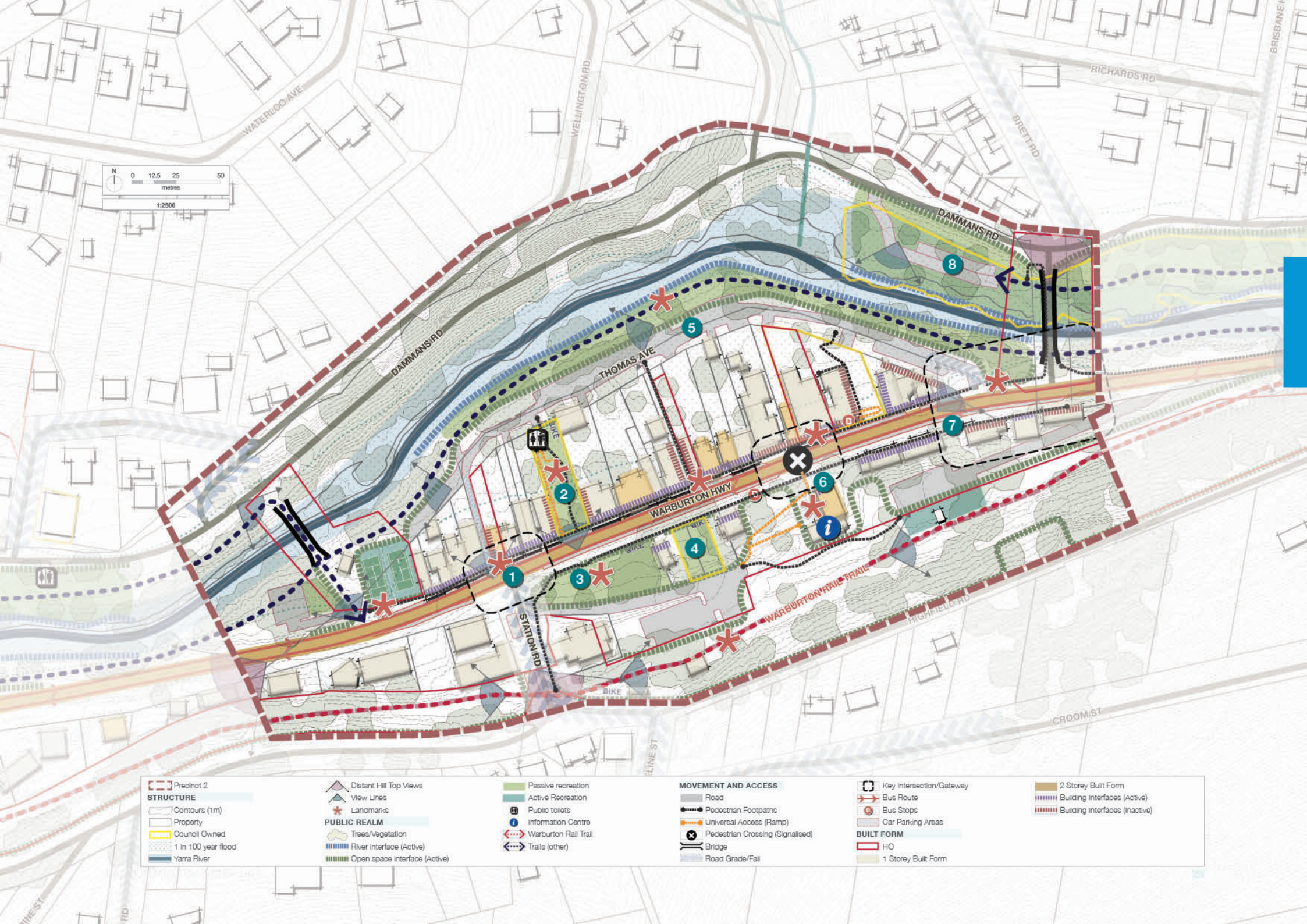
The narrow width of the footpath, on both sides of the Warburton Highway, compromises opportunities for outdoor dining and pedestrian movement along the 'main street' through the town centre.

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



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

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

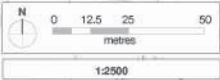
- 1 Chisholm Park (east)
- 2 Warburton Recreation Reserve Playground
- 3 Warburton Recreation Reserve
- 4 Ottrey's Car Park
- 5 La La siding, Turntable and Crane



3 Warburton Recreation Reserve



4 Ottrey's Car Park



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

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

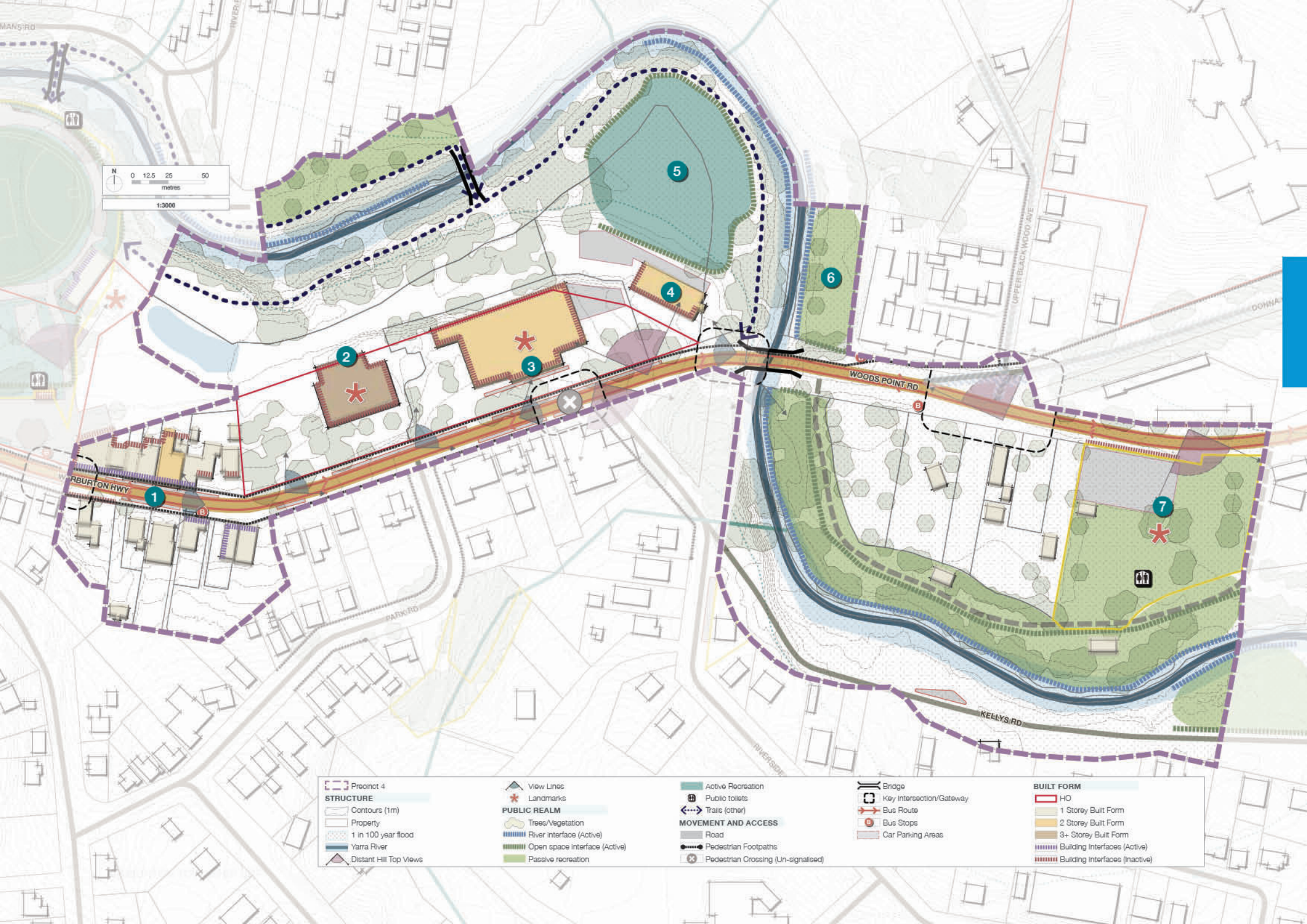
- 1 Warburton Highway
- 2 Sanitarium Health Food Company
- 3 Signs Publishing Company
- 4 Redwood Community Centre
- 5 Redwood Oval
- 6 Upper Yarra River Reserve (east)
- 7 Warburton Water World



2 Sanitarium Health Food Company



6 Upper Yarra River Reserve (east)



4.0 FRAMEWORK

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

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

4.1 Framework Design Principles

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

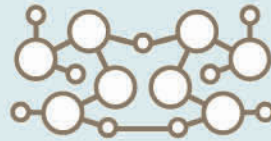
The *Urban Design Charter for Victoria* is the Victorian Government's commitment to making cities and towns in Victoria more liveable through good urban design. The Charter identifies 12 principles as essential qualities for the functioning of good public environments that are valued and significant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

