



WARBURTON TOWNSHIP URBAN DESIGN FRAMEWORK

Engagement Feedback Report

September 2023

FEEDBACK

The **purpose** of this report is to outline the **key issues and feedback** received on the actions of the **Warburton Urban Design Framework** from the responses submitted during the consultation and engagement period.

The **community feedback** has been sorted into **10 themes**, with the key issues generated within each theme highlighted, and followed by responses to the feedback raised about the key issues. In some instances it is proposed to make changes to the Warburton Urban Design Framework to respond to the issue raised.

This **Feedback Report** is to be read in conjunction with the **Engagement Report**, which is a higher level report that focusses on presenting the numbers and frequency of commentary received during the **consultation and engagement period**.

Feedback Themes



PROCESS



PARKING AND ACCESS



BUILT FORM



FACILITIES



EMERGENCY MANAGEMENT



ENVIRONMENT



TENNIS COURTS



PEDESTRIAN ACCESSIBILITY



CHARACTER AND INDIGENOUS HERITAGE



SMART CITIES

PROCESS

There were **408 comments** received on the theme of **Process**. The commentary relates to the Consultation and Engagement Process; Urban Classification; and Terminology.

This feedback has been assessed and **1 change** is proposed for the Warburton Urban Design Framework.

01 - Consultation and Engagement Process	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"I feel there has been very little effort made to let the whole community know about the detail of these plans"</i> • <i>"Needs more discussion with stakeholders"</i> • <i>"This UDF feels like it is being rushed through without adequate consideration, without transparency and in depth consultation with the community who permanently live here and will be permanently further affected by increased numbers of visitors"</i> • <i>Better explain and display the linkages between the Warburton Urban Design Framework and the Warburton Place Plan"</i> • <i>"The community was not involved in a process of co-design and genuine empowerment to give a voice to this framework"</i> • <i>"What's proposed here benefits visitors, not residents"</i> 	<ul style="list-style-type: none"> • A 12 week engagement period for the Warburton Urban Design Framework was undertaken between 16 December 2022 and 12 March 2023 • There 7,134 page views of the Shaping Yarra Ranges Warburton Urban Design Framework page from 3,185 unique visitors • A one hour online webinar presenting the Warburton Urban Design Framework has been viewed over 170 times • A project alert was sent to 1593 people who registered to receive updates with tags of Warburton and/or Urban design on the Shaping Yarra Ranges web page • In excess of 200 people in total attended the four Drop-in sessions at Warburton Arts Centre, Warburton Mechanics Hall on the 6th, 14th, and 22nd of February, and an after hours session on the 6th of March
02 - Urban Classification	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"Warburton is a rural township and does not sit within an Urban Design Framework model"</i> • <i>"Warburton is nestled gently between the valley and mountains There is nothing URBAN about Warburton"</i> • <i>"We the residents of Warburton do not want Warburton to become an Urban place as it is a beautiful wild and natural place"</i> 	<ul style="list-style-type: none"> • The use of 'urban' to classify this project has been recognised terminology with the Victorian Planning system. Refer to Planning Practice Note 17 "Urban Design Frameworks" - Published by Department Environment, Land, Water and Planning 2015) which states: <i>"Urban Design Frameworks are an integral part of the planning system. They are important tools to assist planning authorities develop local action plans and initiatives within a strategic context, helping the agendas established in the MSS to be translated into actual projects and initiatives"</i> <i>"Communities and governments frequently identify areas that are undergoing significant change, or where particular issues need to be resolved or new threats or opportunities have emerged. An Urban Design Framework is a powerful tool for resolving these issues."</i> • This terminology does not define the character of the town, however, the project is focused on the commercially zoned areas of Warburton, and Warburton sits within the Urban Growth Boundary, which is consistent with an Urban Design Framework.
03 - Terminology	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"I find the language in the Draft Warburton Urban Design Framework is not plain English, using phrases unfamiliar to the average person and very wordy"</i> • <i>"I also find repeated use of the term 'PRECINCTS' highly inappropriate"</i> • <i>"The name Gateway, is very Urban we should not have names of this nature"</i> 	<ul style="list-style-type: none"> • A glossary was added through the consultation and engagement period. • This glossary was provided as a guide to the interpretation of commonly used place making, urban design, and planning terms within the Urban Design Framework. • This glossary will be included as part of the final Urban Design Framework. • There were a few terms that were referenced in many submissions which were clarified in the glossary these included: <ul style="list-style-type: none"> • Precinct: The designated area of a town highlighted due to similar land uses or defined by major edges including roads, rivers, or land uses. • Gateway: A gateway is an entrance, which acts as a transition between different spaces for the people who live, work, or visit these places (such as an entry to a public plaza or the moment your arrive into a town).
PROPOSED CHANGES	
<ul style="list-style-type: none"> • Include Glossary as part of the final Urban Design Framework 	

