



ETHOS
URBAN

**Lillico Neighbourhood
Activity Centre**

Urban Design Framework

September 2021 | 3190514

Approved

APPROVED BAW BAW SHIRE COUNCIL
(COUNCIL DELEGATE)

DATE 22/12/2021

Prepared by © Ethos Urban with support from i2C Architects

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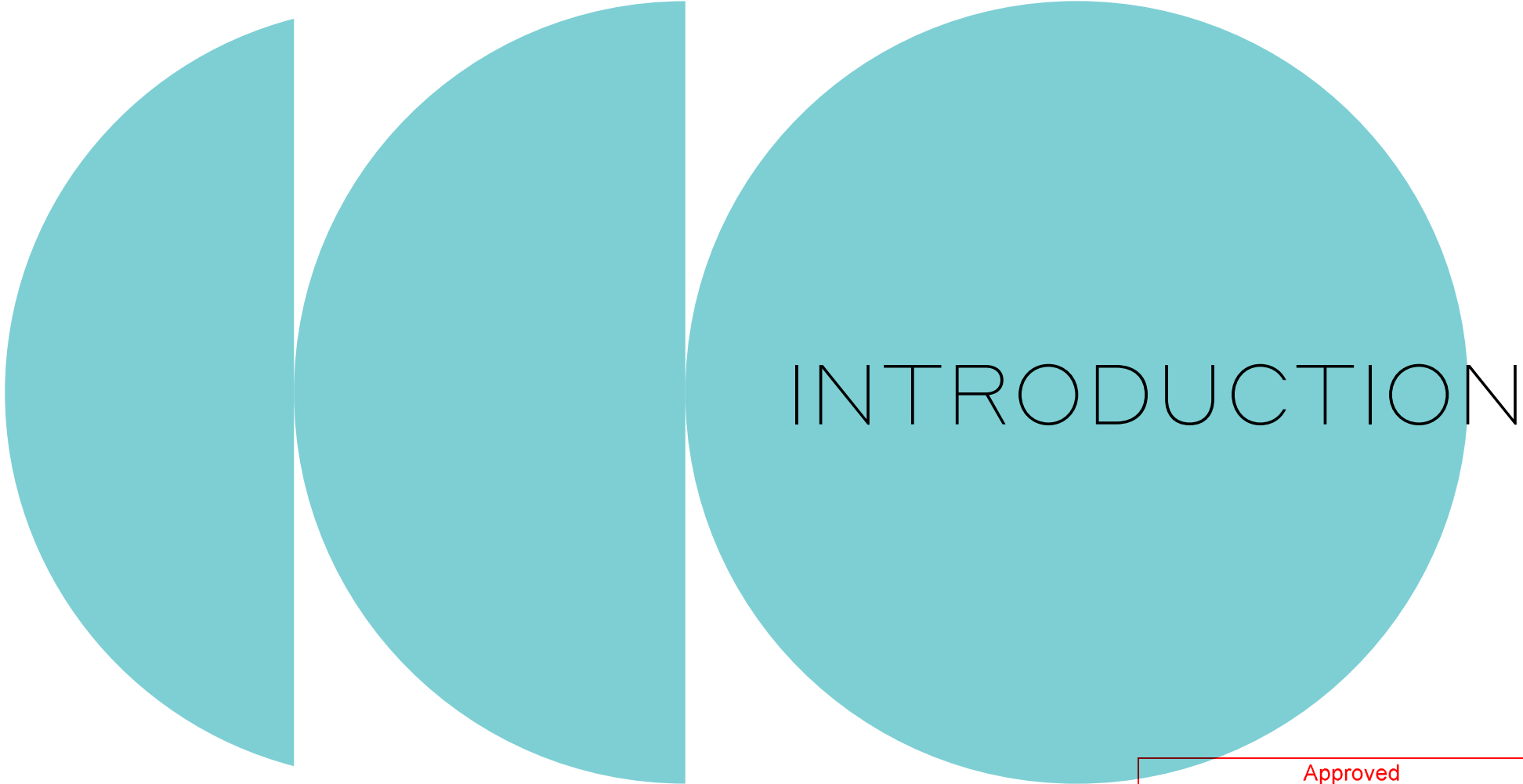
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DATE 22/12/2021

Contents

1.0	Introduction		Figures			
1.1	Overview	2	Figure 1. Views of Warragul	3	Figure 30. Vehicles and car parking	45
1.2	Purpose of the UDF	4	Figure 2. Site location in PSP	5	Figure 31. Loading/delivery bays and waste collection	47
<hr/>			Figure 3. Directions for Growth	8	Figure 32. Public spaces	49
2.0	Policy Context		Figure 4. Zoning Map	10	Figure 33. Photo gallery - landscape and plantings	51
2.1	Planning Policy Framework	7	Figure 5. Overlays Map	10	Figure 34. Photo gallery - built form	53
2.2	Planning Controls	9	Figure 6. Future Urban Structure - North East	12	Figure 35. Photo gallery - environmental sustainability and design	55
2.3	Warragul Precinct Structure Plan	11	Figure 7. Township Character	12		
2.4	Other Strategic Policy	13	Figure 8. Regions of Victoria	14		
<hr/>			Figure 9. Regional and secondary centres in Gippsland	14		
3.0	Site Analysis		Figure 10. The Latrobe Valley Investment Framework	14		
3.1	Location and Context	20	Figure 11. Images representing community feedback	16		
3.2	Population and Growth	22	Figure 12. Baw Baw Economic Development Strategy (2018-2021)	16		
3.3	Environment & Landscape	26	Figure 13. Sustainable Development in Baw Baw Shire	16		
3.4	Existing Land Uses	29	Figure 14. Baw Baw Settlement Management Plan (2013)	18		
3.5	Movement Patterns	31	Figure 15. Baw Baw Final Waste Management Plan (2020)	18		
<hr/>			Figure 16. Warragul Flood Study & Modeling Project - Project Report (2013)	18		
4.0	Vision and Principles		Figure 17. Warragul and Drouin PSP Areas Desktop Environmental, Hydrological and Geotechnical Assessments (2013)	18		
4.1	Vision	34	Figure 18. Site Location	21		
4.2	Principles	36	Figure 19. Site Context	21		
<hr/>			Figure 20. Warragul and Drouin Framework Plan	23		
5.0	Lillico Neighbourhood Activity Centre		Figure 21. Warragul Neighbourhood Activity Centre Trade Area	25		
5.1	Land Uses	39	Figure 22. Warragul Biodiversity Values	28		
5.2	Access and Movement	41	Figure 23. Warragul Significant Landscape Elements	28		
5.3	Public Spaces	48	Figure 24. Warragul Significant Landscape Elements	30		
5.4	Landscape	50	Figure 25. Warragul Street Network	32		
5.5	Built Form	52	Figure 26. Warragul Public Transport and Path Network	32		
5.6	Environmental Sustainability and Design	54	Figure 27. Photo gallery - NAC Vision	35		
<hr/>			Figure 28. Land Uses	40		
6.0	Implementation		Figure 29. Pedestrian and Cyclist movement	43		
6.1	Next Steps	57				

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(COUNCIL DELEGATE)
DATE 22/12/2021



INTRODUCTION

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1.0 Introduction

1.1 Overview

This Urban Design Framework (UDF) has been prepared for the Lillico Neighbourhood Activity Centre (NAC) as designated in the Warragul Precinct Structure Plan (PSP) and the corresponding Urban Growth Zone in the Baw Baw Planning Scheme.

The NAC is located in northeast Warragul, a regional town approximately 90 kilometres east of Melbourne's CBD. The site is currently under rural residential/ agricultural use in an area undergoing an urbanisation process.

The NAC will occupy a 1.98-hectare site comprising two land holdings, 2.5 kilometres northeast of the existing Major Activity Centre (MAC) of Warragul. The Lillico NAC will support the role and function of the existing Warragul MAC by fulfilling the day-to-day goods and service needs of the growing northeast Warragul community, identified as the Copeland neighbourhood in the PSP.

The NAC will accommodate a range of commercial, business, residential, and other community uses, serviced by Precinct Connector Streets that provide vehicular, pedestrian, and cyclist access.

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Figure 1. Views of Warragul
Source: Visit Baw Baw

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1.2 Purpose of the UDF

The UDF is the principal document to guide land use and built form outcomes at the Lilloco NAC in Warragul. The UDF is a required strategic document as identified by the Warragul PSP and required under the Urban Growth Zone Schedule that applies to the land.

The objectives of the UDF are to:

- Establish an integrated vision and principles for the Lilloco NAC in accordance with the Warragul PSP;
- Guide the use and development of the area through the established vision, principles, and guidelines; and
- Provide a benchmark against which subsequent planning permit applications for the NAC will be assessed.

Note that the images and plans depicted in the UDF are indicative only; detailed specifications for the Lilloco NAC will be determined at the planning permit stage(s) of development.

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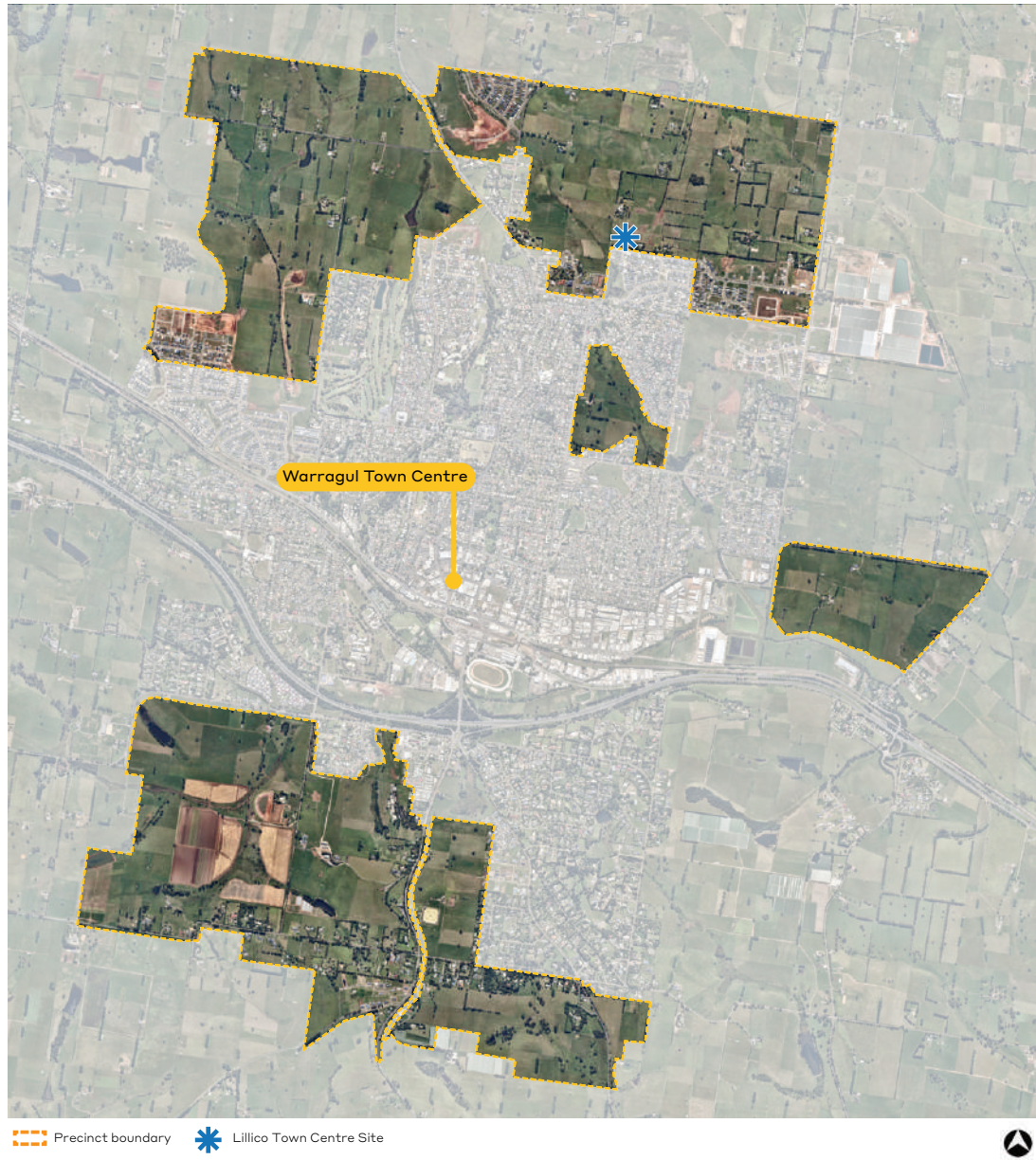
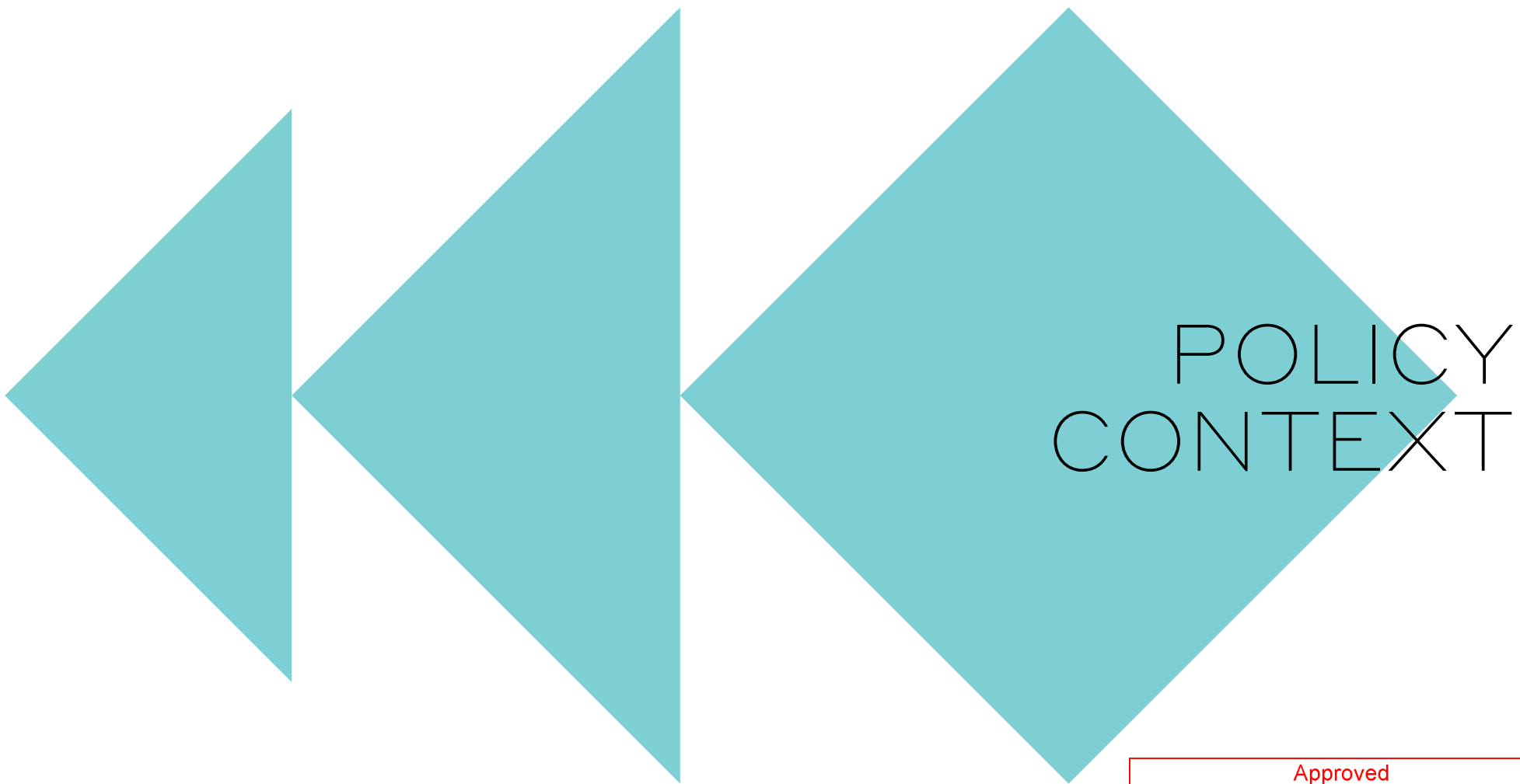