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

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

4.1.1. Structure & Connections

Organise places so their parts relate well to each other



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

4.1.2. Accessibility

Provide ease, safety and choice of access for all people



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

4.1.3. Legibility

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



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

4.1.4. Animation

Stimulate activity and a sense of vitality in public places



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

4.1.5. Fit & Function

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



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

4.1.6. Complementary mixed uses

Integrate complementary activities to promote synergies between them



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

4.1.7. Sense of Place

Recognise and enhance the qualities that give places a valued identity



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

4.1.8. Consistency & variety

Balance order and diversity in the interests of appreciating both



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

4.1.9. Continuity & change

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



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

4.1.10. Safety

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



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

4.1.11. Inclusiveness & Interaction

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



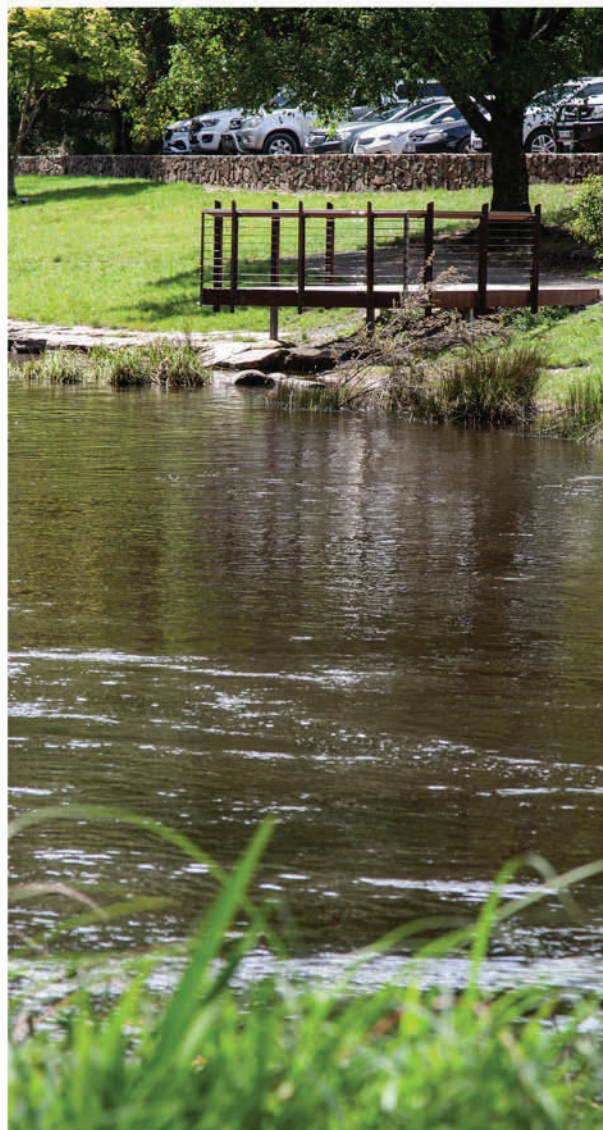
Interaction, even among strangers, exposes people to cultural diversity. Good urban design supports civic interaction. It ensures equity of access throughout the public environment for all people. It encourages the orientation of activities towards the public realm. It treats citizens as the collective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

4.1.12. Sensory Pleasure

Create spaces that engage the senses and delight the mind



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



4.1.13. Indigenous Design

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



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

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

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

4.2 Warburton Framework Plan

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

Key Development Opportunities

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

Key Movement Routes and Access

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

Key Places

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

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

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** 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

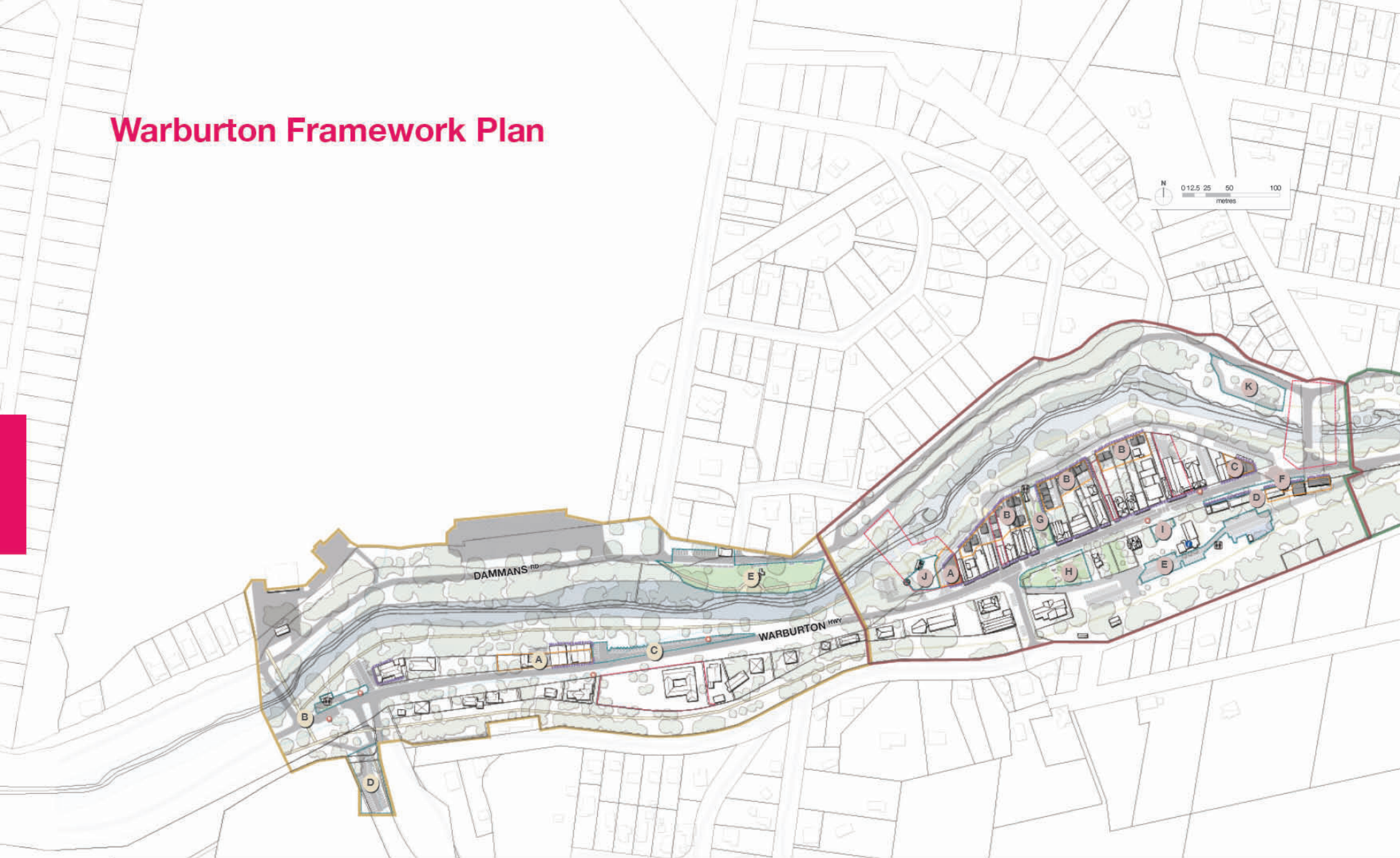
Key Movement Routes and Access

- C** Warburton Water World links

Key Places

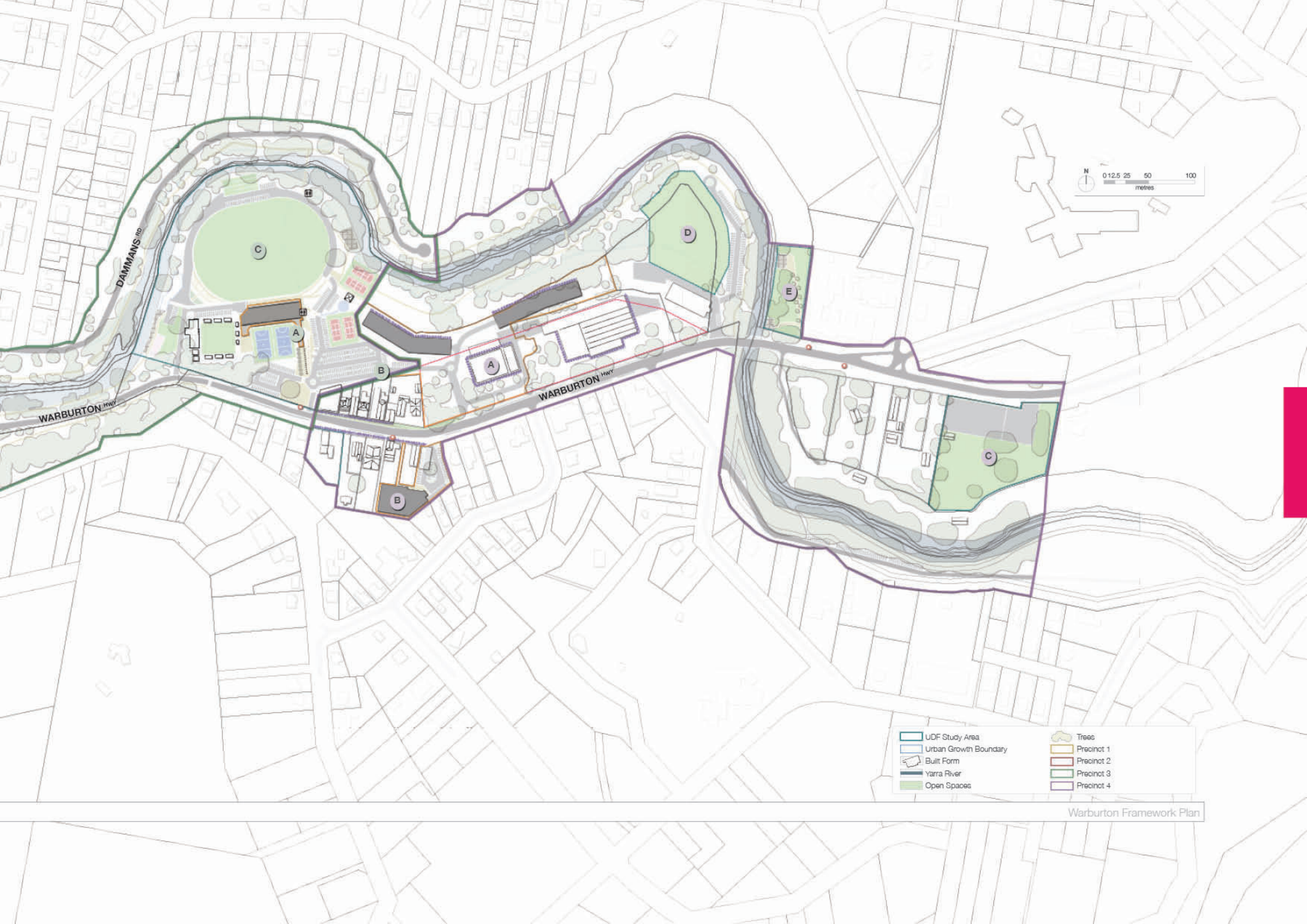
- D** Redwood Community Centre Access
- E** Upper Yarra River Reserve (east) Activation

Warburton Framework Plan



N
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metres

Please note that this drawing represents design intent, and is conceptual only, and may inform 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.
- 10 Improves the built form interface with the Warburton Highway, enclosing the Highway with active built form on the northern interface.

Key Development Opportunities

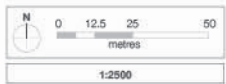
- A Warburton Highway Riverfront

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.