PARKING AND ACCESS

There were [369 comments](#) received on the theme of [Parking and Access](#). The commentary relates to Parking; and Vehicle Movement and Access.

This feedback has been assessed and there are [no changes](#) proposed for the Warburton Urban Design Framework.

01 - Parking

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“The focus appears to be very much on Parking”</i> • <i>Looks like you’re turning Warburton into a massive car park”</i> • <i>“The plan to turn the limited space that we have into car parks is utterly preposterous and will completely ruin the feel of the rural town that brings the tourists which is who this plan is seemed to be designed around, not for locals”</i> • <i>“Redwood Community Centre Access - this car park is unwarranted and is too intrusive into the crown river reserve - it should be deleted and redeveloped as a passive landscape community node”</i> • <i>“I really wonder if the plans to help reduce our carbon footprints on the environment are actually doing this or if the process itself will create more of an impact on the environment”</i> • <i>“Additional defined car parking in Dolly Grey Park, opposite the Alpine Hotel and Upper Yarra Reserve (west) are all positive and would help with current congestion points”</i> • <i>“Dolly Park is a reasonable idea, will help families access the bike path”</i> • <i>“The vacant land surrounding the Sanitarium (and behind the hardware store) would be an ideal spot for additional car parking”</i> 	<ul style="list-style-type: none"> • It is noted that a significant amount of car parking has been proposed within Warburton, this is in direct response to feedback received as part of the Warburton Place Plan. Refer to Priority 5 – Parking, Traffic and Transport solutions: Action 5.1 – Parking solutions within the Warburton Place Plan. • Many of the car parking areas have proposed alternative car park construction methods, including permeable surfaces, such as waffle concrete, which allow for grass to grow in the space but relies on the waffle concrete to support the weight of the vehicle. The benefit of permeable paving car parking is it allows for other temporary uses such as market stalls to use the space as well. • Concerns were raised regarding the potential environmental impact. The design and implementation of any future car parks will be supported by future project specific consultation with the local community as well as further studies and detailed analysis for each individual project. • The amount of car parking proposed is consistent with feedback received as part of the Warburton Place Plan, and this is in direct response to Priority 5 – Parking, Traffic and Transport solutions within the Warburton Place Pan, specifically Action 5.1 – Parking Solutions, and Action 5.3 – Traffic Movement and Innovation. The Warburton UDF identifies parking solutions for peak periods that does not erode the character of the township, and presents a program of possible short, medium, and long term projects for delivery.