Figure 2. Site location in PSP

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2.0



POLICY
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2.0 Policy Context

2.1 Planning Policy Framework

The following Clauses from the Planning Policy Framework have been identified as relevant to the Lilloco Neighbourhood Activity Centre.

2.1.1 Planning Policy Framework

- **Clause 11.03-1S: Activity Centres**

The Lilloco NAC will concentrate retail and business facilities in a location central to the existing and planned residential neighbourhoods of north Warragul. The policy encourages high-quality facilities which would improve the accessibility of necessary goods and services while providing local employment opportunities.

- **Clause 11.03-2S: Growth Areas**

The Lilloco NAC will provide local employment opportunities and essential goods and services to the Warragul area.

- **Clause 13.02-1S: Bushfire Planning**

The Lilloco NAC should not pose a significant bushfire risk.

- **Clause 15.01-1S: Urban Design**

The Lilloco NAC should respond to the existing context with high-quality design to result in a safe, healthy, functional and enjoyable centre.

- **Clause 15.01-4S: Healthy Neighbourhoods**

The Lilloco NAC will connect to the broader area as well as to the nearby developing residential community via road access and pedestrian paths. The permeability and connectivity of the centre development needs to encourage active transport and access to the commercial core of the Precinct. The design will need to allow access and activity in all weather conditions.

- **Clause 15.02-1S: Energy and Resource Efficiency**

The Lilloco NAC should incorporate environmentally sustainable design principles and vegetation to minimise the urban heat island effect. The design

should consolidate uses which generate a high volume of activity in the centre to maximise opportunities for active transport.

- **Clause 17.01-1S: Diversified Economy**

The Lilloco NAC will facilitate economic opportunities in a designated employment precinct, increasing access to a greater diversity of jobs.

- **Clause 17.02-1S: Business**

Facilities are concentrated to promote viability and accessibility. Large and small-scale retail opportunities will be accommodated and adequate car parking provided.

- **Clause 17.02-1R: Commercial Centres – Gippsland**

The Lilloco NAC will be a commercial centre for the growth area of Warragul to improve the area's liveability and functionality.

- **Clause 18.02-3S: Road System**

Cyclists, pedestrians and vehicles will enjoy direct access to the centre.

- **Clause 18.02-4S: Car Parking**

Siting and connectivity of car parking areas will facilitate movement within the centre as well as the functionality of the surrounding road network.

- **Clause 19.03-1S: Development and Infrastructure Contributions Plans**

Development contributions are managed through the Section 173 agreement in effect for the site and the relevant Development Contributions Plans.

- **Clause 19.03-03S: Integrated Water Management**

Stormwater management for the broader precinct will be delivered through a staged approach, in line with the construction of the subdivision of the surrounding land.

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2.1.2 Local Planning Policy Framework

- Clause 21.03: Settlement**
 The Lillico NAC will implement local strategies to facilitate urban growth and development in northern Warragul.
- Clause 21.04: Main Towns**
 Lillico NAC will represent an implementation of policy for Warragul north.
- Clause 21.07: Economic Activity**
 The Lillico NAC will result in an increase in retail and other commercial activity in Warragul, thereby implementing local policy.
- Clause 21.08: Transport and Infrastructure**
 The Lillico NAC will implement local policy aligned with the PSP, which has designated the site for the development of a NAC to service anticipated population growth in northern Warragul.

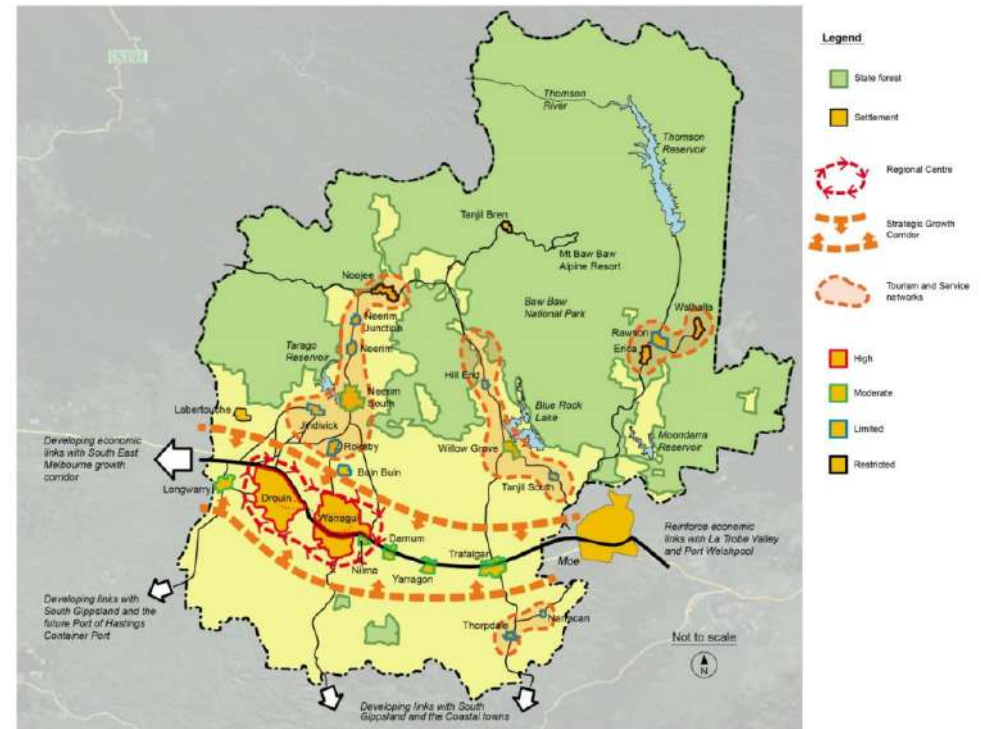


Figure 3. Directions for Growth
 Source: Baw Baw Planning Scheme, Clause 21.03

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2.2 Planning Controls

2.2.1 Urban Growth Zone - Schedule 1

The Lillico NAC site is located within the Urban Growth Zone – Schedule 1 (UGZ1), however, the Schedule applies Commercial 1 Zone to any neighbourhood centres within the UGZ1. The NAC site is therefore subject to the provisions at Clause 34.01 (C1Z) as well as any specified provisions at Clause 37.07 (UGZ1).

The purpose of this zone is to create vibrant, mixed-use commercial centres which provide for residential uses at densities complementary to the role and scale of the commercial centre.

Zoning is depicted in Figure 4.

2.2.2 Overlays

The NAC site is subject to both Schedule 1 and Schedule 2 of the Development Contributions Plan Overlay. Schedule 1 to the DCPO refers to the Baw Baw Shire Development Contributions Plan, which provides for amounts of levy payable for different areas in the municipality, while Schedule 2 refers to the Warragul Development Contributions Plan, which specifies additional levies payable for land in Warragul upon issuance of a statement of compliance with respect to a plan of subdivision under the Subdivision Act 1988.

Overlays are depicted in Figure 5.

2.2.3 Bushfire

The NAC site is located within a designated Bushfire Prone Area as per the Building Regulations 2018. The bushfire prone designation was made after the preparation of the Warragul PSP. The bushfire prone designation is reviewed on a regular basis and is typically removed as a greenfield area is urbanised. It is anticipated the bushfire prone designation will be removed from the site when the surrounding residential areas are developed and Mills Road and the north/south collector road is delivered.

The strategic decision to direct growth to the north of Warragul, including the development of a neighbourhood activity centre, has been affirmed in the Gippsland Regional Growth Plan, Warragul PSP and the incorporation of the PSP into the Baw Baw Planning Scheme. Bushfire risk should be considered during planning applications for sensitive uses only.

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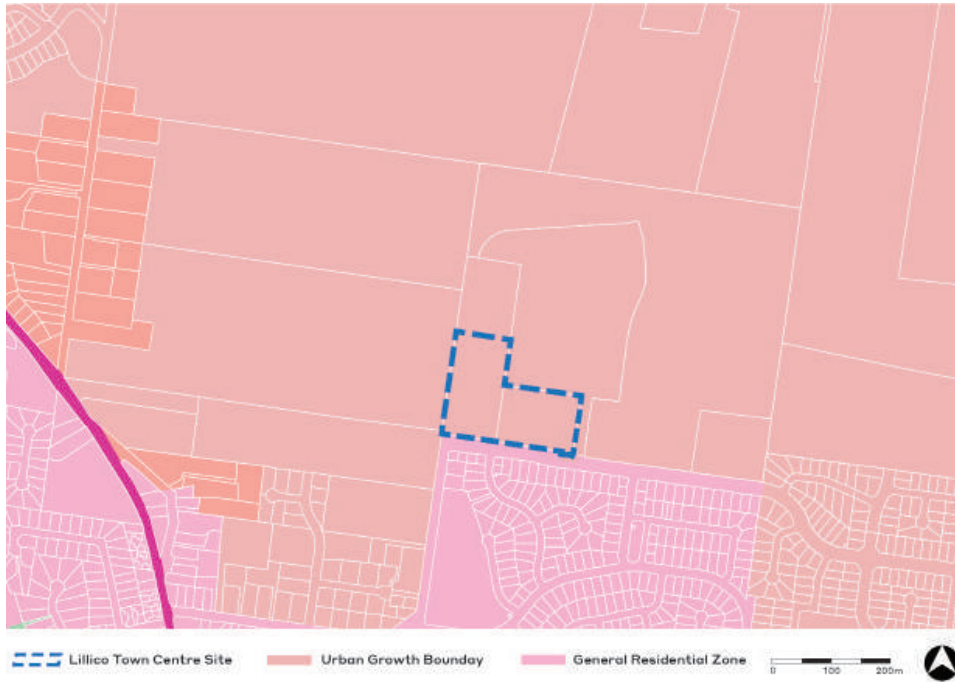


Figure 4. Zoning Map
Source: Adapted from VicPlan



Figure 5. Overlays Map
Source: Adapted from VicPlan

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2.3 Warragul Precinct Structure Plan

The Warragul PSP establishes the vision and overall layout of future land use and development for the Precinct. The PSP requires that a UDF be prepared for NACs in Warragul which responds to the specified NAC Design Principles and Performance Criteria and the UGZ that applies to the subject land. The Principles and Performance Criteria are detailed in Appendix A of this UDF.