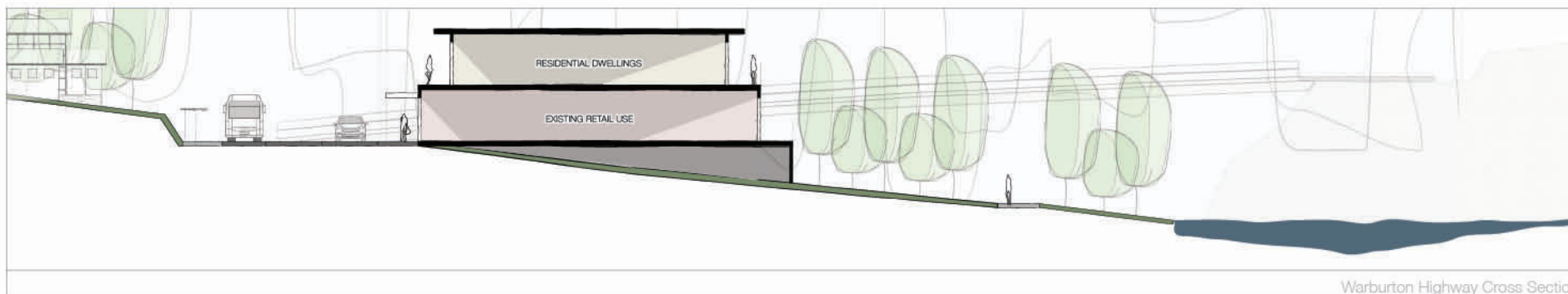
4.3.3.d Designing buildings for the long term by minimising energy use and water consumption, and using materials with the least impact on the environment.

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.



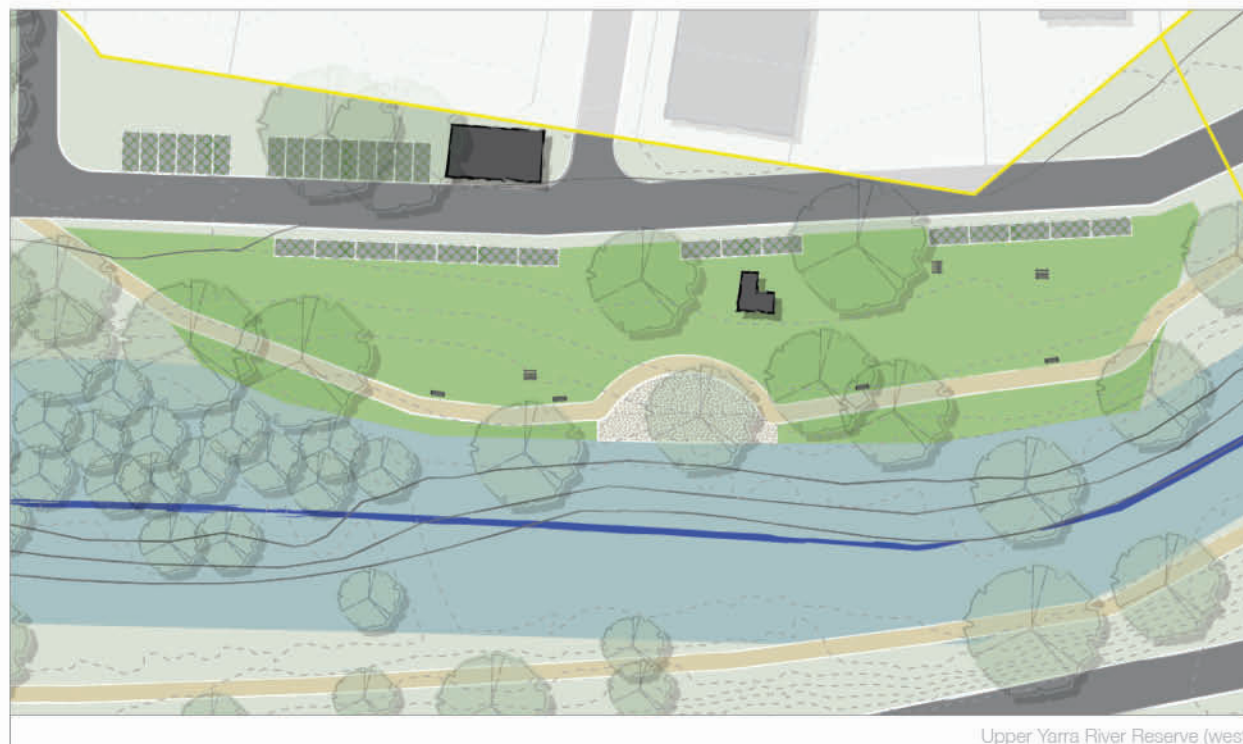
* Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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

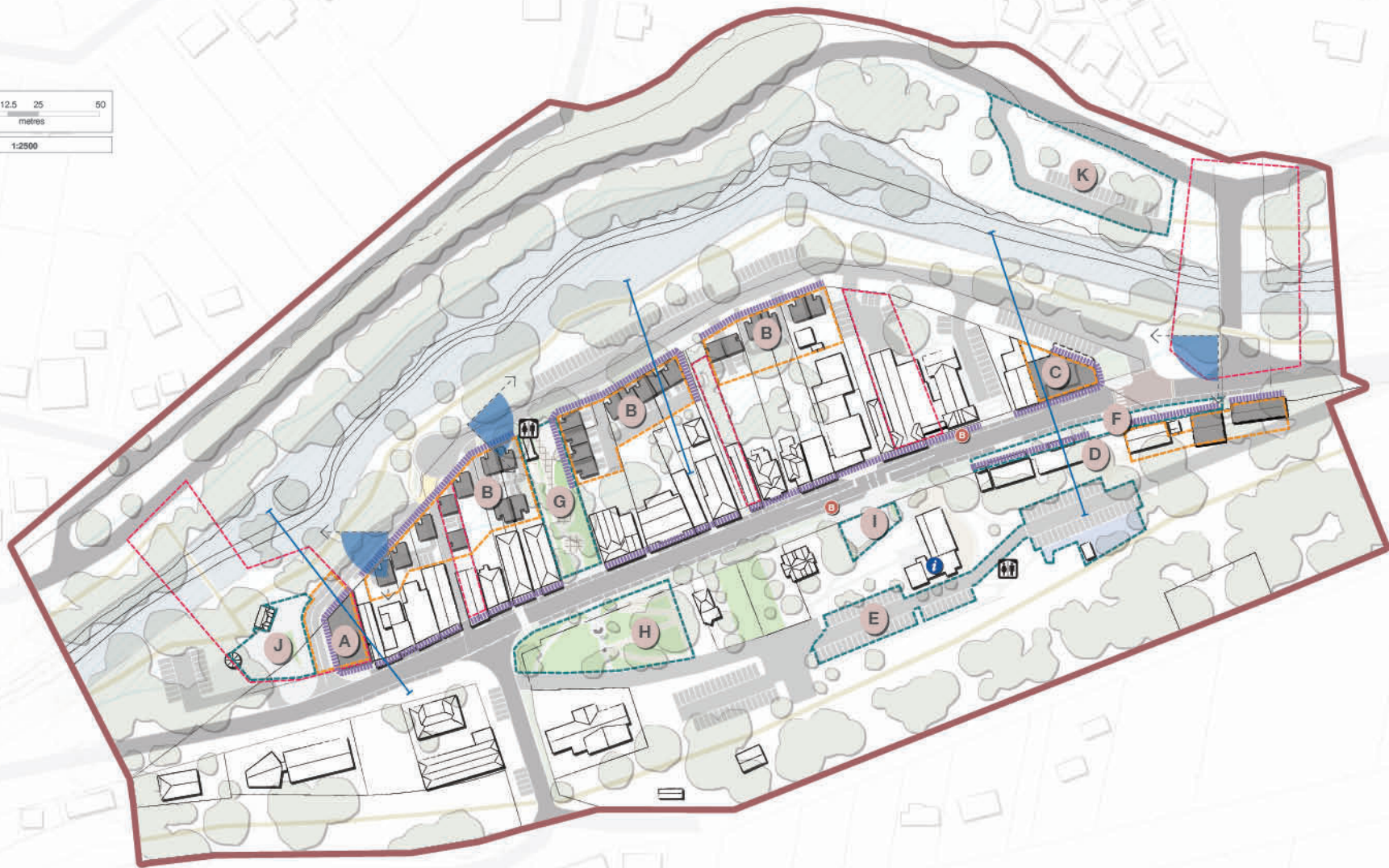
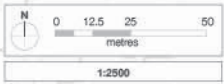
- A** Warburton Highway/Thomas Avenue (west) Gateway
- B** Thomas Avenue Interface Activation
- C** Warburton Highway/Thomas Avenue (east) Gateway
- D** Warburton Highway Southern Interface Development

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



Precinct 2	STRUCTURE	PUBLIC REALM	MOVEMENT AND ACCESS	BUILT FORM
Section/elevation view	Property	Key places	Road/parking areas	Key development opportunities
Perspective view	1 in 100 year flood	Trees/Vegetation	Bus stops	Heritage
	Yarra River	Passive recreation		Key Active Interfaces
		Trails (other)		Buildings (existing)
				Potential development

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4.4.1. Building Design

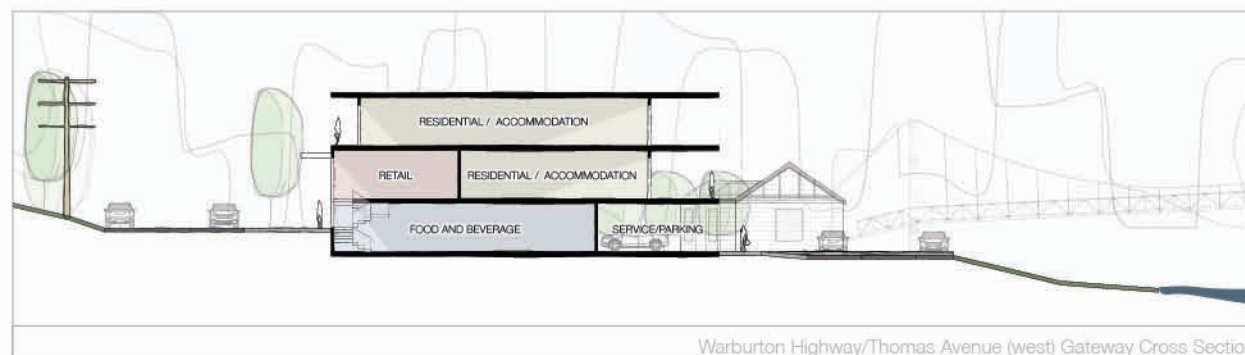
New development will activate Thomas Avenue, and improve the built environment interface with the Yarra River. The existing heritage character of the precinct will be retained and enhanced with new development being designed to compliment this character.