02 - Vehicle Movement and Access

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“This town only has one main entry and exit road. Warburton does not need any more tourists”</i> • <i>“How about you fix the road into Warburton?”</i> • <i>“Instead of demolishing the tennis courts and creating a through road, create a proper turning circle at the end of the cul-de-sac of Thomas Avenue”</i> • <i>“Creative ways to address the high volume of traffic currently entering the township such as: shuttle services; park and ride facilities; sweeteners to encourage visitors to take the bus from Lilydale; a system to apply a levy for cars entering the town that are not local residents or have paid for accommodation in the area, funds gathered could pay for maintenance of tourist focussed services; or a social enterprise running electric vehicles within the township to help visitors get around”</i> 	<ul style="list-style-type: none"> • The Department of Transport and Planning are the Responsible Authority for the Warburton Highway. Council has the ability to use projects within the Urban Design Framework, to advocate for improved outcomes on Department of Transport and Planning controlled roads. • A turnaround has been proposed along Thomas Avenue and is considered an interim measure, prior to exploration of the ultimate design of a through connection along Thomas Avenue, as proposed within the Urban Design Framework. • The Urban Design Framework is a strategic planning and placemaking tools that sets out an integrated design vision for desired future public and private development of urban places. The Warburton UDF provides a direction for interventions that shape open space, buildings, landscape, and the public realm, however, it does not have the capacity to specify traffic initiatives or incentives. • The Warburton Place Plan, however, through Action 5.3 – Traffic Movement and Innovation has proposed to <i>“Produce a local transport solution to alleviate traffic pressure during events, emergencies and peak tourism periods, including network and connections options” and</i> <i>“Partner with Department of Transport to develop innovative solutions that increase local access to and frequency of public transport, possibly through Smart Cities strategies”</i>

PROPOSED CHANGES

- **No changes proposed**

BUILT FORM

There were [249 comments](#) received on the theme of [Built Form](#). The commentary relates to Built Form Height; Built Form Development; and Heritage.

This feedback has been assessed and [three changes](#) are proposed for the Warburton Urban Design Framework.

01 - Built Form Height

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> “Buildings should not be more than two storeys high - it ruins the visual amenity of the place” “3 story high buildings will dominate the landscape” “I fail to see how the proposed construction of 2 or 3 storied buildings, facing the river, in precinct 2 can possibly be in keeping with the historical and environmental significance of the township” “Proposed new buildings such as the 3 tier accommodation on Thomas ave or the twin wings of the SHF building, will do nothing to enhance/protect/preserve the “feel” of the town” “Why are you proposing three story buildings along Thomas Avenue and the river? What are you thinking? and Is this purely for the MBT users and the locals don’t count?” “The historical authenticity of the townscape will be destroyed by high rise apartments in the middle of town” 	<ul style="list-style-type: none"> Currently the land within Warburton is zoned Commercial 1. Under the provisions of the Commercial zoned land there are no mandatory building heights. Building heights and setback controls can be guided through the application of a Design and Development Overlay (DDO) but this is as long as the Height and setback controls can be appropriate so long as they are not aimed at restricting the built form, but at facilitating good design outcomes. The current DDO12 allows for 3 Storey Development. The existing Planning Controls (DDO12) state: <ul style="list-style-type: none"> “Building heights should not exceed two storeys (7.5 metres). A third level may be permitted where the overall height of the building will match that of an adjacent building or where it is set back so as not to be easily discernible from the opposite side of the street.” All built form shown within Warburton Urban Design Framework is consistent with the current Yarra Ranges Planning Scheme, and any privately owned land with proposed development is subject to meeting the requirements of the Yarra Ranges Planning Scheme.

02 - Built Form Development

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> “Please do redevelop the Sanitarium it looks terrible and it is such a large space” “I am not anti-development or anti-tourism, however I feel that any development must be undertaken with a priority to protecting the very reason Warburton is an attractive destination for tourists, as well as considering the needs of and impacts to local residents and ratepayers who have chosen to live in a non-urban environment” “No development on Thomas Avenue behind existing shops (isn’t it all private property?)” “This area, right up to the Highway, is part of the 1 in 100 years flood plain, why would anyone think it’s a great place to build?” 	<ul style="list-style-type: none"> Medium density built form is undertaken in a range of contexts including rural towns. The medium density built form can be through townhouses, units or even shop top apartments. The extent of Medium Density built form within the Warburton Urban Design Framework could only eventuate if every landowner between the Yarra River and the Warburton Highway applied, and was approved for 3 storey mixed use developments. It is unlikely that social, and economic conditions will allow for the extent of medium density housing shown in the Warburton Urban Design Framework to eventuate completely in the short to medium term. Privately owned land with proposed development is subject to meeting the requirements of the Yarra Ranges Planning Scheme, and as such Council can advocate for outcomes, and is also the Responsible Authority to assess and inform any future permit applications.