The Lillico NAC is one of two Neighbourhood Activity Centres proposed by the PSP to complement the existing Warragul Major Activity Centre. According to the PSP, the proposed Lillico NAC is located within the Copeland township area and will primarily service the northern neighbourhoods of Warragul. The UDF locates the Lillico NAC approximately 200 metres southwest of proposed community facilities for northeast Warragul, which include a government primary school, community facility, and a public open space.

The PSP specifies that the NAC is to have a retail floor space of approximately 10,000m² to service a catchment of approximately 5,000 dwellings (12,000 people). Retail and services at the NAC should complement those of the existing area, with supermarkets, specialty retail, cafés, and opportunities for local businesses.

Excerpts from the PSP and other relevant policy are shown at Figures 6-17.

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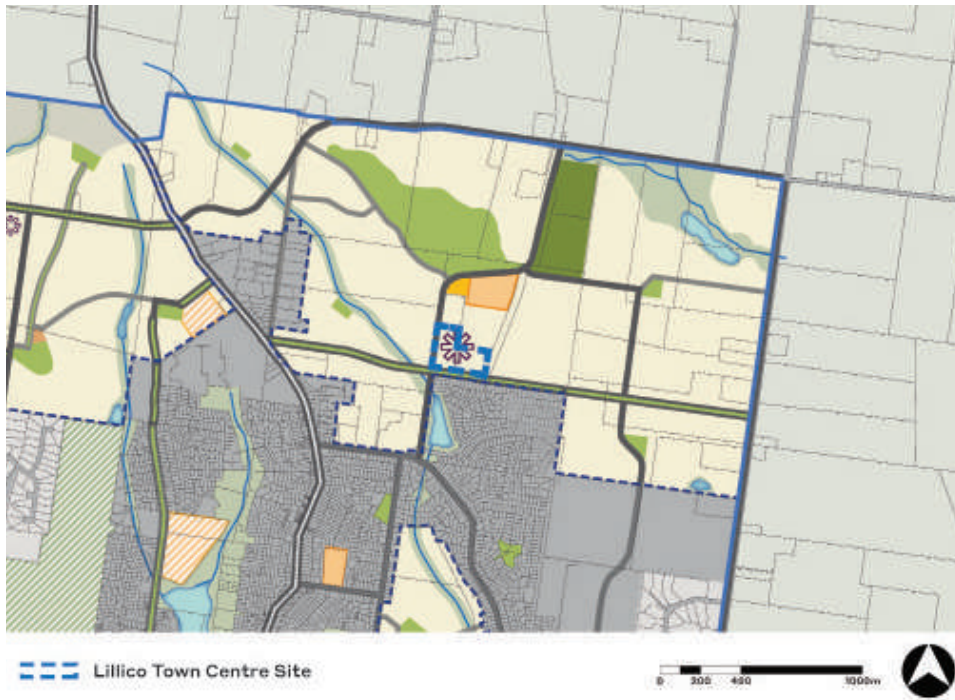


Figure 6. Future Urban Structure - North East
 Source: Warragul Precinct Structure Plan (2014)

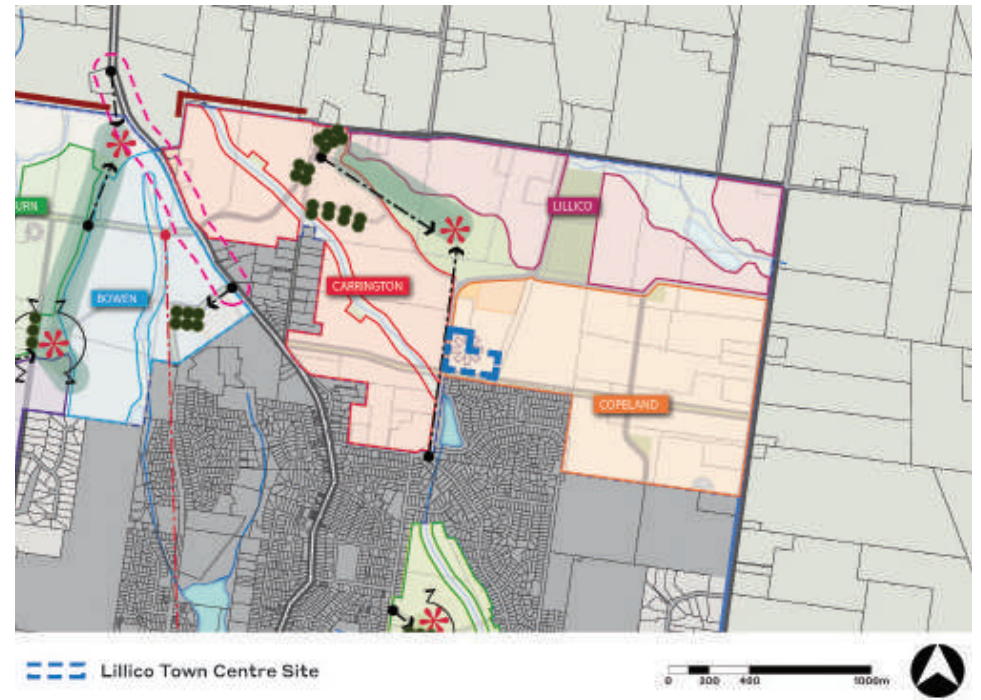


Figure 7. Township Character
 Source: Warragul Precinct Structure Plan (2014)

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2.4 Other Strategic Policy

2.4.1 Regional Strategy

The following table summarises regional strategic policy relevant to the Lillico NAC.

Strategy	Relevant objectives/ guidelines/ requirements
Plan Melbourne 2017-2050	<p>Plan Melbourne is the current metropolitan planning strategy for Greater Melbourne. It seeks to integrate long-term land use, infrastructure and transport planning to meet Melbourne's future environmental, population, housing and employment needs.</p> <p>The Plan envisions a regional Victoria that is productive, sustainable, and supports jobs and economic growth. One of the policy directions to achieve this is to support planning for growing towns in peri-urban areas. Warragul-Drouin is identified as a town with capacity for more housing and employment-generating development.</p>
Gippsland Regional Growth Plan (2014)	<p>The Plan establishes an integrated planning framework to achieve sustainable growth that protects Gippsland's existing values and assets. Warragul is identified as a significant regional centre expected to accommodate significant growth, with a focus on commercial functions and consolidated residential development. The Plan identifies a settlement boundary for Warragul that extends the township to the north and south.</p> <p>The Plan indicates the following household demand and land supply for Warragul, inclusive of Drouin:</p> <ul style="list-style-type: none"> • 6,930 additional households by 2041 • 5,300 lots within broad hectare residential zoned land • 10,700 lots within future residential areas • 800 lots within minor infill areas
The Latrobe Valley Industry & Employment Roadmap (2012)	<p>The Latrobe Valley Industry & Employment Roadmap is a long-term strategic framework to generate employment and stimulate new investment in response to a national price on carbon and a restructuring of the power generation sector. The framework identifies seven strategic directions to achieve the following outcomes:</p> <ul style="list-style-type: none"> • Growth of existing and new business and industry in Latrobe Valley and long term strategic planning developed • A more diversified economy with growth in export of value added agriculture and energy related products, and advanced manufacturing / services • A transitioned and diversified economy with a highly skilled and flexible workforce, and a region recognised as a premium business and lifestyle destination

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Figure 8. Regions of Victoria
Source: Plan Melbourne 2017-2050

Regional centre	Secondary centres	
Bairnsdale	Payneville	Payneville is located approximately 15 kilometres from Bairnsdale, and is a predominantly residential community with most industrial and employment services sourced from Bairnsdale.
Leongatha	Korumburra	Korumburra is located 14 kilometres from Leongatha via the South Gippsland Highway. These centres are of similar size and provide a broad range of services. Leongatha provides additional functions in government, education and health services.
Sale	Maffra Stratford	Both Maffra and Stratford are within 20 kilometres of Sale (and within 10 kilometres of each other). These secondary centres are projected to absorb the majority of population growth from within their surrounding area and will continue to access higher order services in Sale.
Warragul	Drouin	Warragul and Drouin are experiencing similarly high population growth. However Warragul will remain the larger centre and provides additional employment opportunities and services including the West Gippsland Hospital.
Wonthaggi	Inverloch Cape Paterson	Wonthaggi, Inverloch and Cape Paterson are within convenient commuting distance of each other. Wonthaggi provides a higher level of services particularly in retail/commercial, government, education and health services. Inverloch provides a more local scale of services. Cape Paterson includes areas identified for future urban growth and will rely on combined services at Inverloch and Wonthaggi.

Figure 9. Regional and secondary centres in Gippsland
Source: Gippsland Regional Growth Plan



Figure 10. The Latrobe Valley Investment Framework
Source: LaTrobe Valley Industry and Employment Roadmap

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2.4.2 Municipal Strategy

The following table summarises municipal strategic policy relevant to the Lillico NAC.

Strategy	Relevant objectives/ guidelines/ requirements
Council Plan 2021-2025	<p>The Council Plan is a strategy to drive Council priorities and planning over a four-year period. The Plan contains objectives and strategies across 11 focus areas that seek to achieve a future for the Shire that is sustainable, healthy, and thriving. Initiatives specific to Warragul include:</p> <ul style="list-style-type: none"> • Commence the upgrade and construction of two additional basketball courts at the Warragul Leisure Centre (subject to grant funding) • Finalise the Sporting Reserve Masterplans for future sporting reserves as outlined in the Warragul and Drouin Precinct Structure Plans
Economic Development and Visitor Economy Strategy 2022-2025 (DRAFT)	<p>The Strategy outlines a range of Council initiatives focussed around a central goal of creating a regional city with a thriving local and global economic impact, where families can live and grow and vibrant communities flourish.</p> <p>It identifies several significant projects that Council will advocate for, including a bypass for Warragul and Drouin to improve access to these townships, and a new spaces for the Civic Park in Warragul.</p> <p>The Draft Strategy is currently on public exhibition.</p>
Environmental Sustainability Strategy 2018-2022 (2018-2019 Review)	<p>The aim of the Environmental Sustainability Strategy is to ensure a balance between population growth and protection of natural environment. The three pillars of the strategy include:</p> <ul style="list-style-type: none"> • Natural environment • Climate change adaptation and mitigation • Sustainable development <p>The Strategy encourages the implementation of Water Sensitive Urban Design (WSUD) and Environmentally Sustainable Design (ESD) principles and initiatives within new developments.</p>

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Figure 11. Images representing community feedback
 Source: Council Plan (2017-2021)

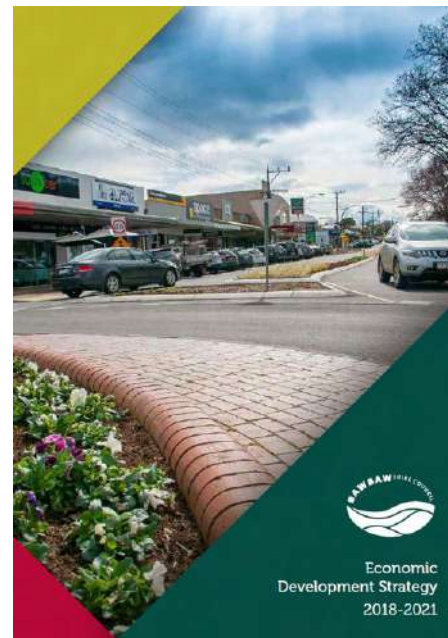


Figure 12. Baw Baw Economic Development Strategy (2018-2021)



Figure 13. Sustainable Development in Baw Baw Shire
 Source: Environmental Sustainability Strategy (2018-2022)

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Strategy	Relevant objectives/ guidelines/ requirements
Public Open Space Strategy (2014)	<p>The Strategy assesses the existing provision of the over 400 hectares of open space in Baw Baw and makes recommendations for its management, potential improvements, creation of new open spaces, and potential partnerships to share the responsibility of open space provision and management.</p> <p>The Strategy identifies the following principles for open space planning:</p> <ul style="list-style-type: none"> • Provide adequate public open space in the right places • Use high quality land that will be suitable for the intended public recreation use • Design and develop the public open space in a way that maximises community benefit from the place
Settlement Management Plan (2013)	<p>The Settlement Management Plan assesses Baw Baw towns and settlements for their potential to accommodate growth and establishes recommendations for the distribution of growth across the Shire. Commercial and community facility development in northern Warragul is supported, as Warragul will function as the regional centre for commercial, retail, industrial, educational, and recreational services in the Shire.</p>
Tree Selection, Planting, and Maintenance Policy (2012)	<p>The purpose of the Policy is to assist with the selection, planting, and maintenance of trees in new developments. The Policy contains a comprehensive checklist with criteria from the following categories:</p> <ul style="list-style-type: none"> • Aesthetics • Health and safety • Structure and biology • Environmental sustainability • Maintenance
Waste Management Plan 2020	<p>According to the Plan, Baw Baw Shire currently provides and manages a number of waste management facilities and services. The Waste Management Plan encourages an increase in waste diversion from the current landfill system for the period 2010-2020. The Plan's objectives primarily focus on community education and waste reduction strategies to achieve a decrease in waste generation.</p>
Warragul and Drouin PSP Areas Desktop Environmental, Hydrological and Geotechnical Assessments (2013)	<p>The Assessment comprised of a desktop review and on-site investigation to identify opportunities and constraints to the proposed land development in the Warragul and Drouin PSP areas. According to the Assessment, both PSP areas have a long history of agricultural land use.</p> <p>A number of property areas in the Warragul PSP are identified as having potential contamination concerns. Property No. WA16 and WA52 are located within the NAC site. Contamination potential is assessed as follows:</p> <ul style="list-style-type: none"> • WA16 - Soil may contain TPH and metals, risk is Low-Medium • WA52 - Soil and groundwater may contain herbicides, fungicides, and insecticides, risk is Low-Medium
Warragul Flood Study & Modelling Project - Project Report (2013)	<p>A study of hydraulics and hydrology of the Warragul drainage catchment was undertaken to inform storm water management in the Shire. Modelling identified parcels which were inundated above 0.1m in the study area in the event of flooding, and made recommendations for the application of a Floodway Overlay (FO) and/or Land Subject to Inundation (LSIO) or Land Subject to Inundation Overlay (LSIO) (LSIO). It was not recommended that an LSIO or FO be applied to the subject site.</p>

