

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

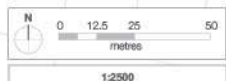
- A Warburton Recreation Reserve Pavilion Redevelopment

Key Movement Routes and Access

- B Warburton Recreation Reserve/Warburton Sanitarium link

Key Places

- C Warburton Recreation Reserve Revitalisation



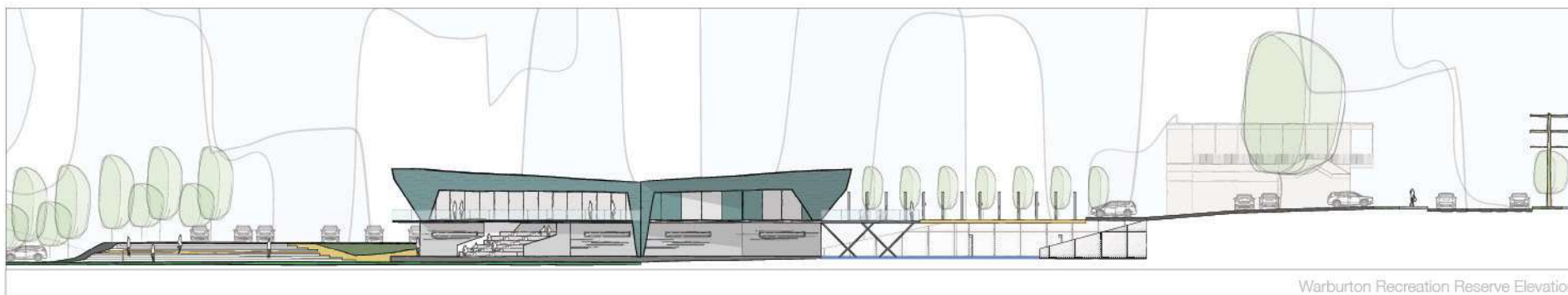
Precinct 3 Section/elevation view	STRUCTURE Property 1 in 100 year flood Yarra River	PUBLIC REALM Key places Trees/Vegetation Passive recreation Trails (other)	MOVEMENT AND ACCESS Road/parking areas Bus stops	BUILT FORM Key development opportunities Heritage Buildings (existing) Potential development
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4.5.1. Building Design

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

New development will achieve this by:

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



4.5.2. Building Frontages and Interfaces

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

New development will achieve this by:

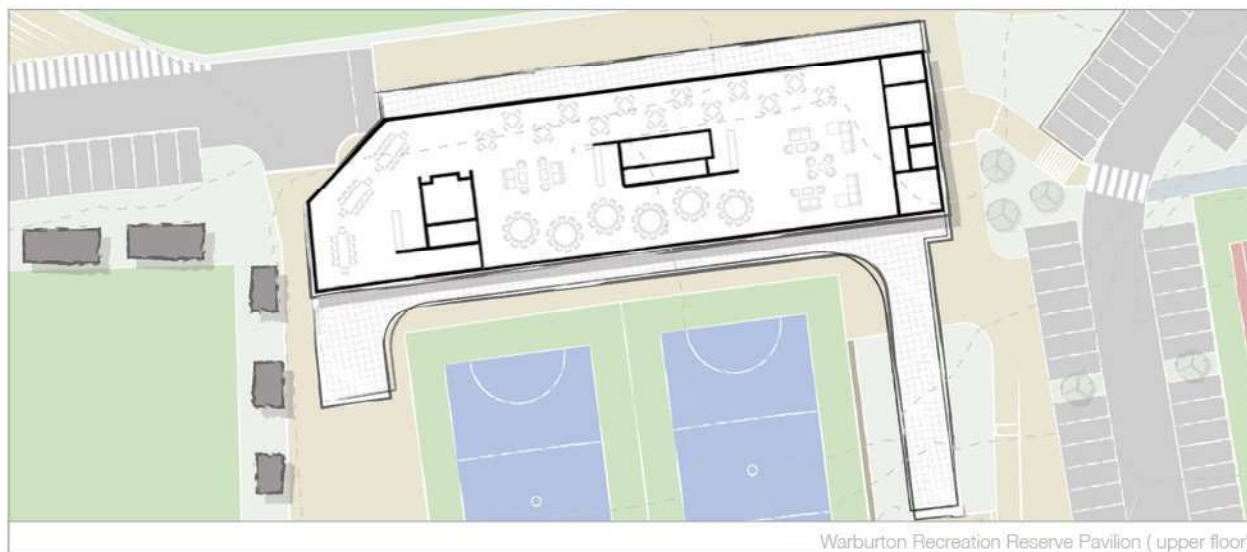
- 4.5.2.c** Providing activate frontages with highly visible windows and entrances as the predominant elements. Creating opportunities for informal surveillance of the area from within the building.
- 4.5.2.d** Locating principal entrances of buildings to allow pedestrian access from Warburton Highway.