03 - Heritage

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> “Protection and preservation of all existing and potential future heritage sites” “Lack of attention to architectural design to preserve Warburton’s unique heritage streetscape (cost effective seems to be the main criteria)” “The potential pedestrian overpass at second storey as proposed would have a physical and visual impact on the historic building. As proposed this connection to the historic building from the new development is not likely to be supported, and is requested to be removed from the Warburton UDF” “There is an old turntable relic somewhere on this site. A great opportunity to restore as part of a heritage trail and link back up to the Warburton trail and platform” 	<ul style="list-style-type: none"> 3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton The walkways connecting the accommodation buildings to the Sanitarium will be removed. Urban Design Framework will be updated to accurately reflect turntable location and confirmed through future detailed design

PROPOSED CHANGES

<ul style="list-style-type: none"> 3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton Remove the walkways connecting the accommodation buildings to the Sanitarium Urban Design Framework will be updated to accurately reflect turntable location and confirmed through future detailed design

FACILITIES

There were **230 comments** received on the theme of **Facilities**. The commentary relates to the range of Facilities proposed within Warburton as part of the Urban Design Framework. Specific commentary relates to the Skate Park; and Public Toilets.

This feedback has been assessed and **two changes** are proposed for the Warburton Urban Design Framework.

01 - Facilities	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"I don't believe putting every sporting group in one reserve can possibly work"</i> • <i>"The idea that all sports facilities could be included in one precinct only is not consistent with the different needs of the families and older persons who use the tennis courts, the children and young people who use the skate park, nor with the needs of the netball and football clubs/bowls club"</i> • <i>"Positioning all sporting at the recreation reserve would make it very difficult for the football/ netball club to collect gate fees"</i> • <i>"Centralisation of all sporting clubs into one clubhouse is impractical and cause friction within the community"</i> • <i>"Bike parking and charging in both Yarra Square and Memorial Park is a reminder of what this is really about = WMBD"</i> • <i>"More bike racks near toilets and shopping /café precincts"</i> • <i>"Provision of increased amenities such as public toilets, and additional public bins (with more frequent collection during peak periods) to prevent litter (rubbish and deification) from tourists populations"</i> • <i>"More regular maintaining of bins"</i> 	<ul style="list-style-type: none"> • The proposed co-location of sporting uses within the Warburton Recreation Reserve aims to provide an integrated, flexible, and sustainable sports precinct that supports active participation, access to diverse community sports, facilitates shared use, and provides a place for the community to connect. • The Warburton Urban Design Framework presents a strategic intent, and vision for Warburton that focuses on character, and local issues, and activities in addition to tourism. The UDF acknowledges the Warburton Mountain Bike Destination as one of many uses that will impact Warburton in the future. • The Warburton UDF provides a direction for interventions that shape open space, buildings, landscape, and the public realm, however, it does not have the capacity to incorporate specific waste management initiatives. The Warburton Place Plan, through Action 4.3 – Waste management proposes to <i>"Develop a Waste Management Strategy to address peak waste arising from events and tourism, and produce sustainable local solutions that reduce waste."</i>
02 - Skate Park	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"Maintenance of the current location of the skate park, which was fund raised and advocated for by a group of local young people and is of significance to the local community"</i> • <i>"I opposed the skate park being moved from where it currently is. It is important that young people in our community are in a safe place they can gather. It is used by many community members at the moment and is well centralised"</i> • <i>"The Skate Park should be retained. This was community funded, designed and built by local youth. There is an opportunity to enhance this open space and take advantage of the beautiful views over to Mount Victoria and Donna Buang"</i> 	<ul style="list-style-type: none"> • The Urban Design Framework will retain the Skate Park in Precinct 2 with further investigation to be undertaken when the Warburton Recreation Reserve Master Plan is undertaken in the future.
03 - Public Toilets	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"The Warburton Rail Trail Activation NEEDS a TOILET BLOCK behind the INFORMATION CENTRE . This is the End of the Rail Trail and also the main car park of the township yet no toilets"</i> • <i>"In regard to the public realm comments, it is not clear as to whether public toilet blocks will be increased location and capacity, through Warburton"</i> 	<ul style="list-style-type: none"> • The Warburton Urban Design Framework will incorporate a public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation.
PROPOSED CHANGES	
<ul style="list-style-type: none"> • Retain the Skate Park in Precinct 2 with further investigation to be undertaken when the Warburton Recreation Reserve Master Plan is undertaken in the future • Incorporate a public toilet in Precinct 2 as part of Warburton Rail Trail Space Animation 	

