

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

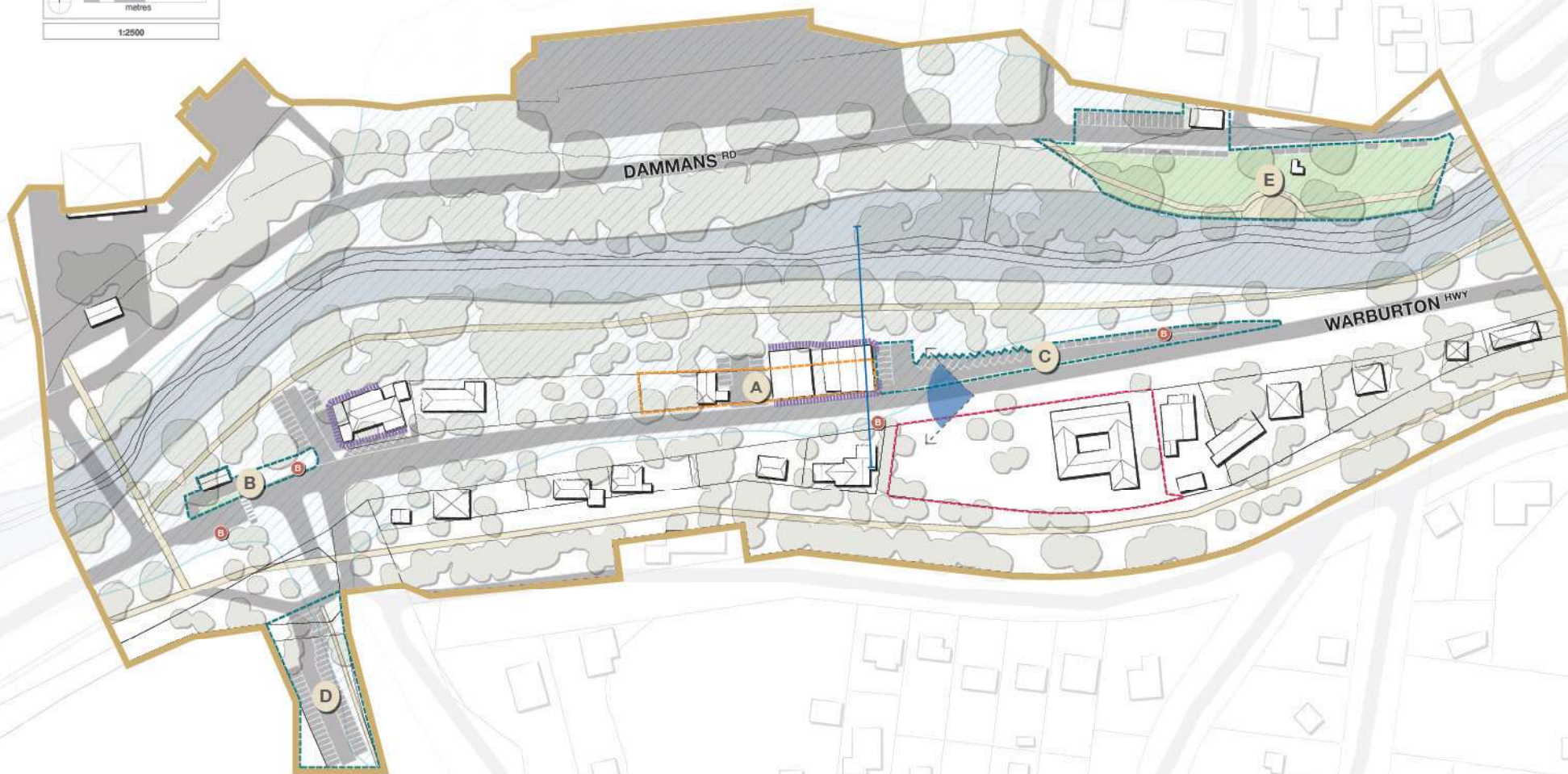
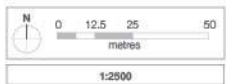
- A Warburton Highway Riverfront