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Figure 14. Baw Baw Settlement Management Plan (2013)



Figure 15. Baw Baw Final Waste Management Plan (2020)

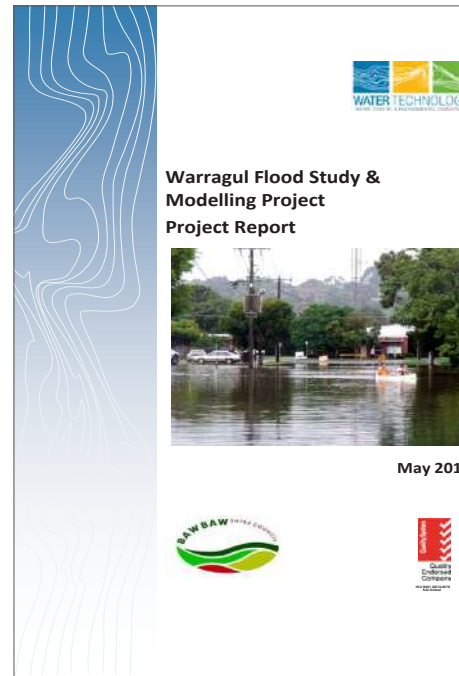


Figure 16. Warragul Flood Study & Modeling Project - Project Report (2013)

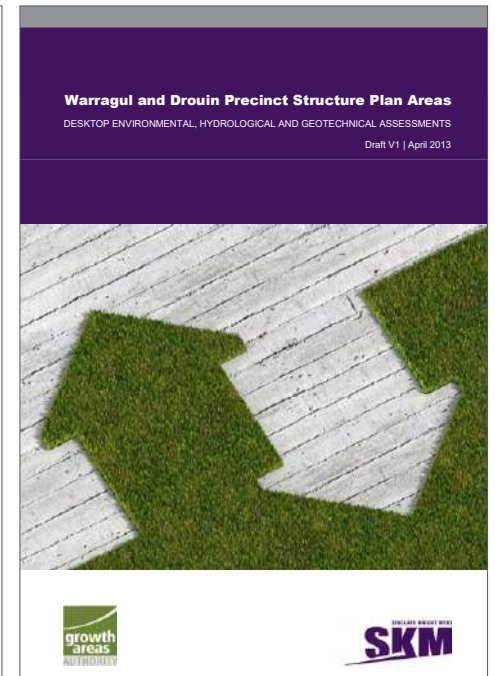


Figure 17. Warragul and Drouin PSP Areas Desktop Environmental, Hydrological and Geotechnical Assessments (2013)

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SITE
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3.0 Site Analysis

3.1 Location and Context

Warragul is a regional town located approximately 90 kilometres east of the Melbourne CBD and 40 kilometres east of the Melbourne Urban Growth Boundary in Pakenham. The proposed Lillico NAC area occupies approximately 1.98 hectares and is located approximately 2.5 kilometres north-east of the existing Warragul town centre (shown in Figure 2), which is the key activity centre for the Precinct.

The future Lillico Neighbourhood Activity Centre (NAC) site forms an 'L' shape and is comprised by two landholdings. The NAC benefits from frontages to Mills Road and the future north/south connector street. Mills Road is a planned Connector Boulevard which will connect with Brandy Creek Road to the west. The area of the activity centre is currently being used for agricultural purposes, with one parcel understood to operate as a stud farm with an ancillary farmhouse. The site is identified in Figure 18.

The Warragul PSP area forms a part of the South Eastern Growth Corridor within the Gippsland Regional Growth Plan (2014). The Warragul PSP was prepared in 2014 by the VPA and is intended to guide urban development in the town over the next 30 to 50 years. The PSP identifies the proposed Lillico NAC within the Copeland township area servicing the northern neighbourhoods of Warragul. The current PSP identifies a north-south connector street which will connect Lillico Road in the north to the existing Warragul town centre to the south.

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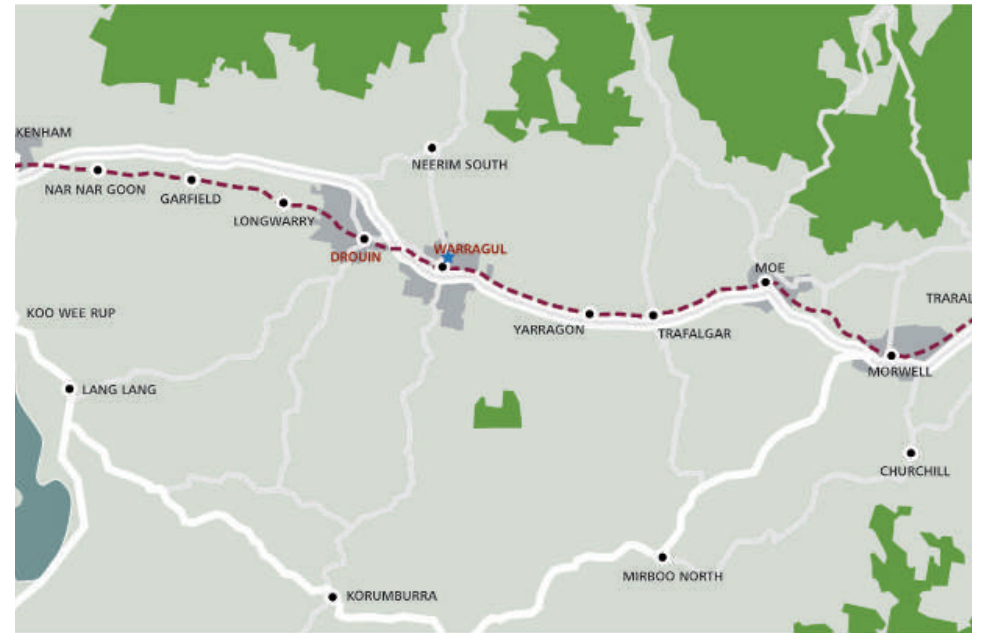
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== Lillico NAC site

Figure 18. Site Location
Source: Adapted from NearMap



★ Lillico NAC site

Figure 19. Site Context
Source: Warragul Precinct Structure Plan (2014)

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3.2 Population and Growth

3.2.1 Population Drivers

Plan Melbourne, Gippsland Regional Growth Plan and the Warragul PSP all envisage significant growth for the Warragul township. The Gippsland Regional Growth Plan identified an expanded settlement boundary for Warragul including future residential growth to the north of the existing town and the development of an activity centre to serve this growth (Figure 20). The Warragul PSP identified the specific location for the future Lillico centre and its role in the hierarchy as a neighbourhood activity centre.

The Warragul township has experienced significant population growth over the last 10 years due to a variety of factors including availability of affordable land compared to prices in metropolitan Melbourne, accessibility to major employment areas in eastern Melbourne and the Latrobe Valley, and the range of services currently available. Warragul is forecast to continue to grow rapidly with the PSP creating a strategic framework to guide the township's growth from 14,000 persons to 44,000 residents through the construction of 12,500 new homes over the next 30 to 50 years.

The Warragul town centre is currently the only retail centre in Warragul; however, two NACs are planned to be developed in the future as the population in Warragul continues to increase. This includes the Lillico NAC and a NAC planned to the south of the Princes Highway. The Lillico NAC is located within a residential growth area that is expected to experience relatively strong population and spending growth.

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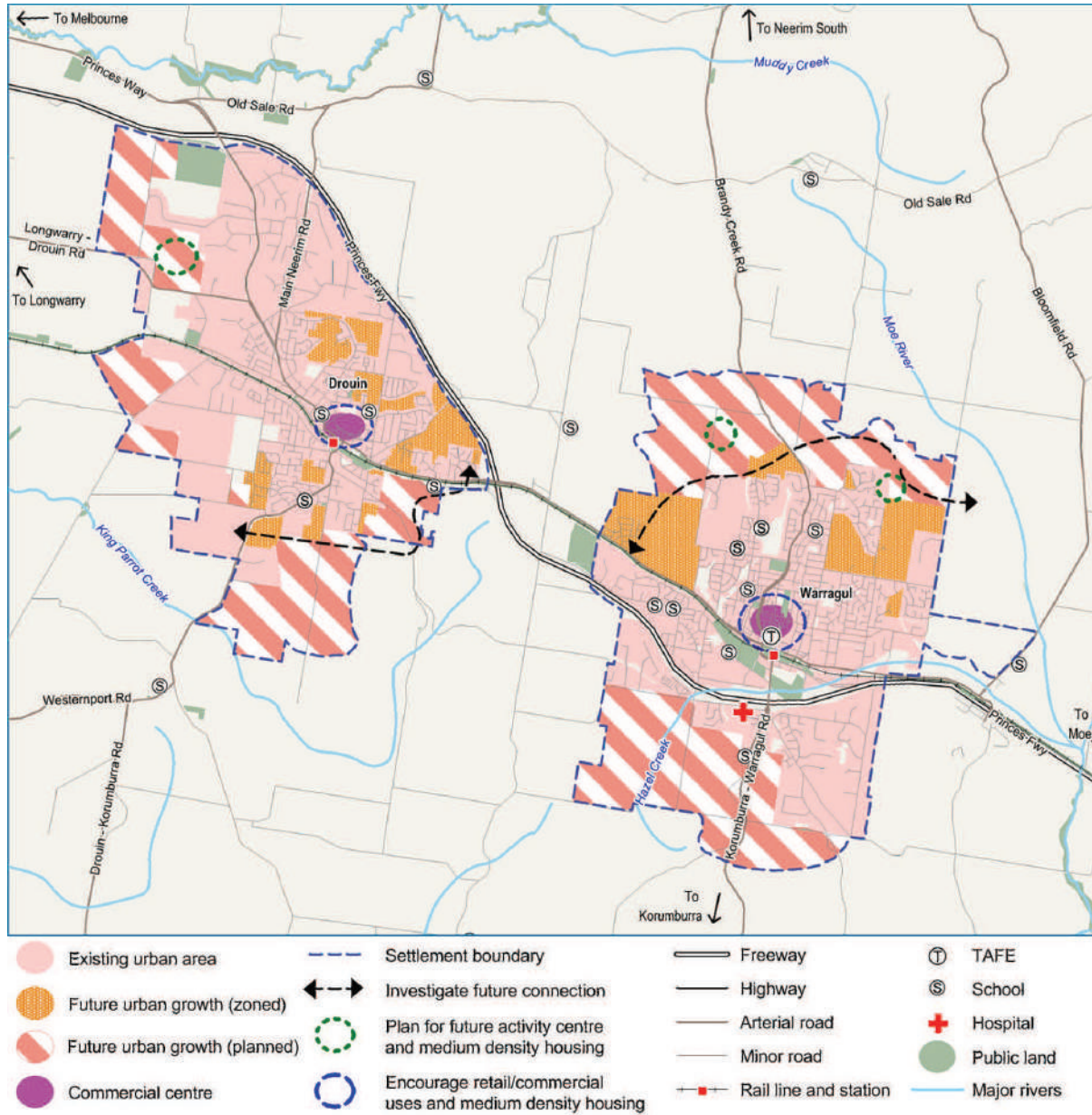


Figure 20. Warragul and Drouin Framework Plan
 Source: Gippsland Regional Growth Plan (2014)

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3.2.2 Economic Assessment

The Main Trade Area (MTA) for the Lillico NAC is identified in Figure 21 and comprises a Primary Trade Area (PTA), Secondary East Trade Area (SETA) and a Secondary North West Trade Area (SNWTA). The MTA as of August 2019 had an estimated residential population of approximately 6,890 persons and by 2034 is forecast to increase to approximately 11,820 persons. Population growth in the MTA will be driven by the continuation of residential development, particularly in areas to the north of the Lillico Centre. At capacity, the MTA is estimated to accommodate a population in the order of 23,000 persons. Considerable land has been identified in the Warragul PSP for residential development within urban Warragul, which the PSP anticipates will be developed within the next 30-50 years.