EMERGENCY MANAGEMENT

There were **166 comments** received on the theme of **Emergency Management**. The commentary relates to Emergency Management Plans; and Place of Last Resort.

This feedback has been assessed and **no change** is proposed for the Warburton Urban Design Framework.

01 - Emergency Management Plan

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> “As community safety is one of my highest priorities, it concerns me that the Warburton Urban Design Framework does not refer to any Emergency Management Plan. This is the first priority needed to be taken on board for a community in such a disaster fire prone area where road access is limited” “Detailed emergency management plans in collaboration with key community organisations and members” Emergency management plans need to be developed to cater for the current situation let alone any increased visitation the UDF may create “Plans for emergency evacuation management (in the instance of bushfire, landslip, flooding etc) that take in to account the only 2 existing compromised roads out of the town that don’t cope with the current level of tourist traffic on weekends (they could create extreme risk to lives in the event of an emergency)” The community needs to feel safe. We need an emergency management plan, a traffic management plan and an access plan to be developed before we can even comment on these proposals” Communications plan in the event of a prolonged power and network blackout” 	<ul style="list-style-type: none"> Urban Design Frameworks involve the generation of ideas and the preparation of realistic design concepts based on consultation, research and analysis. To ensure community support for the strategic vision set by the Warburton UDF, consultation with stakeholders and incorporation of their feedback throughout the process was undertaken. In addition, physical projects that are proposed in the Warburton UDF are all subject to the existing conditions (strategies and policies) at the time of their development. The Warburton Urban Design Framework has been referred to State Agencies, including Department of Transport and Planning, as well as the CFA, amongst others to receive feedback from these key stakeholders and ensure that the UDF aligns with all existing strategy and policy for these agencies. The need to clearly interlink planning initiatives, built form outcomes, access and movement issues, public places, and action plans for specific localities or sites is a key objective of the UDF. An Urban Design Framework is a vehicle to help a community to set an overall direction for a particular place or locality, with recommendations able to be fed into capital budgets, guidelines and zones for implementation. Specific outcomes are informed and guided by the UDF, but all future projects are now, and will be in the future, subject to all planning, traffic, and emergency managements requirements.

02 - Place of Last Resort

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> “The pavilion is a good idea however is there an opportunity to have a bushfire refuge incorporated into this area. This is the only point of last resort in the township” The UDF needs to consider bushfire in and around the Recreation Precinct, which is a multi-use/multi-purpose area that plays an important role in both a bushfire emergency and the recovery process following one. Any development outcome should not compromise the use the Warburton Recreation Reserve as a Bushfire Place of Last Resort, emergency Staging Area or recovery Hub. CFA also use this location as a training area, to assist in building the capability of local volunteers who respond to bushfire and structure fires in the local area” 	<ul style="list-style-type: none"> Discussion on proposing a purpose-built Community Fire Refuge to be included into Precinct 3 Recreation may be explored as part of any future work for the Warburton Recreation Reserve Master Plan. This specific use requires detailed design and assessment and will not form part of the Warburton UDF. Any last resort option could provide protection for a number of people, and any facility could be a multi-purpose facility with the incorporation of other community uses.