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.



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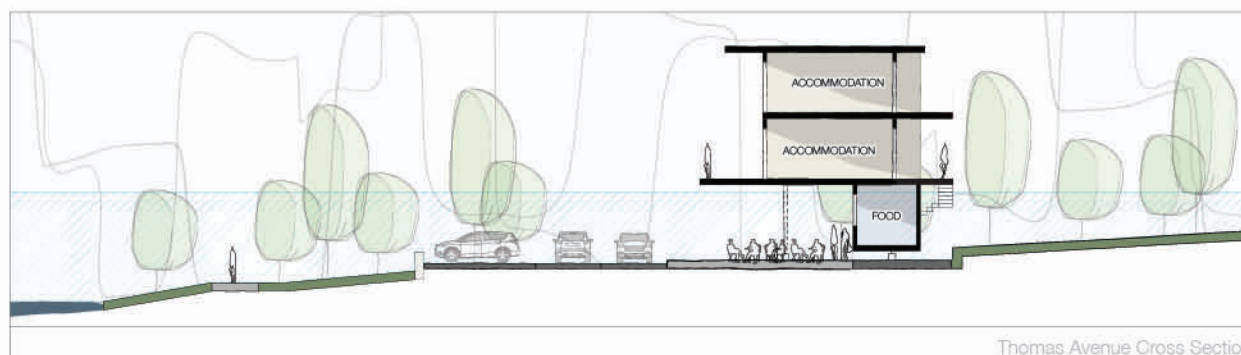
Warburton Highway/Thomas Avenue (west) Gateway Perspective

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.



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Thomas Avenue Cross Section

Please note that this is a conceptual sketch and not a final rendering. It is intended to provide a general sense of the proposed design and is not to be used for any specific purpose.



4.4.3. Building Performance

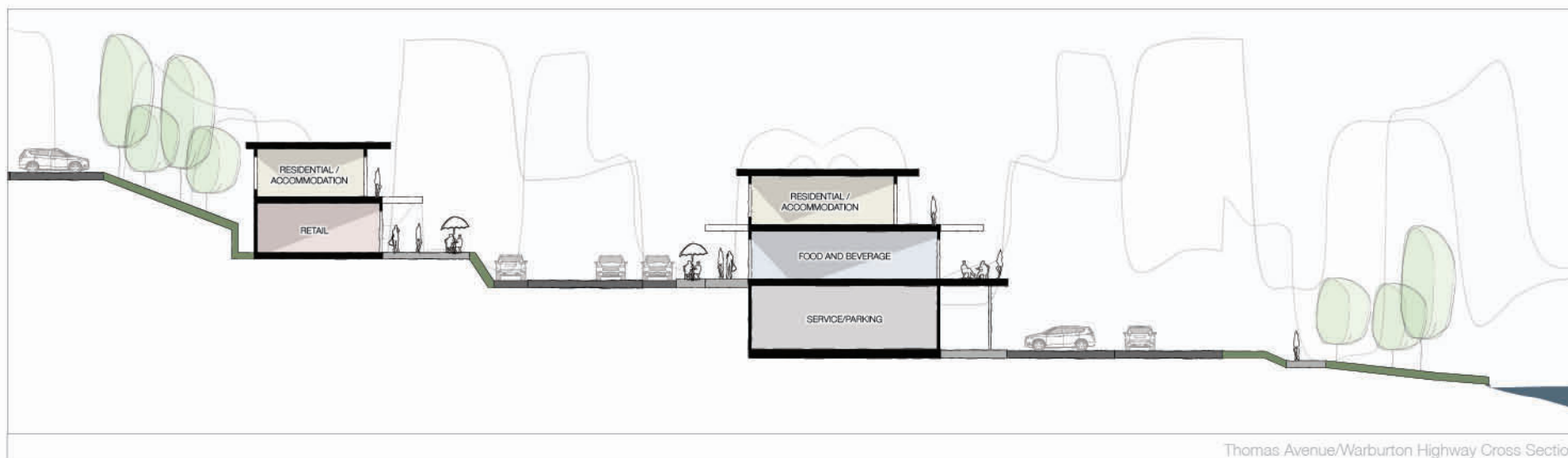
Development is designed to for functional use now as well as in the future. Buildings are adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy and maintenance performance throughout their life-cycle.

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.



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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.

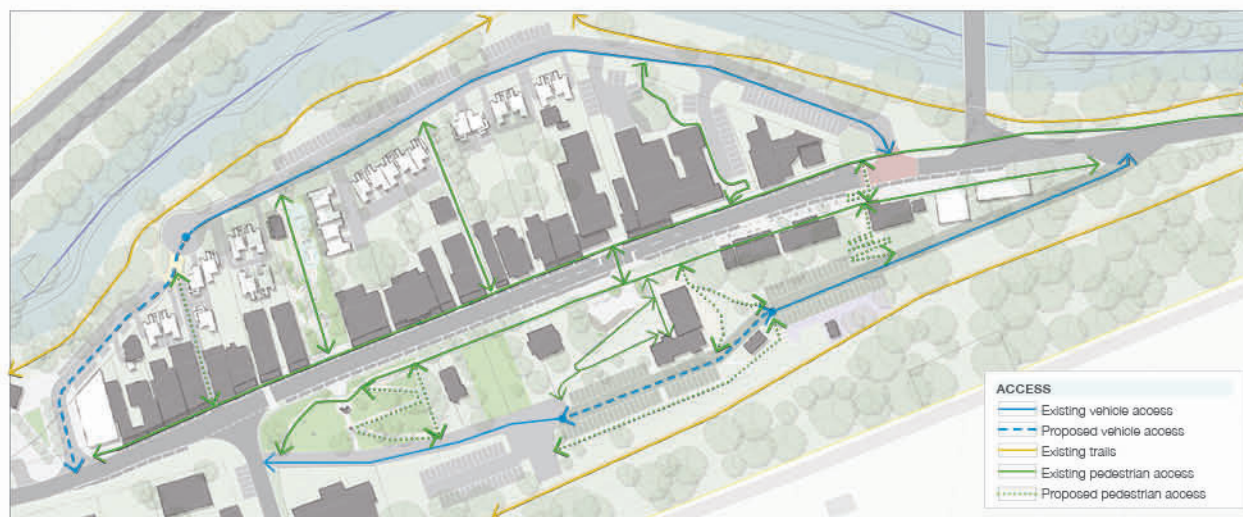
New development will achieve this by:

- 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
Section/elevation view	Property	Key places	Road/parking areas	Key development opportunities
Location of Turntable (HO343) to be confirmed through detailed design	1 in 100 year flood	Trees/Vegetation	Bus stops	Heritage
	Yarra River	Passive recreation		Buildings (existing)
		Trails (other)		Potential development

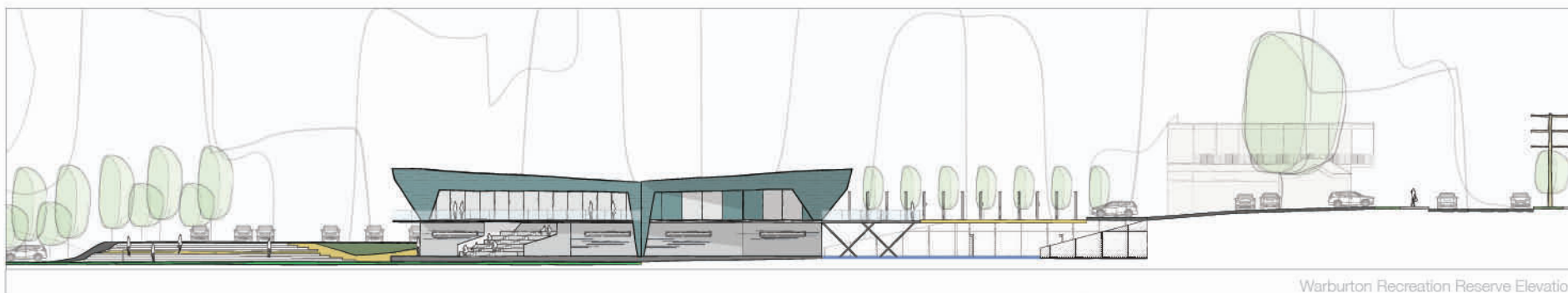
Please note that this drawing represents design intent, and is conceptual only, and may inform any future detailed design

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.



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Warburton Recreation Reserve Elevation

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.

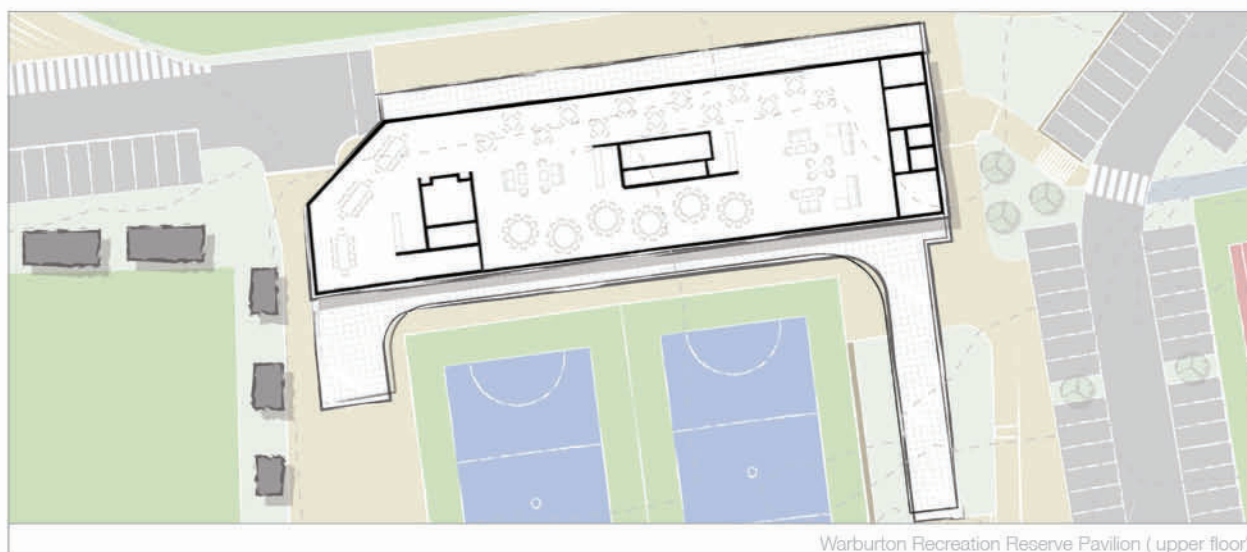
4.5.3. Building Performance

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:

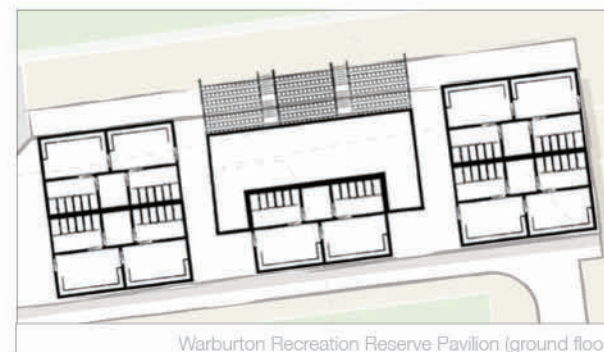
- 4.5.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.5.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.5.3.c** Using durable and high quality materials to complement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

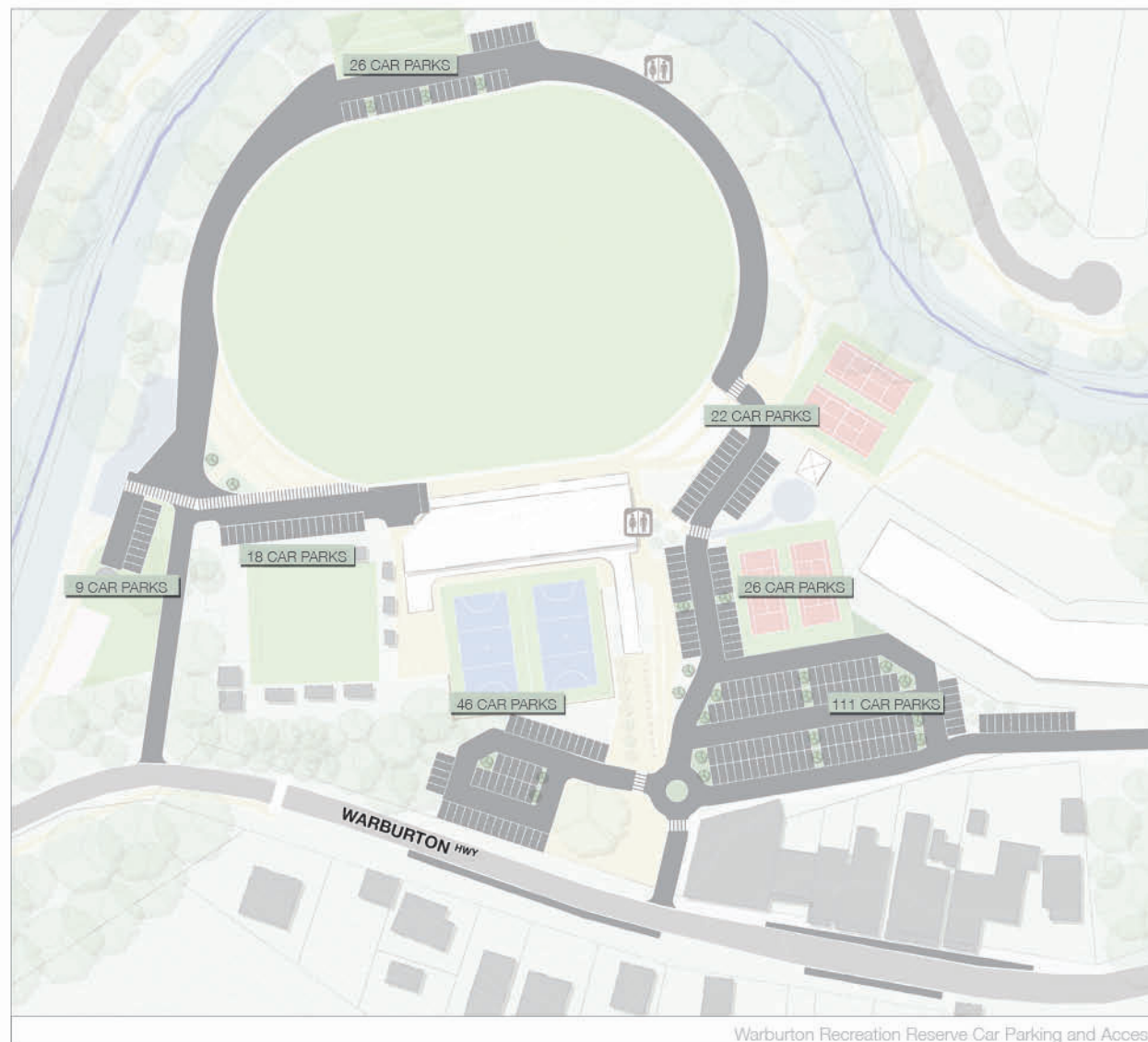
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4.5.4. Car Parking and Access

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

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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:

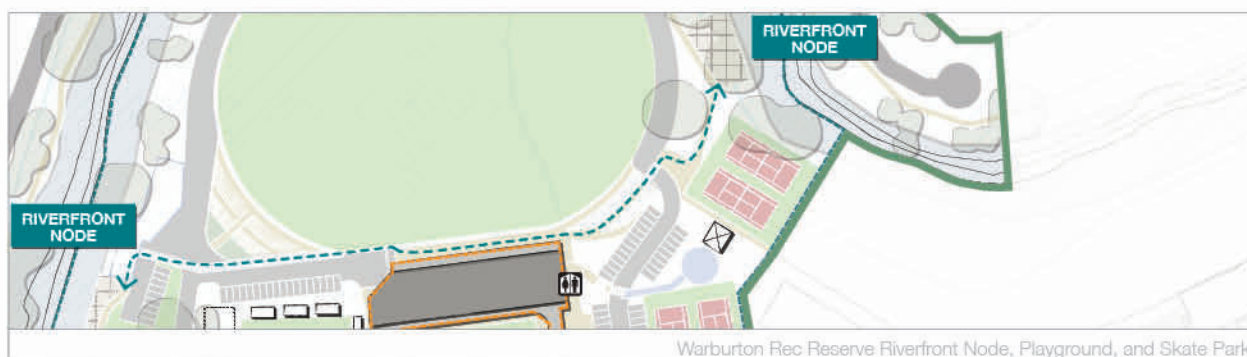
- 4.5.5.a Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.5.5.b Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.5.5.c Locating access points for loading bays and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



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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



<ul style="list-style-type: none"> Precinct 4 Section/elevation view Perspective view 	STRUCTURE <ul style="list-style-type: none"> Property 1 in 100 year flood Yarra River 	PUBLIC REALM <ul style="list-style-type: none"> Key places Trees/Vegetation Passive recreation Trails (other) 	MOVEMENT AND ACCESS <ul style="list-style-type: none"> Road/parking areas Bus stops 	BUILT FORM <ul style="list-style-type: none"> Key development opportunities Heritage Key Active Interfaces Buildings (existing) Potential development
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4.6.1. Building Design

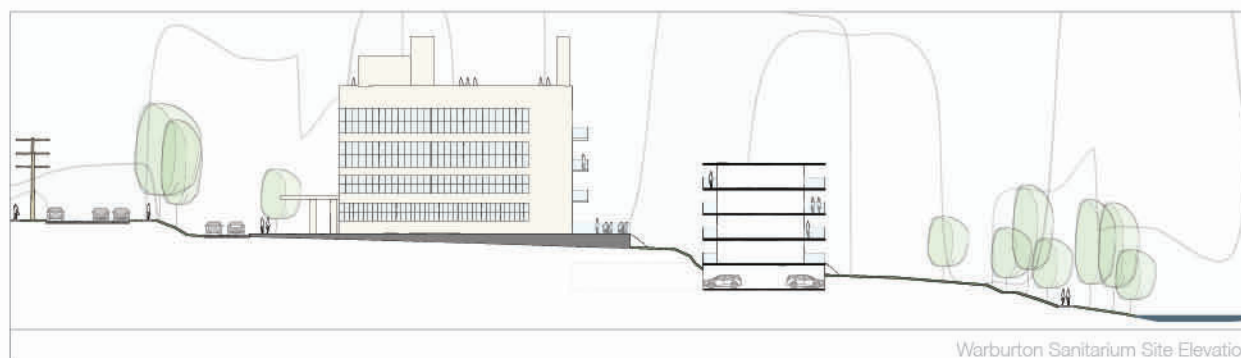
New development interfaces with the Yarra River and Warburton Highway, improving the built environment in the precinct. The existing heritage character of the precinct is retained and enhanced with new development designed to compliment this character.

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 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.



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Warburton Sanitarium Perspective

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:

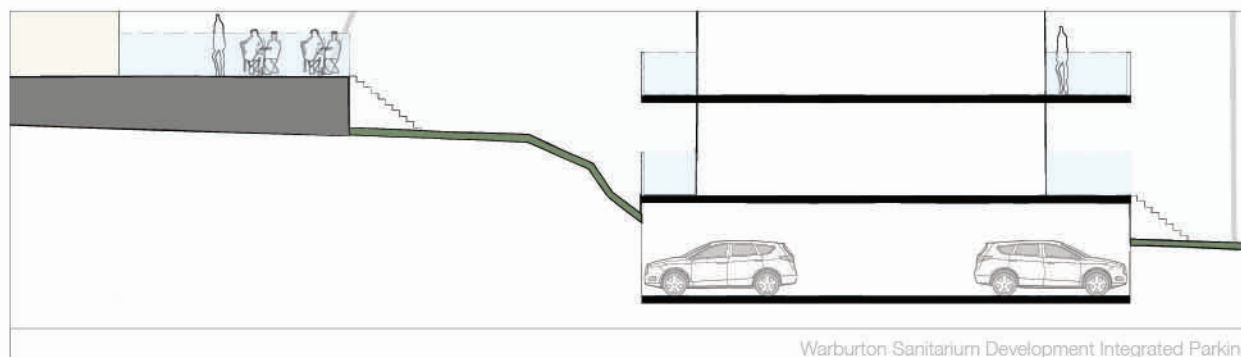
- 4.6.3.a Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.6.3.b Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.6.3.c Using durable and high quality materials to complement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



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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.