The socio-economic analysis undertaken in the Warragul Neighbourhood Activity Centre Economic Assessment (Ethos Urban August 2019) identifies the key features of the resident population include, a median individual income of \$33,670 (12.3% higher than the regional Victorian median), a median age of 39.8 (younger than the regional Victorian median of 42.2) and a 64.3% labour force participation rate (higher than the Regional Victorian 60.5% average). The socio-economic profile indicates that the PTA reflects an area that is popular with families with children and who own their home with a mortgage. A high degree of accessibility to supermarkets and convenience retailing is particularly important for this demographic who are juggling the multiple demands of work, family and school commitments.

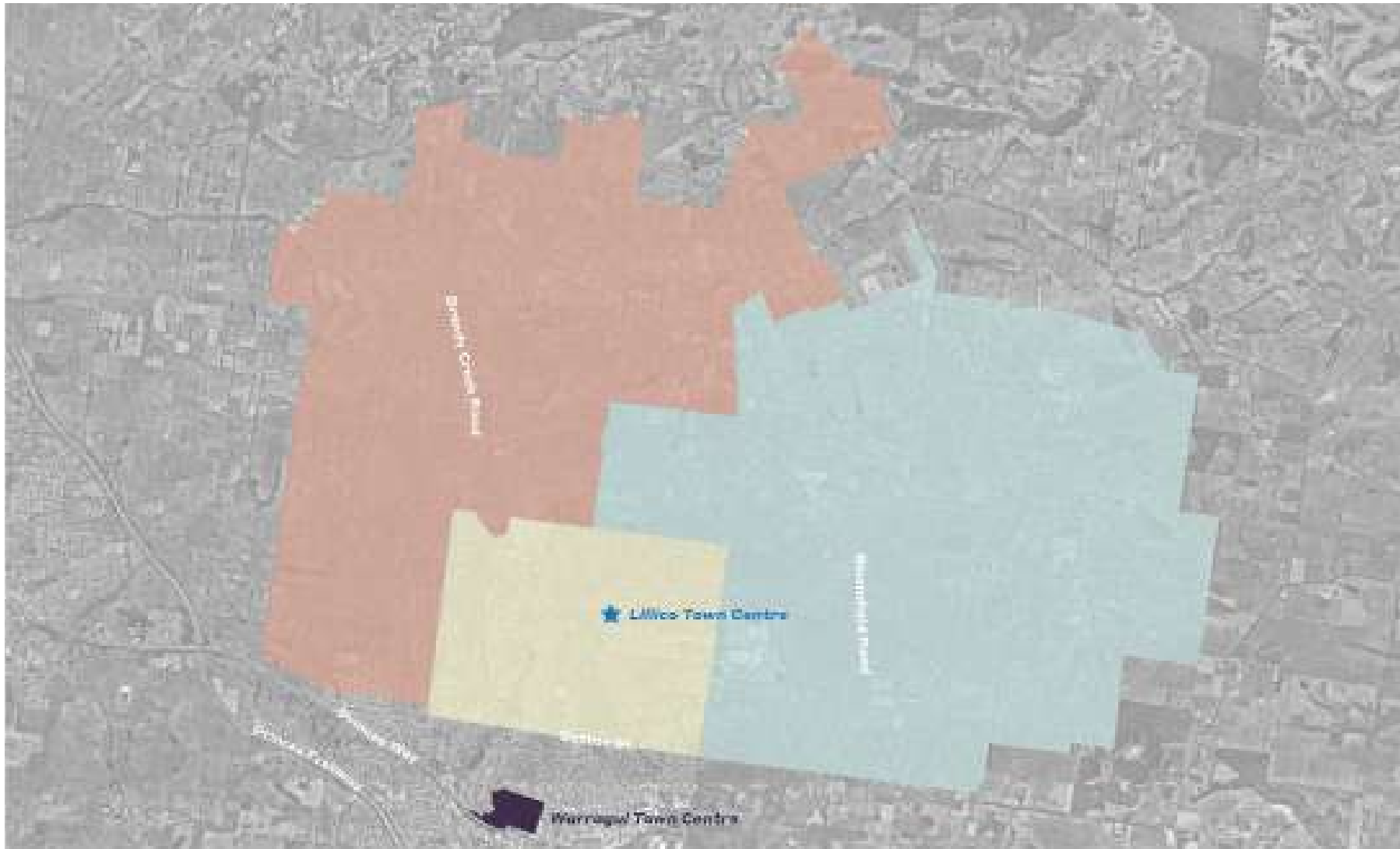
The Warragul PSP anticipates that the Lillico NAC will have a retail floor space of approximately 10,000m² to service a catchment of approximately 5,000 dwellings or 12,000 people. In this context, proposed retail at the subject site is intended to provide day-to-day convenience retailing with a large proportion of the retail needs of future residents to continue to be met by retailers in the centre.

The Warragul town centre and Drouin to a lesser extent, are likely to be the main competing centres for any NAC at the subject site. The other larger centres (both planned and existing) in the broader region will capture a share of the spending of Warragul residents, in particular non-food retail spending. Other larger centres in the broader region, of relevance to the Lillico site include Pakenham, Officer and Narre Warren. A NAC at the subject site would complement the regional role performed by the Warragul town centre and provide improved accessibility for convenience retailing for existing and future residents in the northern Warragul growth area.

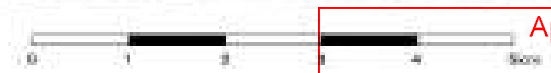
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- Primary Trade Area
- Secondary North West Trade Area
- Secondary East Trade Area



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Figure 21. Warragul Neighbourhood Activity Centre Trade Area
 Source: Ethos Urban

3.3 Environment & Landscape

3.3.1 Vegetation and Habitat Areas

The site has been cleared and in agricultural use for a period of time; however, the area was historically predominantly a mixture of farmland and associated residential lots. There is some existing vegetation at the site, primarily in the form of tree and shrub plantings along property boundaries.

The PSP does not identify any biodiversity values at the NAC site. However, landscaping adjacent to such vegetation or habitats should be complementary to conservation objectives and use indigenous planting where appropriate.

The Vegetation Report (Paul Kelly & Associates, June 2020) has noted that there may be some native vegetation at the site, however further investigation is needed. Potential removal of vegetation will be addressed at the planning permit stage of development.

Biodiversity values as identified in the PSP are depicted in Figure 22.

3.3.2 Micro-Climate

The geological setting of the site is variable, but predominately underlain by potentially highly reactive residual clay overlying basalt rock. The site of the Lilloo NAC is relatively flat; however it is located south of an extremely steep hill (>20% slope). Warragul experiences significant rainfall, receiving an average rainfall of 102.7 centimetres. Prevailing winds are generally from the west, varying somewhat from northwest to southwest.

The site is not subject to a Land Subject to Inundation Overlay and the NAC site is located in an area of low flood risk. Based on the study conducted by SKM, there does not appear to be any significant hydrogeological constraints which would render the land unsuitable for development. Integrated water cycle management and water sensitive urban design in the Lilloo NAC may help avoid poor water quality in the Ramsar listed Gippsland Lakes wetlands.

3.3.3 Contamination

Based on the findings of the Desktop Environmental, Hydrological and Geotechnical Assessments (*Growth Areas Authority and Sinclair Knight Merz*), there are no known significant risks from a site contamination perspective which would render the land unsuitable for a particular land use.

At the site potential contamination may not be confined to a single, localised area but instead encountered across the wider extent of the site to one degree or another owing to the intensity and nature of the associated land use. Due to the nature of the site uses (historically farms, water treatment ponds, farm industries) it is considered to represent a low risk of causing contamination and any localised contamination is likely to be able to be effectively managed or remediated.

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3.3.4 View Lines

The *Warragul Precinct Structure Plan* aims to preserve the rural character of the Baw Baw Shire by maximising views to the town's hinterland.

The town's undulating rural setting is apparent via hilltop vistas of ridgelines, open valleys, and waterways, which stretch to the distant Strzelecki and Baw Baw ranges.

The surrounding landscape of the Lilloco NAC site is relatively smooth, with gentle undulations along the tributary to the west and a prominent hilltop located less than one kilometre to the north. A prominent ridge line is located to the south, between Mills Road and Lewisham Court and is currently undeveloped, due to its deep slope.

The PSP prescribes that any development in the north-east precinct (where the NAC is located) must ensure new street layouts create views to the Lilloco Volcano District Park and protect open hilltops to the east of Normanby Road.

Significant landscape elements as identified in the PSP are depicted in Figure 23.

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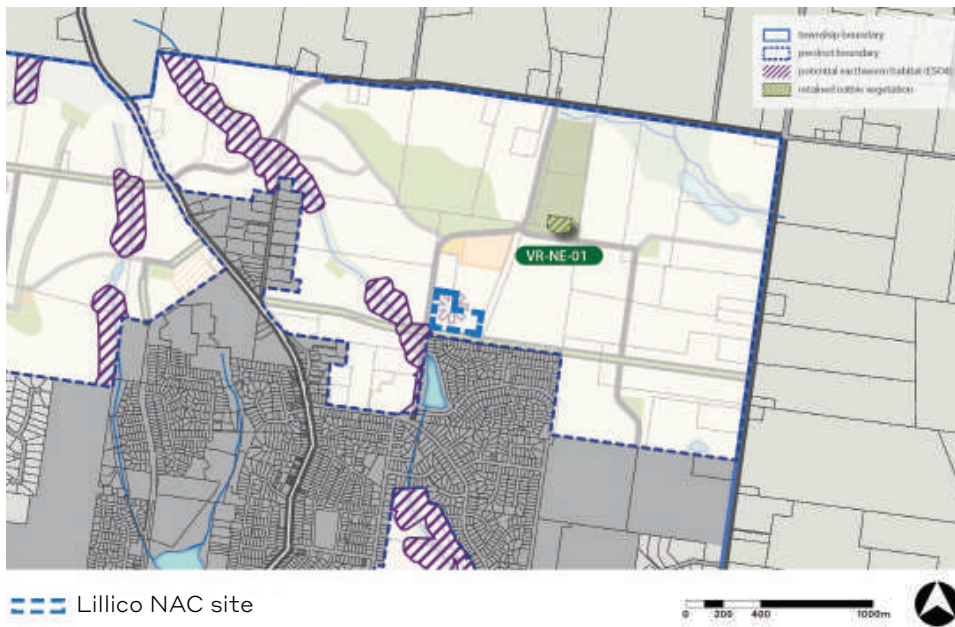


Figure 22. Warragul Biodiversity Values
 Source: Warragul Precinct Structure Plan (2014)

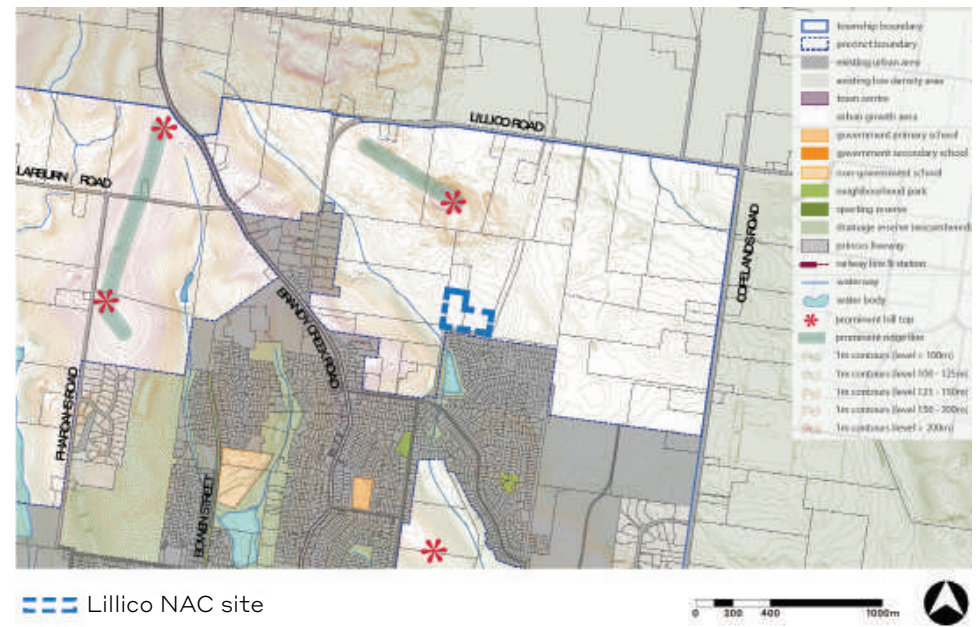


Figure 23. Warragul Significant Landscape Elements
 Source: Warragul Precinct Structure Plan (2014)

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DATE 22/12/2021

3.4 Existing Land Uses

Warragul has a long history of agricultural land uses, with much of the areas remaining under cultivation to today. While the broader Lilloco NAC site is currently used for agricultural (or related commercial activities) and rural residential purposes, the subject land currently comprises a single dwelling. The area immediately south of the Lilloco NAC is an existing residential area primarily comprising single and double-storey dwellings on 1-hectare lots. The NAC is bounded on the remaining three sides by farmland with residential land use associated with the town of Warragul.

The proposed future use of the site as future land supply for various land uses, including sensitive uses such as residential and community facilities in addition to open space, retail and business uses.