PROPOSED CHANGES

- No changes proposed**

ENVIRONMENT

There were **160 comments** received on the theme of **Environment**. The commentary relates to the Warburton Environment; and specifically the Yarra River.

This feedback has been assessed and **no change** is proposed for the Warburton Urban Design Framework.

01 - Warburton Environment

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“All established trees must be preserved”</i> • <i>“Please plant trees between the car parks and the river. Let’s try and hide the cars from view on the riverside”</i> • <i>“Dolly Grey Park is an area that is used for reflection, relaxation and passive exercise and not a concrete paved jungle for the convenience of the tourist”</i> • <i>“The proposal will create a massive heat island that would seriously compromise amenity in this and other locations on warm days”</i> 	<ul style="list-style-type: none"> • The Urban Design Framework contains design concepts only. Each proposal within the Framework will require detailed design to be supported by expert background reports, including arboriculture, drainage, soil and ecological values assessments. The documents will provide recommendations on which trees need to be retained, key drainage patterns and works to mitigate erosion to inform design solutions. • Every effort will be made to retain existing vegetation (exotic and indigenous). Under the provisions of relevant existing Overlays any vegetation nominated for removal may require planning permission, subject to the location, and relevant overlays. • Many of the car parking areas have proposed alternative car park construction methods, including permeable surfaces, such as waffle concrete, which allow for grass to grow in the space but relies on the waffle concrete to support the weight of the vehicle. The benefit of permeable paving is that it can reduce heat island effects with less asphalt, and provide additional greening for previously solid fully hard paved areas.

02 - Yarra River

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“This section of the Birrarung is a well known habitat and breeding place for platypus”</i> • <i>“Increasing traffic along the river front will add environmental concerns to an already pressured river frontage”</i> • <i>“There will be irreparable and ongoing damage to flora, fauna and the health of the river, with the building of multi storey apartments in the middle of town”</i> • <i>“The river reserve should not be turned into a car park”</i> • <i>“Supportive of all proposals, need to ensure that parking along river reserve is as far away from river as possible”</i> • <i>“Extra parking is definitely needed, however, the riverbanks where locals enjoy should not be turned concrete eye sores. They should be kept natural and away from the rivers edge”</i> 	<ul style="list-style-type: none"> • The Urban Design Framework sets a broad overarching strategic design vision, and as such, all future projects are subject to detailed site investigations, and design considerations. Proposed car parks will undertake future detailed design to ensure any future proposals respond to the local conditions and environmental impacts that are assessed at the time. • The need to clearly interlink planning initiatives, environmental considerations, access and movement issues, public places, and action plans for specific localities or sites is a key objective of the UDF. Specific outcomes are informed and guided by the UDF, but all future projects are now, and will be in the future, subject to all existing environmental, planning, traffic, and other relevant policies, and strategies. • The Warburton Urban Design Framework has been referred to State Agencies, including Melbourne Water, amongst others to receive feedback from these key stakeholders and ensure that the UDF aligns with all existing strategy and policy for these agencies. • The Urban Design Framework has been prepared with consideration of the environment of the Warburton area. This includes the provision of new trees, particularly in car parking areas proposed, improving shade, opportunities for natural screening, and improved visual outlook in these locations.

PROPOSED CHANGES

- **No changes proposed**

TENNIS COURTS

There were 134 comments received on the theme of Tennis Courts. The commentary relates to the Warburton Tennis Courts; and Heritage.

This feedback has been assessed and no change is proposed for the Warburton Urban Design Framework.