Warburton Water World Access

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5.0 PLACES

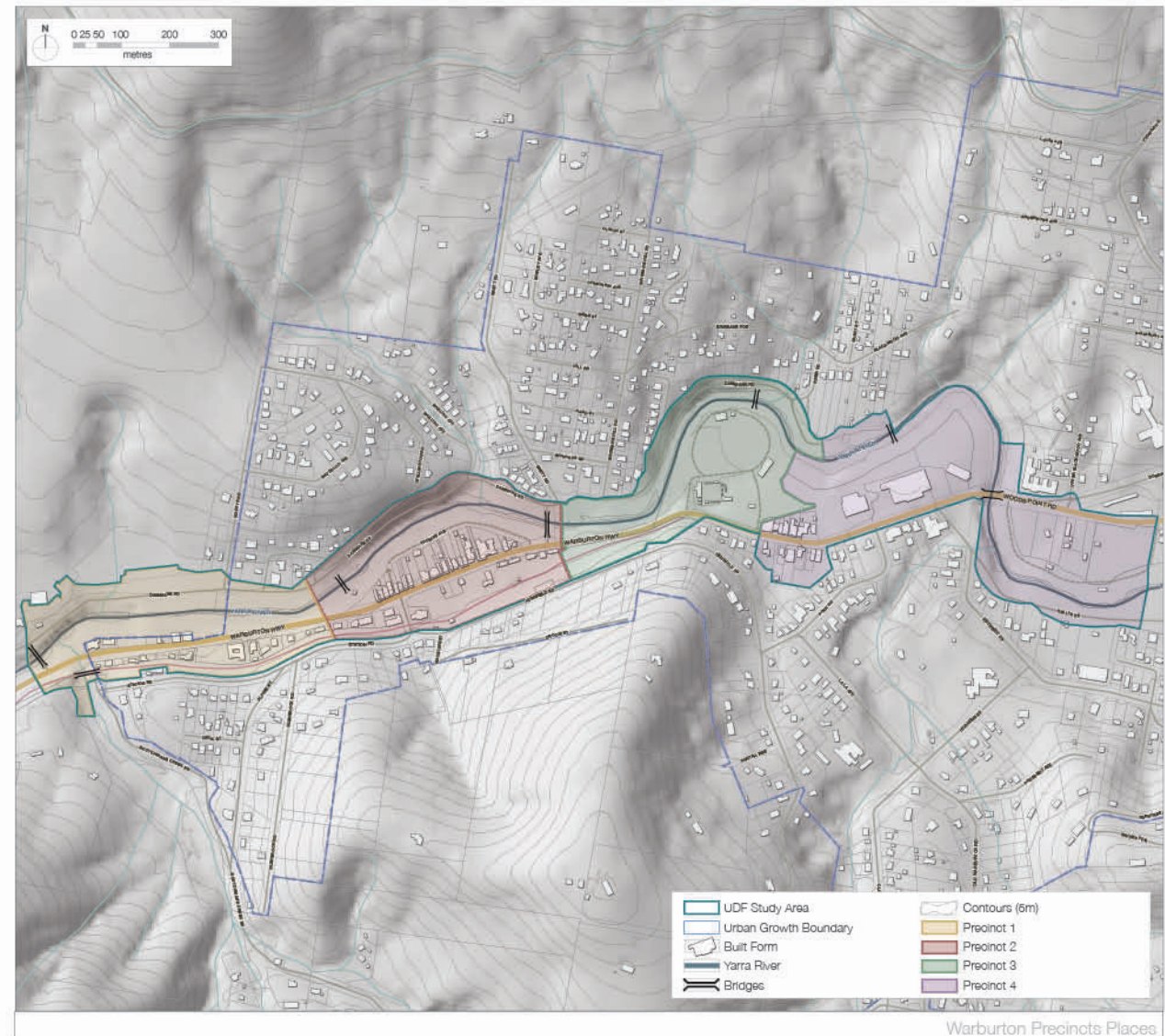
- 5.1 Places Framework Overview
- 5.2 Warburton Gateway
- 5.3 Yarra Town Centre
- 5.4 Warburton Recreation
- 5.5 La La Town Centre

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

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.



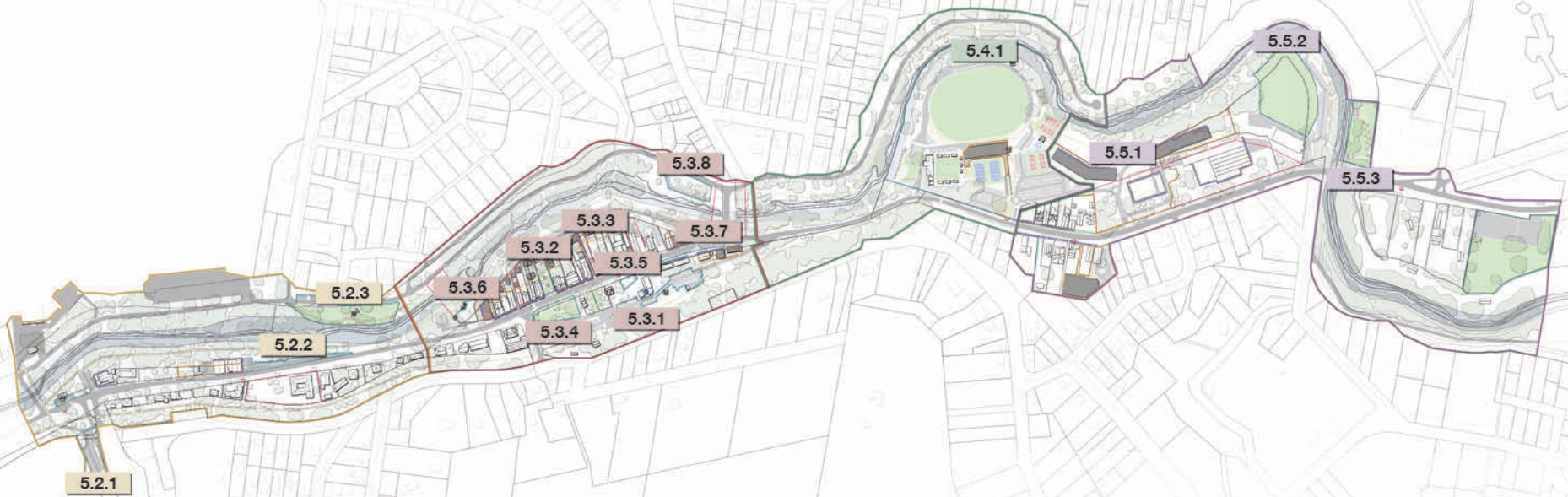
Warburton Places

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 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 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.

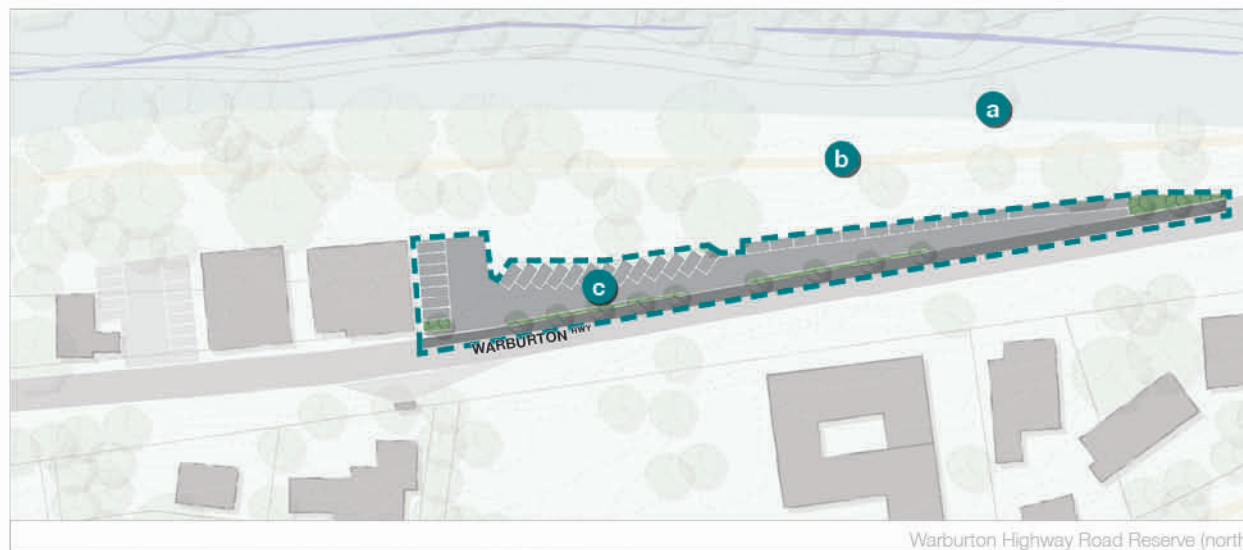
Design Requirements

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



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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





DAMMANS RD

a

b

c

c

c

d

e

f

Upper Yarra River Reserve (west)

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WARBURTON HWY

WARBURTON TOWNSHIP UDF

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:

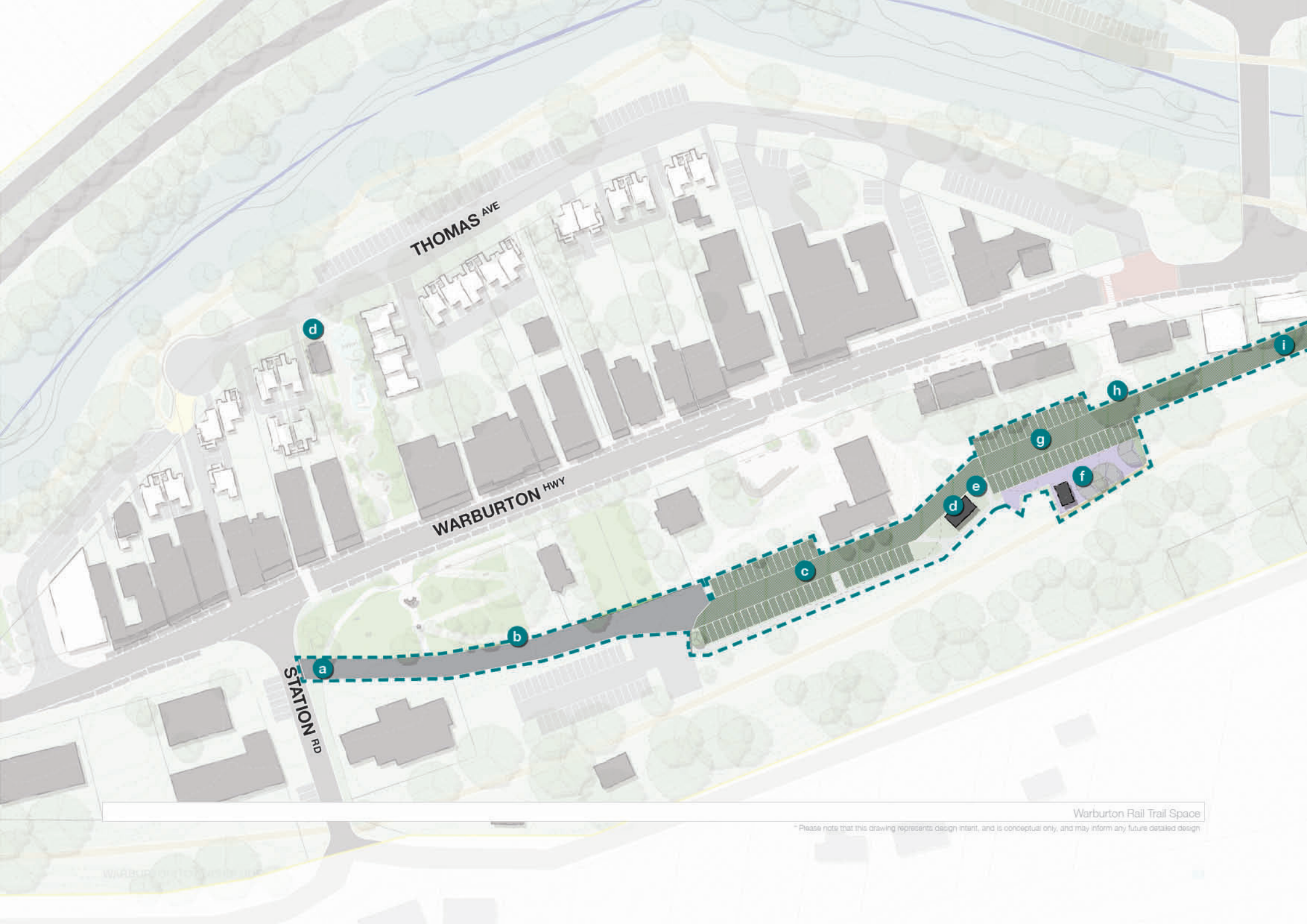
- Creating a formal off street car park in the area between the Warburton Water Wheel and the Warburton Rail Trail.
- Establishing an area that is capable of supporting additional uses such as community markets and special events.
- Formalising the gravel car parking area adjacent to the skate park.
- 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



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5.3.3. Thomas Avenue Interface Activation

Future Character

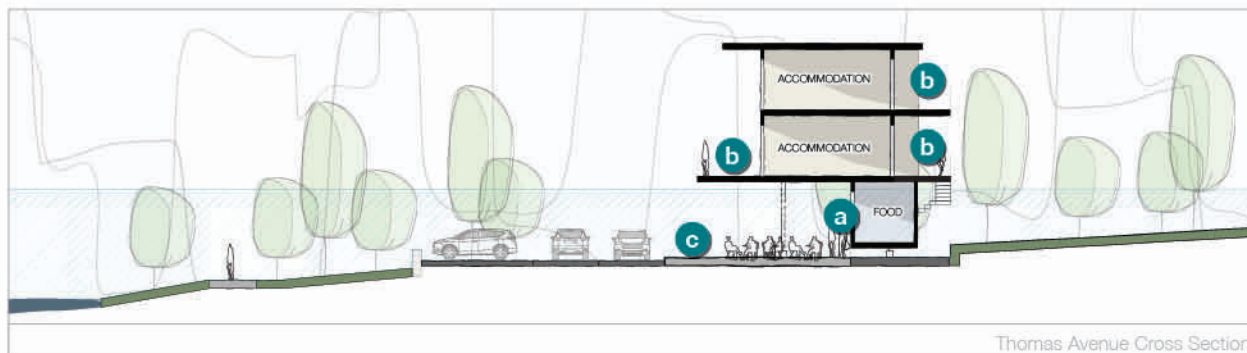
Activating Thomas Avenue and in turn, the Yarra River, with an active built form interface will enhance the riverfront interface within the Precinct. Activating this interface will provide an opportunity for an alternative 'main street' to spread activity throughout the commercial centre, as well as 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.



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

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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



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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.

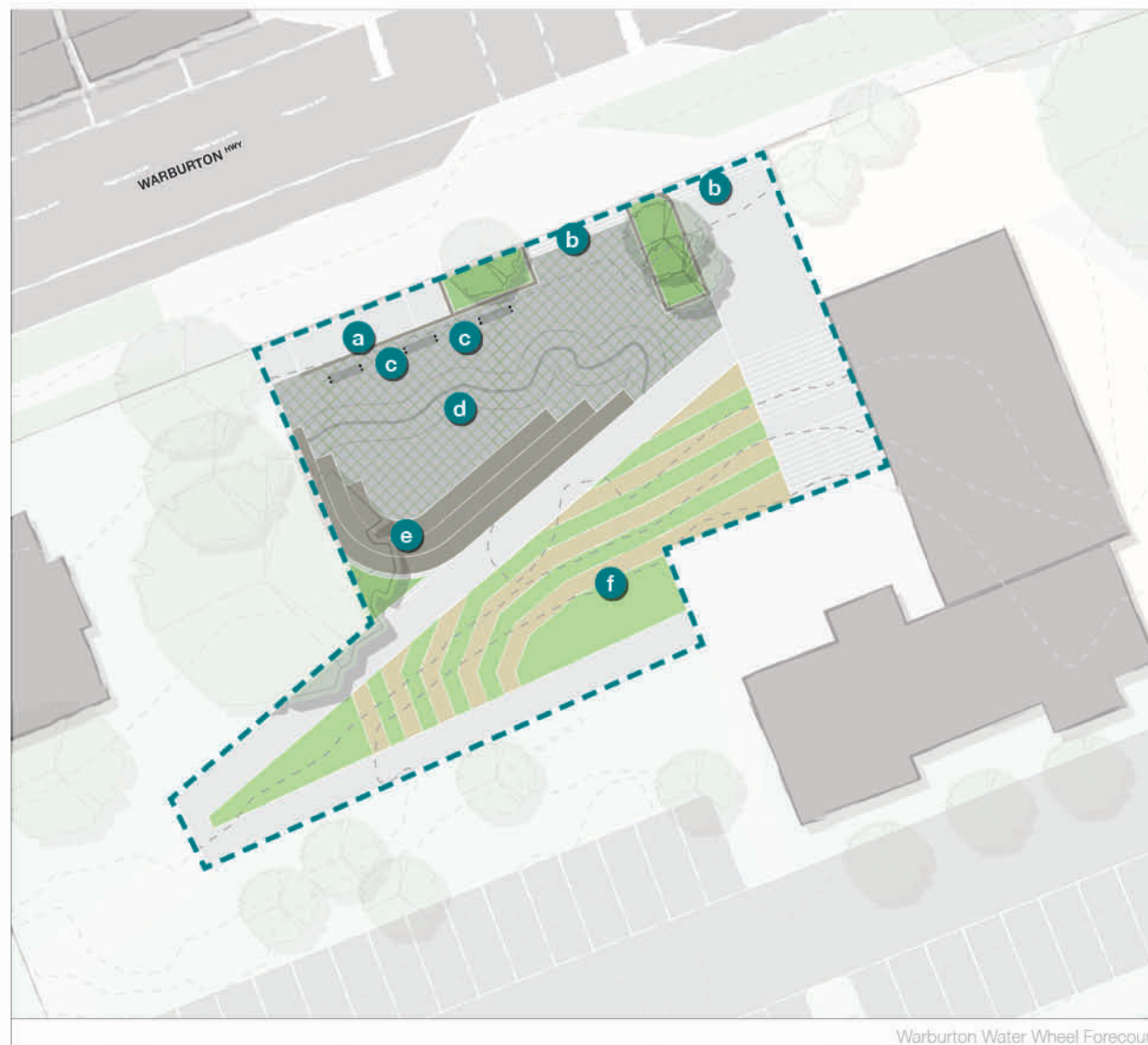
Design Requirements

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



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Warburton Water Wheel Forecourt

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



Warburton Swing Bridge Forecourt

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

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.

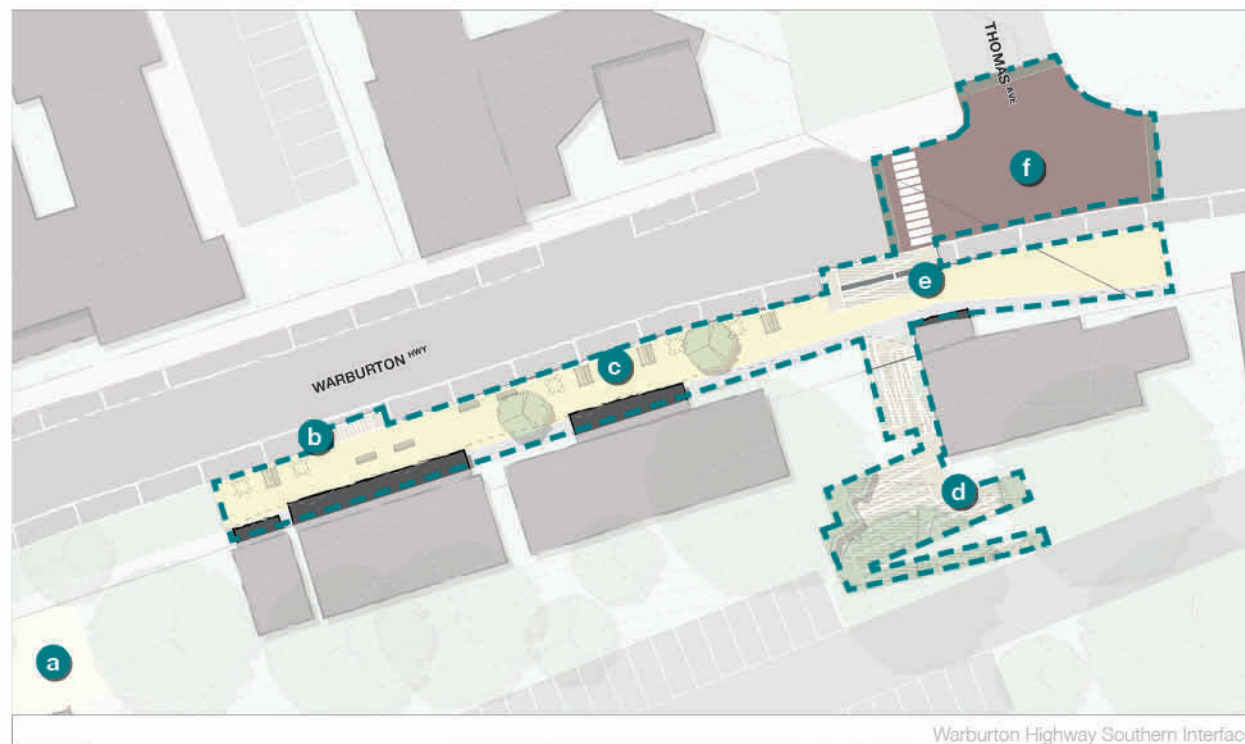
Design Requirements

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 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)
- 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.