4.5.3. Building Performance

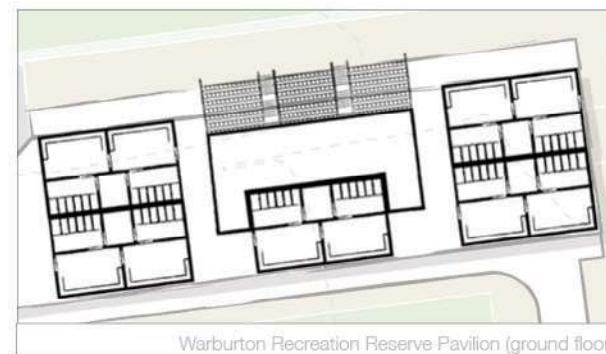
Development is designed to support functional uses now as well as in the future. Buildings are adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy and maintenance performance throughout their life-cycle.

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)



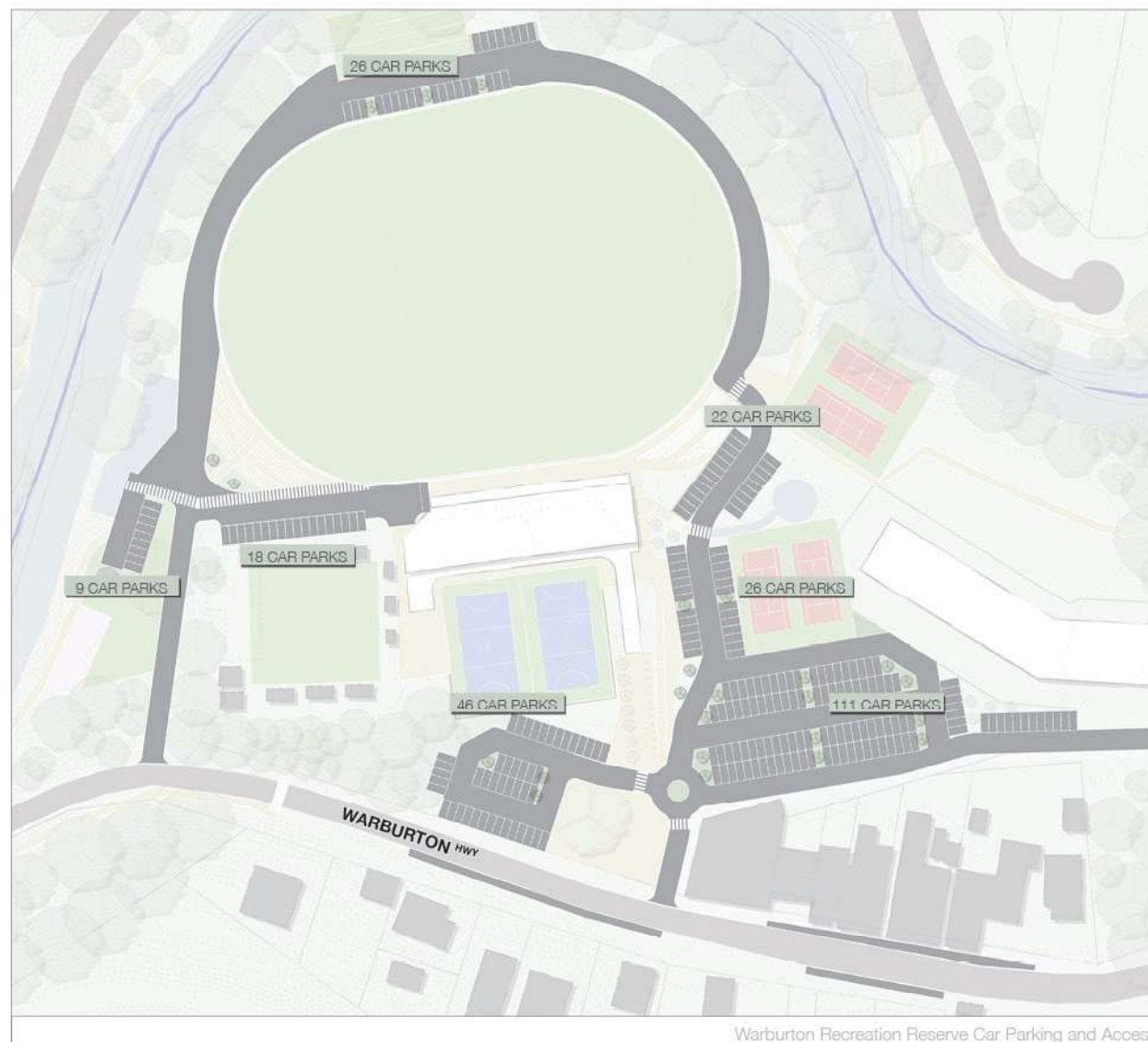
Warburton Recreation Reserve Pavilion (ground floor)

4.5.4. Car Parking and Access

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

New development will achieve this by:

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



Warburton Recreation Reserve Car Parking and Access

4.5.5. Servicing

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

New development will achieve this by:

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

4.5.6. Public Realm

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

New development will achieve this by:

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