01 - Tennis Courts	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> <i>“The tennis courts date from 1912 and 1927, with the gorgeous clubhouse being built in the 1920s and designed by Ron Walker, captain of the Warburton Football Club. The clubhouse, over its 100 years, has been used for township dances, tennis tournaments, birthday parties, community events, community group meetings and recreation activities of residents and young people and has survived many significant bush fires”</i> <i>“Do not relocate Tennis courts, how are they to run tournaments without a clubhouse, making decisions to push all user groups into one community pavilion is not acceptable. They all have different needs”</i> <i>“The offer of replacement courts with the flexi pave surface at the Warburton Football Oval are provided with no seating, shade security, shelter or storage for our historical collection of trophies, photos, banners and equipment is outrageous, irresponsible, and dangerous”</i> <i>“No issue with moving tennis courts into a recreational zone and allowing traffic to enter Thomas Ave from the West side of town”</i> <i>“The removal of the Tennis courts but leaving the Club building because it is heritage listed makes no sense without a proposed use for this building”</i> 	<ul style="list-style-type: none"> Relocating the two existing tennis courts to the Warburton Recreation Reserve will allow an additional two courts (four total) which will double the capacity for tennis in Warburton. This will also enhance Warburton’s recreation places, providing opportunities for expanded and upgraded facilities at the Warburton Recreation Reserve to improve and encourage use of infrastructure and amenities. The Tennis Pavilion is proposed to be retained in the current location and serve as a public facility that can be open, and enjoyed by the local community. Further dedicated consultation and engagement with the local community will be undertaken when the project is designed to deliver on the ground outcomes that align with community expectations. The feedback regarding the tennis courts was primarily concentrated to current users who were concerned regarding the loss of existing facilities. The multi-layered approach to this area proposed within the UDF provides increased community access to the heritage listed tennis pavilion, improved through movement for vehicles along Thomas Avenue, and an additional high quality public open space area adjacent to the Swing Bridge, which has the potential to include seating, tree planting, walking and cycling paths, and outdoor dining facilities.
02 - Heritage	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> <i>“The historic tennis courts and club house are a much-loved feature of our town and are listed under the Shire’s heritage overlay. Leave them alone!!!”</i> <i>“Not supportive of relocating tennis court - there is a lot of history that should be preserved”</i> <i>Warburton swing bridge forecourt - no - as you know , the tennis club building is heritage listed and belongs to the tennis courts - This contributes to the intangible sense of place that belongs to the Warburton community”</i> <i>“And destroying heritage areas, places built and maintained by residents over many generations. These places have history and we have connection to it. The Warburton tennis club has been many years of fundraising, caring and fostering new generations of tennis-playing kids. In that club house”</i> 	<ul style="list-style-type: none"> The proposed concept for the tennis courts protects and enriches the heritage character and value by retaining the Tennis Pavilion. The concept proposes a new landscaped public forecourt, with seating, and tree planting, improving access for all, and providing a platform for greater connection, participation and activation of the current site.
PROPOSED CHANGES	
<ul style="list-style-type: none"> No changes proposed 	

PEDESTRIAN ACCESSIBILITY

There were **68 comments** received on the theme of **Pedestrian Accessibility**. The commentary relates to Pedestrian Movement and Access; and Universal Accessibility.

This feedback has been assessed and **no change** is proposed for the Warburton Urban Design Framework.

01 - Pedestrian Movement and Access

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“Improve walkways and pathways through the entire precinct”</i> • <i>“I would hope that the walking track alongside the river at the Redwood Community Centre Access is not impacted to create more car parking spaces”</i> • <i>“Pedestrian Crossings at the east end of Thomas Avenue and the East End of Brisbane Bridge are recommended. In addition pedestrian crossings along the new access road/car parking behind the Visitors Centre and opposite the Memorial Park”</i> • <i>“Love more pedestrian crossings”</i> • <i>“I would like to have ALL river frontage accessible to pedestrians only and NOT bikes”</i> 	<ul style="list-style-type: none"> • The Urban Design Framework contains broad design concepts only. Each proposal within the Framework will require detailed design for specific sites and the context in which they sit. Path links and connection across Warburton will continue to be delivered in line with the vision presented in the Warburton Urban Design Framework.