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
- Section/elevation view - Perspective view	- Property 1 in 100 year flood - Yarra River	- Key places - Trees/Vegetation - Passive recreation - Trails (other)	- Road/parking areas - Bus stops	- Key development opportunities - Heritage - Key Active Interfaces - Buildings (existing)

4.3.1. Building Design

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

New development will achieve this by:

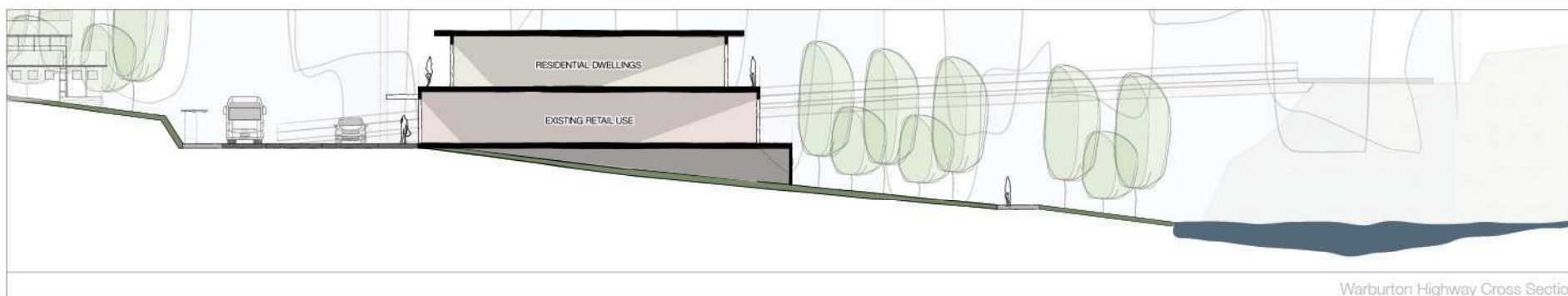
- 4.3.1.a** Locating and shaping buildings to accommodate local topography, natural features, and cultural features of the site.
- 4.3.1.b** Locating and shaping the building to protect view corridors from streets and public spaces toward landmarks (Hill tops, Yarra River).
- 4.3.1.c** Shaping the building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

4.3.2. Building Frontages and Interfaces

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

New development will achieve this by:

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



Warburton Highway Cross Section

4.3.3. Building Performance

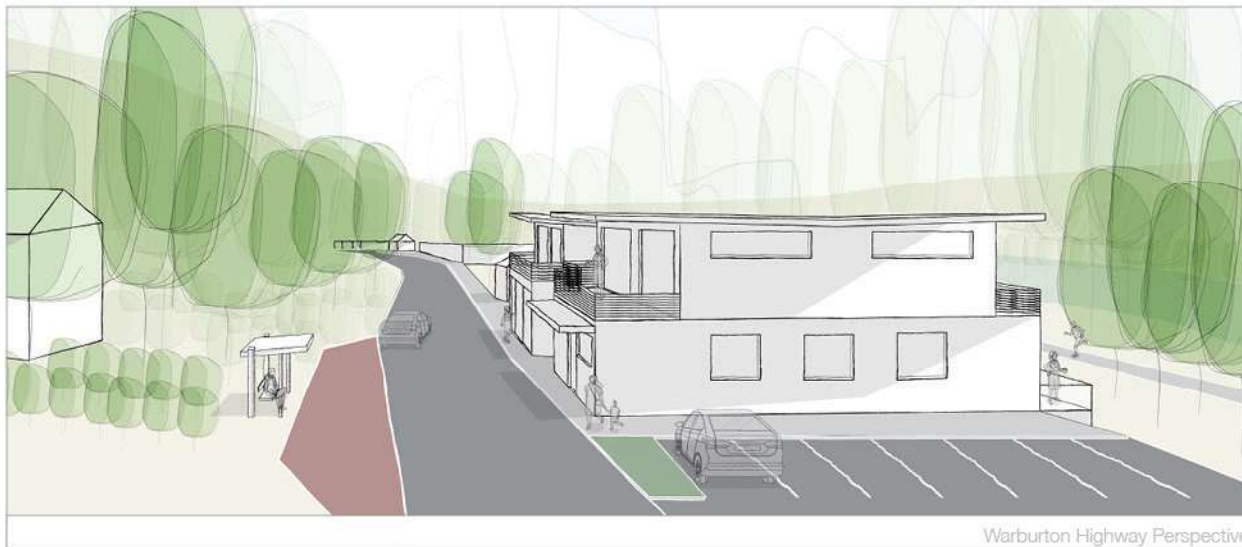
New development is adaptable to changing use patterns and demands. Buildings are highly cost effective, and deliver ongoing value through energy, and maintenance performance throughout their life-cycle.