The PSP identifies several potential neighbourhoods located predominantly to the west of the Lilloco NAC site. In addition to Lilloco, these proposed neighbourhoods include Waterford, Pharoah, Bowen, Dollaburn, Carrington and Copeland.

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Figure 24. Warragul Significant Landscape Elements
Source: Google Maps

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3.5 Movement Patterns

3.5.1 Road Hierarchy

The Warragul PSP provides a road hierarchy for the development of the precinct. The document identifies the plan to extend the existing Mills Road to Lilloco Road to the north, and to the west to meet at the controlled intersection of Brandy Creek Road and Lilloco Road. Mills Road will act as the main road into the precinct and provide a sense of address on arrival to the precinct through strong and consistent landscaping.

3.5.2 Pedestrian and Cycle Routes

The Warragul PSP identifies bicycle facilities, including a 2.5 metre shared path along the lengths of both the East/West and North/South connector roads adjacent to the future NAC.

Pedestrian links are located along Future Road and Mills Road, providing access into the subject site. Further shared paths form a large part of the walking and cycling network across the precinct. The PSP specifies that this will include footpaths of at least 1.5m on both sides of all streets and roads, safe and convenient crossing points of connector roads and local streets at all intersections and safe and convenient transitions between on and off-road bicycle networks.

3.5.3 Public Transport

Potential bus routes have been identified along the East/West connector road (Mills Road) and the North/South connector road (proposed in the PSP), where they pass the future NAC. A principal bus stop location would service the NAC.

The existing Warragul Train Station is located approximately 3.1km to the south of the site. V/Line trains service this station and offer journey times to Traralgon of less than 45 minutes and to Central Melbourne in approximately 1.5 hours.

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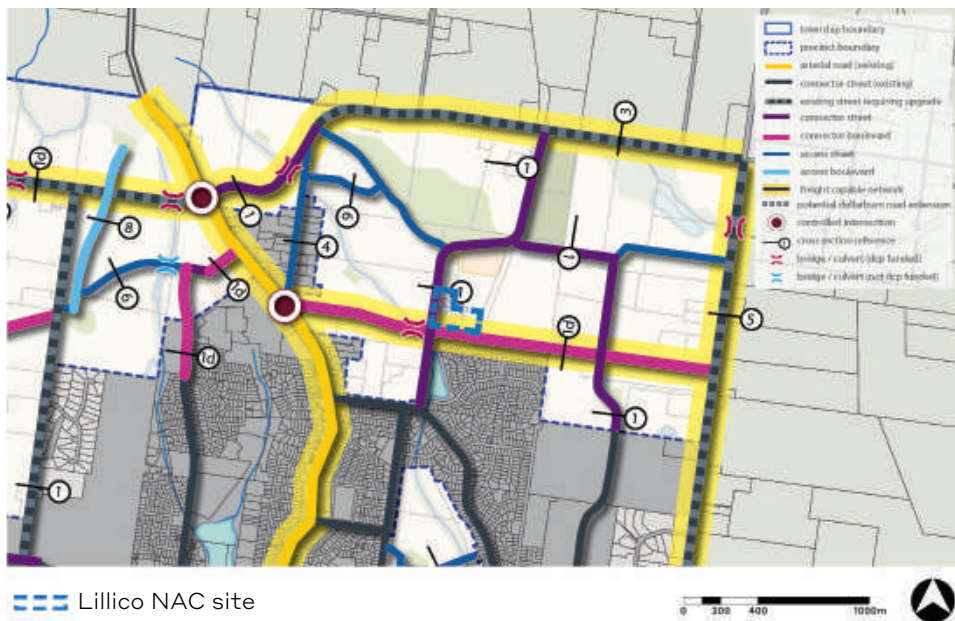


Figure 25. Warragul Street Network
 Source: Warragul Precinct Structure Plan (2014)

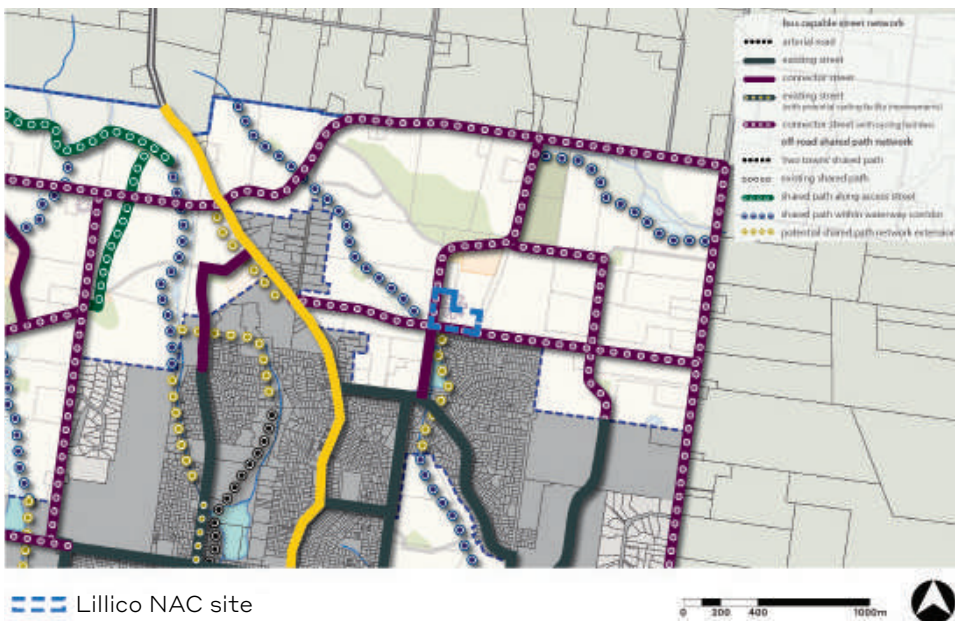


Figure 26. Warragul Public Transport and Path Network
 Source: Warragul Precinct Structure Plan (2014)

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VISION AND
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4.0 Vision and Principles

4.1 Vision

The Lillico Neighbourhood Activity Centre will be a vibrant, dynamic place that generates a sense of community and belonging for the precinct. The Centre will result in a focal point for the surrounding community that meets everyday needs, diversifies the neighbourhood's housing choices, and encourages people to gather and socialise. Anchored around a central town square, the Centre will prioritise pedestrian movements and connect residents and visitors to a range of commercial services in one location.

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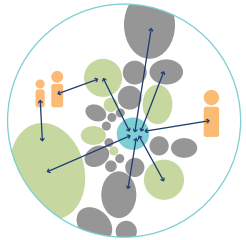
Figure 27. Photo gallery - NAC Vision



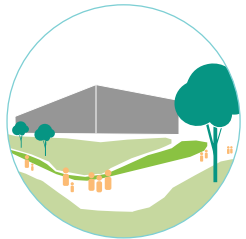
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4.2 Principles

The Warragul PSP establishes the following design principles for the Lilloco NAC.



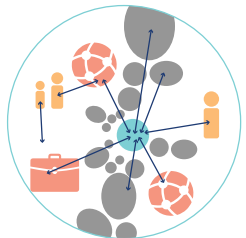
1. Locate neighbourhood centres in attractive settings and as the focus of the surrounding neighbourhood



2. Focus on a public space as the centre of community life



3. Provide a range of retail, local community and other facilities within neighbourhood centres

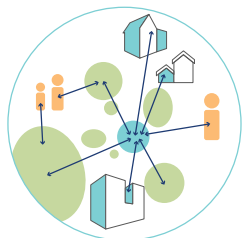


4. Integrate local employment and service opportunities in a business friendly environment

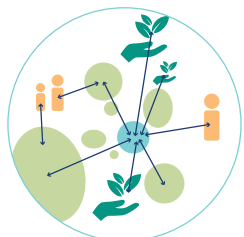
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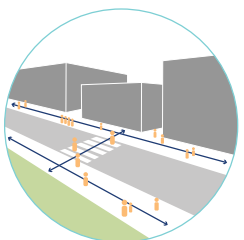
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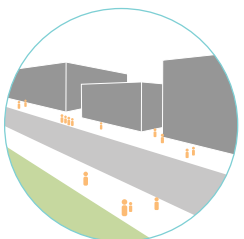
5. Include a range of medium and high density housing and other forms of residential uses within and surrounding the neighbourhood centre



6. Promote localisation, sustainability and adaptability



7. Design the neighbourhood centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access



8. Create a sense of place with high quality engaging urban design

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LILLICO
NEIGHBOURHOOD
ACTIVITY CENTRE

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5.0 Lillico Neighbourhood Activity Centre

5.1 Land Uses

The Lillico NAC will be a mixed-use precinct, with residential, retail, community, and other uses to meet the day-to-day and weekly needs of the surrounding community. The configuration is characterised by a diverse range of footprints and uses to promote flexibility and adaptability of the centre to meet evolving community needs in the long term.

Two major retail sites will be provided at the site, with a major supermarket on the western parcel, and a supermarket/anchor retail space on the eastern parcel. The town square, at the 'heart' of the NAC, will connect the two allotments. The town square should provide a flexible outdoor space to activate the commercial centre and encourage social interaction through a variety of community activities. The town square will also provide public open space.

Specialty retail is to be located around the town square and along key pedestrian thoroughfares to maximise exposure to passing trade for the smaller scale tenancies. This configuration should also encourage specialty retail/commercial activities (such as outdoor dining) to spill into the public realm of the town square.

Car parking areas are distributed across the centre for access to both supermarket/anchor sites, specialty retail, and other uses at the site.

Mixed use development will be located at the NAC site along the eastern edge and adjacent to the town square. The residential uses are configured to provide passive surveillance and contribute to the vibrancy and character of the centre as well as the diversity of housing choice in the Warragul area.

Exact floor space and land use breakdown will be confirmed at the planning permit stage, as will the housing typologies of the residential area.

A land use plan for the NAC is shown at Figure 28.

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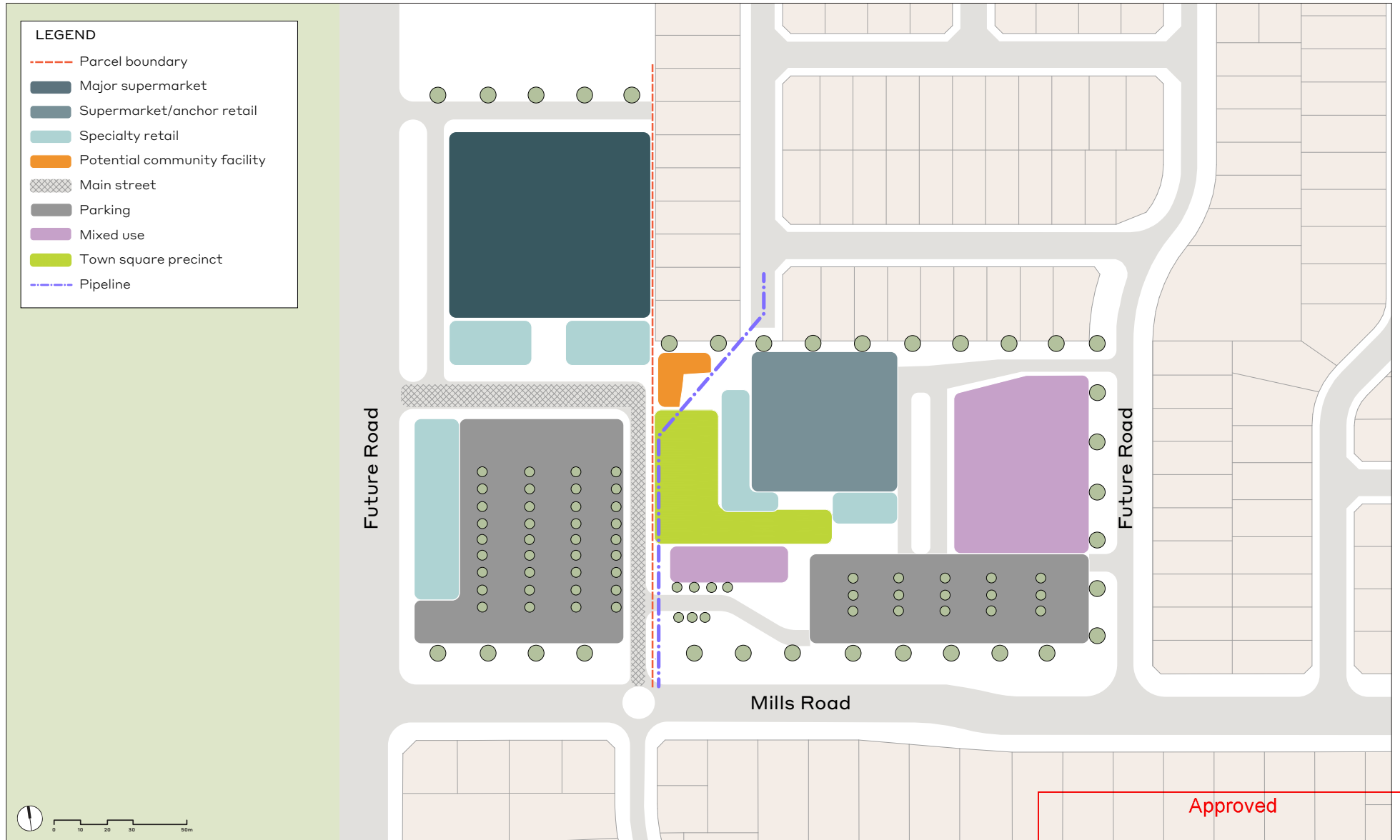


Figure 28. Land Uses

5.2 Access and Movement

The NAC is designed around an L-shaped central main street that runs north-south and east-west through the centre of the NAC.