02 - Universal Accessibility

KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“There are no access points for a person in a wheelchair to get “into the river” - I cannot get riverside at all in Warburton”</i> • <i>“The car park allocated for taxi is never used in Warburton - this could become an additional disabled car park”</i> • <i>“I think these access issues need to be resolved before changes are made to benefit others who are more mobile and can “make do” to some extent”</i> 	<ul style="list-style-type: none"> • The projects proposed within the UDF will also undertake further detailed design, as well as dedicated consultation and engagement with the local community to deliver on the ground outcomes, specifically relating to universal accessibility that aligns with community expectations for all projects.

PROPOSED CHANGES

- **No changes proposed**

CHARACTER AND INDIGENOUS HERITAGE

There were **66 comments** received on the theme of **Character and Indigenous Heritage**. The commentary relates to Character; and Indigenous Design and Heritage.

This feedback has been assessed and **one change** is proposed for the Warburton Urban Design Framework.

01 - Character	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“These changes, focusing on weekend visitors will be a detriment to the amenity of Warburton”</i> • <i>“Draft needs to protect and preserve the unique character of Warburton and at the same time enhance and inject a stimulus to the viability of the township”</i> • <i>“Buildings are incompatible with our historic town”</i> 	<ul style="list-style-type: none"> • 3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton.
02 - Indigenous Design and Heritage	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>“Engage with indigenous elders for their stakeholder input. Not only to tell tourists what the area is about but also to see what local indigenous people feel about the proposal - if it is in alignment with their visions and wisdom for the area”</i> • <i>“Again I think it would be important to ensure any park redevelopment involves indigenous plantings as opposed to native or introduced species to maintain a cultural connection to the vegetation of Warburton”</i> 	<ul style="list-style-type: none"> • The Warburton Urban Design Framework has been referred to State Agencies, including Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) to receive feedback and ensure that the UDF aligns with all existing strategy and policy for these agencies.
PROPOSED CHANGES	
<ul style="list-style-type: none"> • 3D perspectives in Urban Design Framework will be updated with hand drawn illustrations to better reflect desired built form character, and heritage of Warburton 	

SMART CITIES

There were **6 comments** received on the theme of **Smart Cities**. The commentary relates to Smart Cities; and 20 Minute Neighbourhoods.

This feedback has been assessed and **no change** is proposed for the Warburton Urban Design Framework.

01 - Smart Cities	
KEY COMMENTS/FEEDBACK	RESPONSE
<ul style="list-style-type: none"> • <i>"I will be interested to know how much surveillance tech is being envisaged for this as well as the other 'precincts'"</i> • <i>"We do not consent to be a smart city"</i> • <i>"There are a lot of great ideas there around connectivity, co-location and housing densification and diversity which is encouraging to see"</i> • <i>The only comment I would make when it comes to 20-minute neighbourhood hallmarks is that while the intention around delivering active transport is strongly articulated in the policy, in the intervention actions and map detail, this is not as strongly communicated"</i> 	<ul style="list-style-type: none"> • The Warburton Urban Design Framework does not propose any surveillance technology. • The Warburton UDF provides a direction for interventions that shape open space, buildings, landscape, and the public realm, however, it does not have the capacity to specify detailed active traffic initiatives. • During the consultation and engagement period for the Warburton UDF, incorrect information was circulated throughout Warburton in early-2023, around the concept of a 20 minute neighbourhood, and technologies used by Councils. The concept behind 20 minute neighbourhoods is simple – communities are designed to make sure everything you need day-to-day is close to home and a walkable distance away. The intent is for people to be able to move about easily and freely without being burdened by excessive travel or costly transport options. It improves movement and access, rather than preventing it. In an ideal community, all of your services – supermarkets, stores, doctors, community hubs – should be accessible within 20 minutes, however you get around. • Planning out how we want towns to look, using mechanisms such as Urban Design Frameworks – in terms of buildings and how they relate to streets, parks and open spaces – helps us to get there, and means our next generations will be better set up with welcoming and attractive hearts for our communities. Council has no plans to restrict movement in the Yarra Ranges for anyone, through this or other town planning initiatives.
PROPOSED CHANGES	
<ul style="list-style-type: none"> • No changes proposed 	