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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.

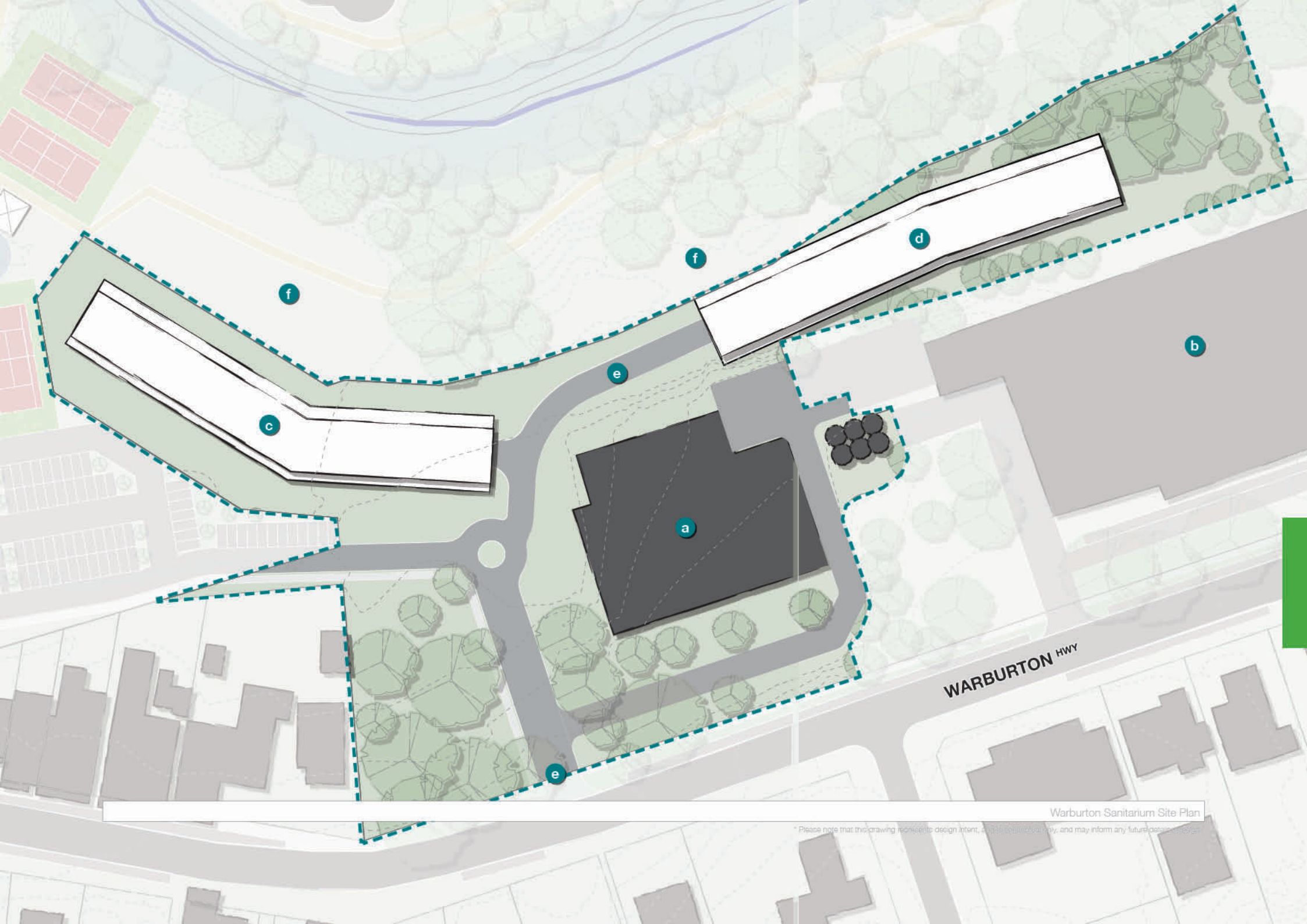
Key Initiatives

- 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 Sanitarium Site Plan

* Please note that this drawing represents design intent, and is not a final design, and may inform any future 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** 61 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)

WARBURTON TOWNSHIP

URBAN DESIGN FRAMEWORK //
DRAFT FOR CONSULTATION 2023

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
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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
\$30,661,664

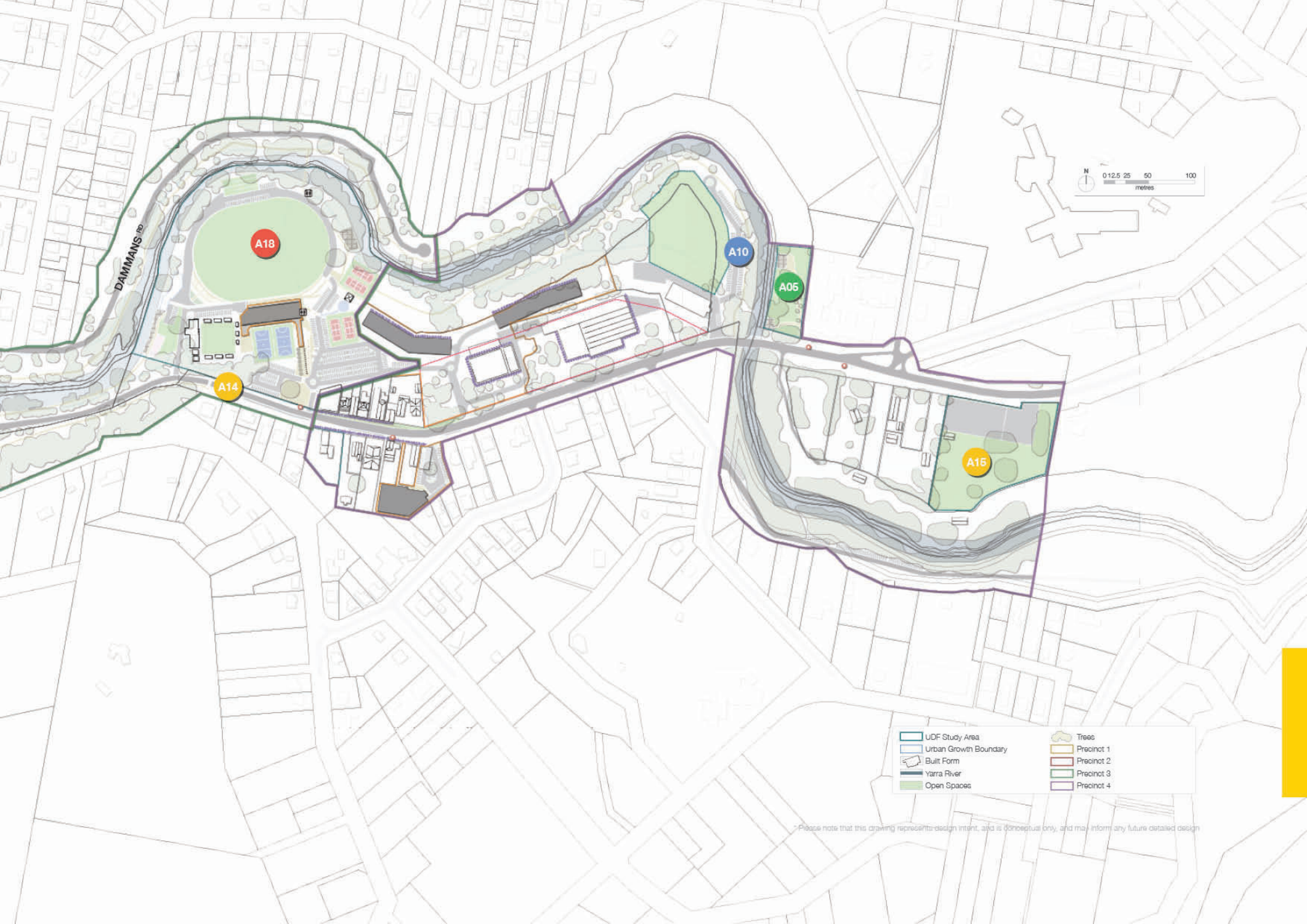
Other Projects					
A19	DDO12 Undertake a Planning Scheme Amendment to update planning controls (Design Development Overlay 12) to reflect the design and built form outcomes of the Urban Design Framework	Design and Place (YRC)	Short	A	\$30,000*

CONCEPT LEVEL ESTIMATE
\$30,000
TOTAL CONCEPT LEVEL ESTIMATE
\$41,543,392

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.





- | | |
|-----------------------|------------|
| UDF Study Area | Trees |
| Urban Growth Boundary | Precinct 1 |
| Built Form | Precinct 2 |
| Yarra River | Precinct 3 |
| Open Spaces | Precinct 4 |

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

7.0 GLOSSARY

A series of white, irregular, wavy lines on a brown background, resembling topographic map contour lines or a stylized landscape. The lines flow from the left side of the page towards the right, with some lines being more closely spaced than others, suggesting varying elevations or terrain features.

WARBURTON TOWNSHIP
URBAN DESIGN FRAMEWORK // 2023

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

#

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.

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.

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