Access to the NAC will be provided from all directions at access points along Mills Road and the western and eastern future roads, as well as via a pedestrian path that links the main street to the residential neighbourhood to the north.

5.2.1 Main Street Design

The main street connects retail, mixed, and community uses at the NAC and provides direct access to the NAC from Mills Road as well as the future road to the west.

The main street will accommodate two traffic lanes as well as on-street car parking and dual nature strips. Pathways along both sides of the main street will support a high volume of pedestrian traffic as well as outdoor dining activities.

The main street is orientated in part to create views to the prominent hilltop of the Lilloo Volcano District Park to the north of the NAC.

Its design will also incorporate appropriate and high quality landscaping along the full extent of the main street to provide shelter and shade and to positively contribute to the aesthetics of the centre.

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DATE 22/12/2021

5.2.2 Pedestrians and Cyclists

Pedestrian movement will be prioritised at the NAC, both along the main street and through the town square.

Pedestrian paths will connect the supermarket, anchor and other retail, community facilities, and town square to the surrounding uses at the NAC. North-south and east-west access will be provided through the centre, from Mills Road and the future road to the west to the residential area to the north via pathways along the main street and through the town square. All pathway widths and public spaces within the centre will be sufficient to accommodate pedestrians as well as mobility access.

Cyclists will utilise shared pathways within the NAC that connect to the path network of the larger area, including dedicated cycling lanes at Mills Road and the future road that runs parallel to the western boundary of the NAC.

Adequate bicycle parking will be provided in line with statutory requirements. Bicycle parking should be located along cycling routes adjacent to key public spaces or centre destinations.

Pedestrian and cyclist movement through the NAC is shown in Figure 29.

5.2.3 Public Transport

Mills Road and the future road at the western boundary are included within the bus-capable street network for the area.

Bus stops will be located at the NAC to connect the commercial, business, and community uses at the NAC to the transit network.

These stops should be accessible, sheltered, and connected to the pedestrian infrastructure in the NAC. The precise location of transit stops to service the NAC is subject to further discussions with State Government.

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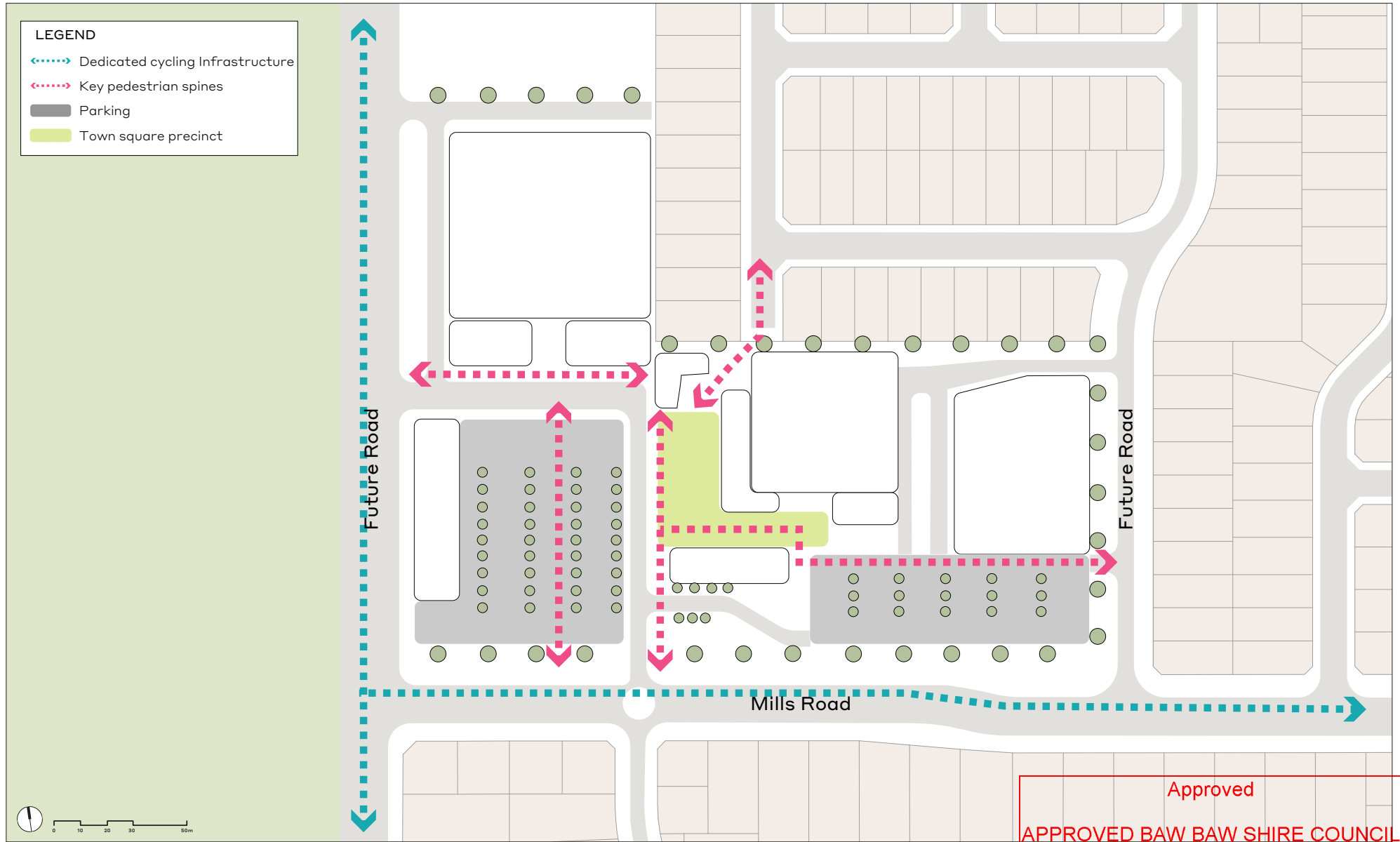


Figure 29. Pedestrian and Cyclist movement

5.2.4 Vehicles

The NAC will enjoy vehicular access from the connector roads at Mills Road and the future roads that run parallel to the eastern and western boundaries. Access points should minimise congestion within the centre as well as along connecting and supporting roads. To achieve this, a roundabout will be provided at the Mills Road and main street intersection and some access points to the centre will be limited to entry only. The internal road network will minimise entry/exit points for car parking areas and through traffic.

The main street is the main vehicular spine, connecting the NAC to Mills Road via a roundabout and the future road to the west. A speed environment of 40km/h or lower will be required for the main street and all other internal roads at the NAC.

Figure 30 depicts vehicular access to/from the NAC.

5.2.5 Car Parking

The required car parking for the NAC can be accommodated within the site boundaries. Car parking will be provided at-grade, and designed to minimise conflict between pedestrians and vehicles. Figure 30 depicts the main car parking areas. On-street parking will supplement these areas to meet statutory car parking requirements.

All car parking areas will be well-lit and well-landscaped to contribute to the safety and attractiveness of the NAC.

Car parking should be positioned to maximise ease of access to key destinations and passive surveillance. Whilst some car parking may be provided on the main street, it should not dominate the streetscape. Parking restrictions may be introduced on the on-street spaces on the main street to encourage short stays.

Dedicated pathways will link the car parking areas to the primary accessways of the town square and main street corridors.

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DATE 22/12/2021



Figure 30. Vehicles and car parking

5.2.6 Loading and Deliveries

The NAC is to accommodate two key loading and delivery bays, located to the rear of the two major retail sites, as depicted in Figure 31. Their placement and configuration should minimise potential amenity impacts, including conflict between heavy vehicles and pedestrians.

Direct vehicular access will be provided to the loading and delivery bays from the road network.

The design of loading and delivery areas should contribute to street amenity through screening, green walls, acoustic protection, or public art opportunities. This is particularly important for the loading and delivery bay at the eastern parcel of the NAC, which interfaces with the residential area to the north.

5.2.7 Waste Collection

Figure 31 indicates potential locations for waste collection at the NAC.

Waste collection points should be grouped wherever possible. As with loading and delivery areas, waste collection points should be adequately screened to minimise potential amenity impacts.

Loading and delivery bays will accommodate waste collection facilities. Additional waste collection points should be provided to meet the needs of the retail, residential, and other uses at the NAC.

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DATE 22/12/2021



Figure 31. Loading/delivery bays and waste collection

5.3 Public Spaces

The town square is the principal public space at the NAC, linking the eastern and western areas of the centre to each other as well as to the main street. It forms a central meeting point and is supported by a comprehensive path network. Community uses at the NAC should be co-located with the town square.

This space will be a minimum of 500 square metres and should incorporate elements such as public art and playspaces to ensure it is activated and dynamic. Public toilets will also be located at the town square to meet practical needs. These elements should signal the town square's role as the central node of community life at the NAC.

Its design should contribute to the local character of the NAC and broader area, as well as consider potential for temporary uses and activities such as exhibitions and markets. Design of the town square will also include provision of appropriate and high quality landscaping (hardscaping and softscapes) that positively contributes to the aesthetics of the centre and supports a range of community-based uses with shelter and shade.

The town square is configured to create views to the prominent hilltop of the Lilloo Volcano District Park to the north of the NAC.

Figure 32 highlights the location of public space at the NAC.



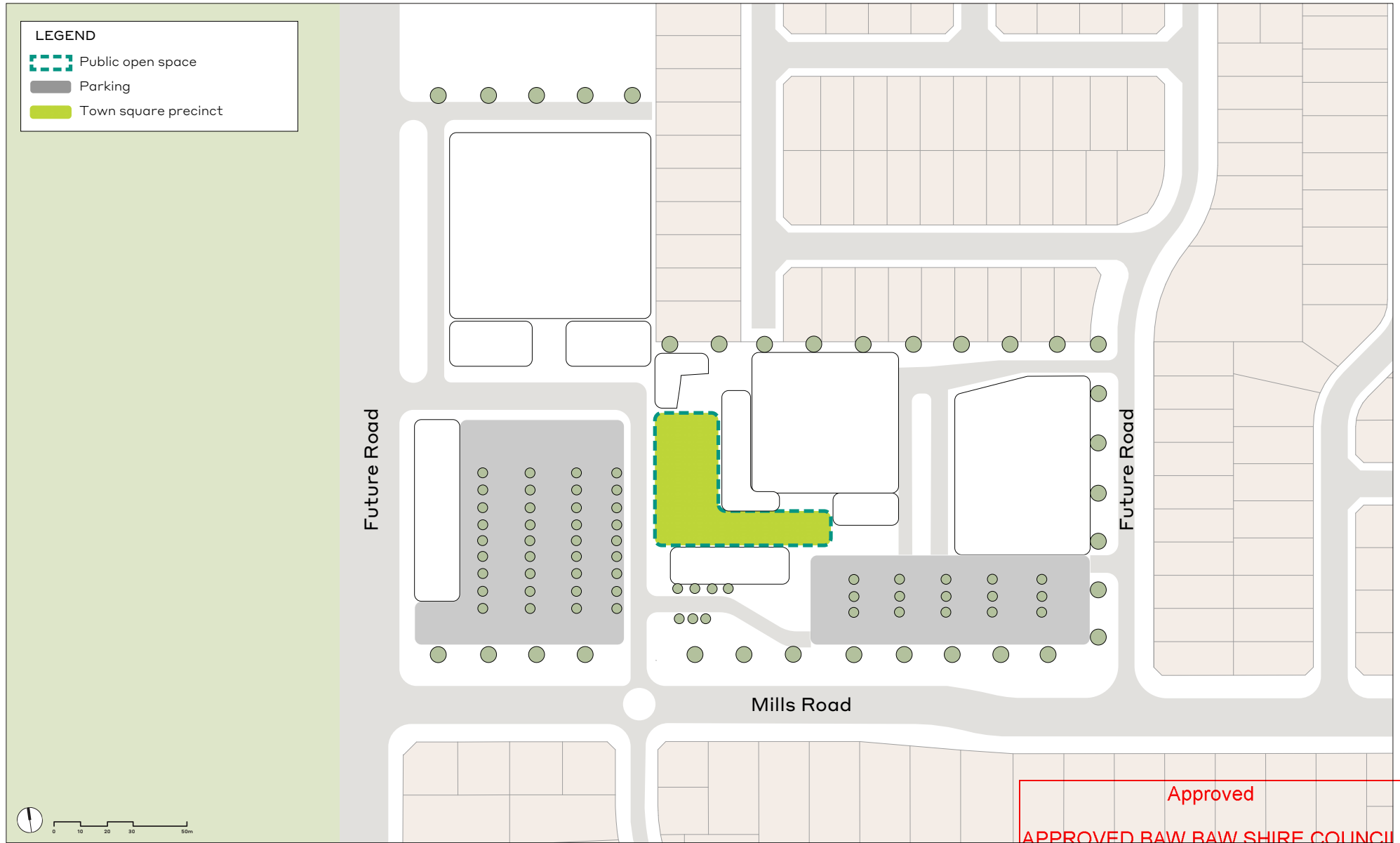


Figure 32. Public spaces

5.4 Landscape

Landscaping at the NAC should be sensitive to the natural setting, contribute to the aesthetics of the centre, minimise the urban heat island effect, and incorporate Water Sensitive Urban Design (WSUD) principles. Indigenous plantings and the retention of existing vegetation are encouraged where appropriate. Plantings should not obstruct views to the prominent hill top located to the north of the NAC.