New development will achieve this by:

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

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

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



4.3.4. Car Parking and Access

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

New development will achieve this by:

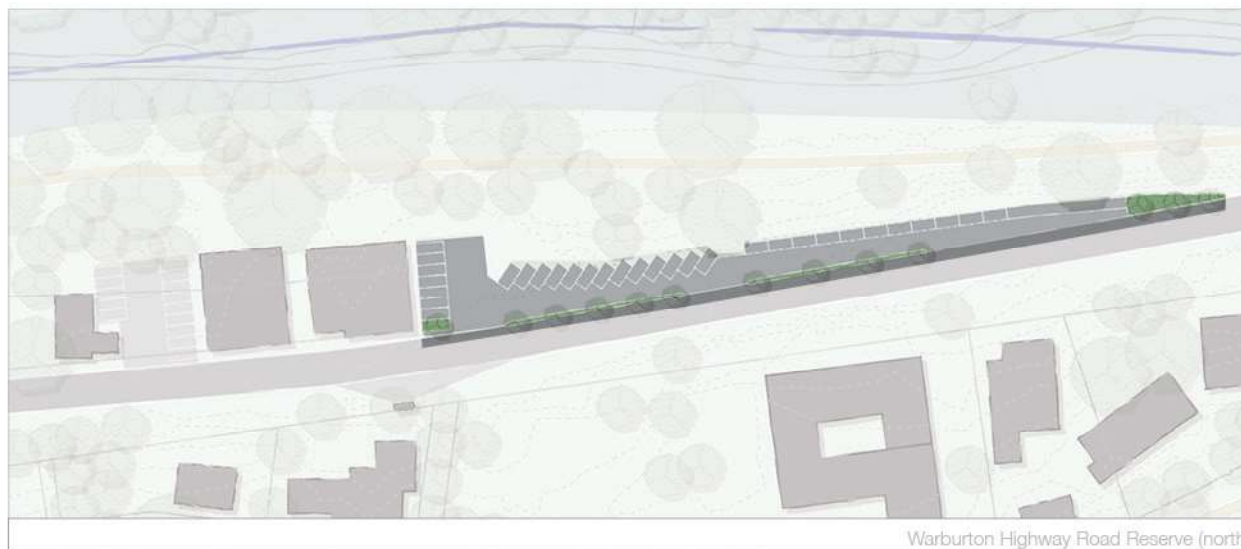
- 4.3.4.a Locating car parking areas and structures in proximity to the activities they support.
- 4.3.4.b Facilitating shared use of car parking facilities with neighbouring properties.
- 4.3.4.c Restricting the amenity and aesthetic impacts of car parking areas by screening parking from view from the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

4.3.5. Servicing

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

New development will achieve this by:

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



Warburton Highway Road Reserve (north)

4.3.6. Public Realm

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

New development will achieve this by:

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

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