Landscaping and canopy tree planting in particular are able to achieve a number of the ESD objectives sought for the Lilloo NAC. For example, car parking areas will include canopy trees to combat the urban heat effect and provide shade to visitors.

Public spaces will incorporate high quality, appropriate landscaping (hardscaping and softscapes) to provide shelter and shade that support a range of uses and activities. Landscaping at the NAC should also frame blocks and adequately screen the loading and delivery bay located on the eastern parcel (depicted in Figure 31) from the adjacent residences.

Landscaping will be provided along the full extent of the main street. Street trees are required on both sides of all roads and streets, at intervals according to the following tree sizes (at maturity):

Average Planting Intervals	Tree Size at Maturity
8-10 metres	Small trees (less than 10 metre canopy)
10-12 metres	Medium trees (10-15 metre canopy)
12-15 metres	Large trees (canopy larger than 15 metres)

Landscape guidelines will be implemented through landscape plans, which are required at the planning permit stage of development. Landscape plans must be consistent with Baw Baw's Tree Selection, Planting, and Maintenance Policy (2012).

Examples of activity centre landscape plantings are shown at Figure 33.

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Figure 33. Photo gallery - landscape and plantings

5.5 Built Form

5.5.1 Design

The main street typology draws visitors to the centre of the NAC and creates active shop frontages, offering traders and users a pleasant, walkable and vibrant experience.

Blocks are positioned to frame the town square and form a legible, grid-like structure of movement that maximises permeability and activation. Each of the larger anchor sites will enjoy direct access from the future roads, so as to minimise traffic congestion on the main street.

Building frontages, particularly where they front the town square will be sheltered from the elements. These key thoroughfares should also utilise public art, landscaping, and street furniture to create a cohesive and active pedestrian environment throughout the centre.

Building materials and finishes should complement the character of the surrounding area and respond to the natural topography of the area, with special care given to the visual quality of façades along the main street and fronting the town square, and at corner sites.

5.5.2 Massing

The built form massing of the NAC should respond to its low-rise residential neighbourhood setting.

The NAC will primarily consist of single-storey retail tenancies alongside the larger anchor retail sites. Visitors will be drawn into the NAC through the activation of the town square and mixed use building located on the eastern allotment. The main street will act as a 'gateway' to the NAC, where building envelopes and landscaping will frame the north-south connection.

Two-storey elements may be incorporated elsewhere, such as a raised canopy/awning to shelter the town square.

Figure 34 depicts examples of the desired built form and massing of the NAC.

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Figure 34. Photo gallery - built form

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5.6 Environmental Sustainability and Design

The Lillico NAC will promote resiliency and environmental sustainability through built form, building design, and landscaping solutions.

The NAC will be designed to be sustainable and environmentally sensitive, considering the following wherever possible:

- Energy efficient design and construction methods for buildings
- WSUD principles, such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation)
- Options for shade and shelter through a combination of landscape and built form treatments
- Natural ventilation of buildings to reduce reliance on plant equipment for heating and cooling
- Passive solar orientation in the configuration and distribution of built form and public spaces
- Grouping waste collection points to maximise opportunities for recycling and reuse
- The use of solar energy for water and space heating, electricity generation and internal and external lighting

Figure 35 depicts examples of the incorporation of environmentally sustainable design (ESD) principles.

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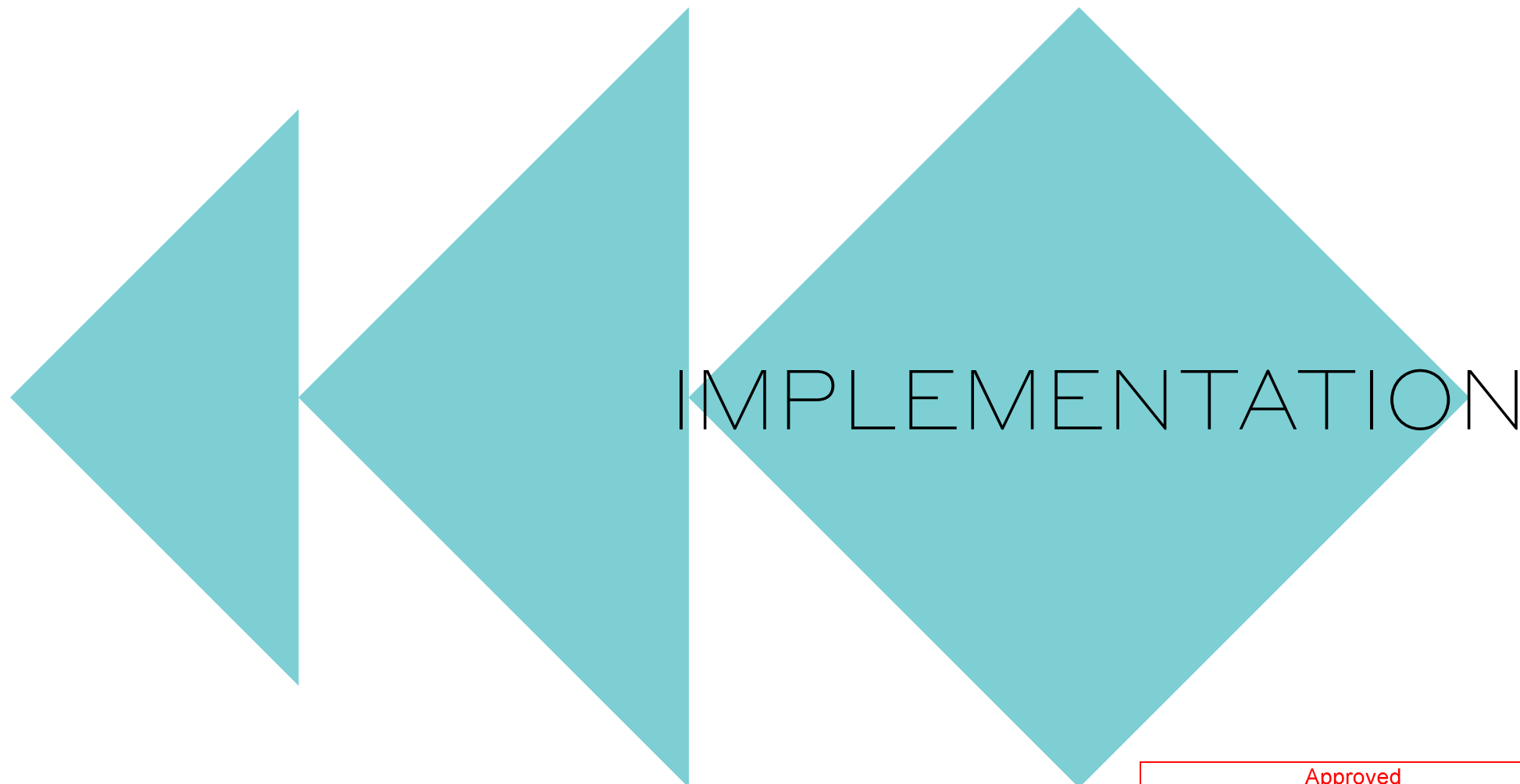
DATE 22/12/2021



Figure 35. Photo gallery - environmental sustainability and design



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 DATE 22/12/2021



IMPLEMENTATION

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DATE 22/12/2021

6.0 Implementation

6.1 Next Steps

This UDF has been prepared as a strategic visioning document comprising design principles and concepts to guide the future development of land within the Lilloco Neighbourhood Activity Centre.

Implementation of the UDF will be subject to further detailed design, planning and feasibility assessment of the concepts contained within the document at the planning permit stage of development.

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DATE 22/12/2021

Appendix A. Response to PSP UDF Performance Criteria

The Warragul PSP requires that a UDF be prepared for each NAC in the Precinct. Each UDF must respond to performance criteria for each of the design principles. The table below includes a full index of the identified performance criteria and indicates the section of this UDF in which each criterion is addressed.

Principle	Performance Criteria	UDF Response
1. Locate Neighbourhood centres in attractive settings and as the focus of the surrounding neighbourhood	Locate neighbourhood centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.	NAC location determined by PSP
	The design of the neighbourhood centre should respect existing views and vistas to and from the neighbourhood centre location.	Section 3.3, Section 5.4
2. Focus on a public space as the centre of community life	A public space which acts as the central meeting place within the Neighbourhood centre must be provided. This public space may take the form of a civic square, town park, foreshore park, public plaza space, public marketplace or a similar locally responsive option.	Section 5.3
	The public space should be located in a position where the key uses of the neighbourhood centre are directly focuses on this public space to ensure that it is a dynamic and activated space.	Section 5.1 Section 5.3
	The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the neighbourhood centre and the broader residential catchment.	Section 5.1 Section 5.3
	The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur.	Section 5.3
	The public space should be well integrated with pedestrian and cycle links around and through the neighbourhood centre.	Section 5.2 Section 5.3
	The main public space or town square within the neighbourhood centre should have a minimum area of 500 square metres. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged.	Section 5.3
	Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.	Approved Section 5.2

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(COUNCIL DELEGATE)

DATE 22/12/2021

Principle	Performance Criteria	UDF Response
3. Provide a range of retail, local community and other facilities within neighbourhood centres	Land uses should be located generally in accordance with the locations and general land use terms identified in Figure 1 and 2.	Section 5.1
	The design of the neighbourhood centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities.	Section 5.1 Section 5.3
	The design of the neighbourhood centre should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment and encourage greater diversity and opportunities for local businesses.	Section 5.1 Section 5.5
	Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.	Section 5.2 Section 5.5
	Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the neighbourhood centre.	Section 5.1 Section 5.5
	Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the neighbourhood centre.	Section 5.5
	Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the neighbourhood centre and at the edge of the neighbourhood centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.	Section 5.1
	Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.	Section 5.2
	Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.	Section 5.2
	Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.	Section 5.3

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(COUNCIL DELEGATE)
 DATE 22/12/2021

Principle	Performance Criteria	UDF Response
4. Integrate local employment and service opportunities in a business friendly environment	A variety of employment and business opportunities should be planned through the provision of a mix of land uses and commercial activities.	Section 5.1
	Options for office based businesses should be provided within the neighbourhood centre.	Section 5.1
	Services and facilities to support home based and smaller businesses are encouraged within the neighbourhood centre.	Section 5.1
	Appropriate locations for home-office housing options which maximise the access and exposure to the activity of the neighbourhood centre should be considered as part of the design process.	Section 5.1
5. Include a range of medium and high density housing and other forms of residential uses within and surrounding the neighbourhood centre	Medium and high density housing in and around the neighbourhood centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre.	Section 5.1
	Medium and high density housing should establish in locations of high amenity around the neighbourhood centre and be connected to the activity of the neighbourhood centre through strong pedestrian and cycle links.	Section 5.1 Section 5.2
	A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Neighbourhood centre.	Section 5.1
	Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of neighbourhood centres with strong pedestrian and cycle links to the central activity area of the neighbourhood centre.	Section 5.1 Section 5.2

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DATE 22/12/2021

Principle	Performance Criteria	UDF Response
6. Promote localisation, sustainability and adaptability	The neighbourhood centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.	Section 5.2
	<p>The neighbourhood centre should be designed to be sympathetic to its natural surrounds by:</p> <ul style="list-style-type: none"> • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; • Promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; and • Promoting solar energy for water and space heating, electricity generation and internal and external lighting. 	Section 5.4 Section 5.6
	Encourage building design which can be adapted to accommodate a variety of uses over time.	Section 5.5
	Ensure the neighbourhood centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.	Section 5.5

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DATE 22/12/2021

Principle	Performance Criteria	UDF Response
7. Design the neighbourhood centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access	The neighbourhood centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.	Section 5.2
	The neighbourhood centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points.	Section 5.2
	A speed environment of 40km/h or less should be designed for the length of the main street.	Section 5.2
	Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the neighbourhood centre.	Section 5.2
	Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.	Section 5.2
	Supermarkets and other 'large format' buildings should not impede on the movement of people around the neighbourhood centre.	Section 5.2
	Key buildings within the neighbourhood centre should be located to encourage pedestrian movement along the length of the street through public spaces.	Section 5.2
	The design of buildings within the neighbourhood centre should have a relationship with and should interface to the public street network.	Section 5.5
	Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting.	Section 5.2
	Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping.	Section 5.2
	On street car parking should be provided either as parallel or angle parking to encourage short stay parking.	Section 5.2
	Car parking ingress and egress crossovers should be grouped and limited.	Section 5.2
	Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.	Section 5.2
	Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages.	Section 5.2
	Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.	Section 5.2
All public spaces should respond appropriately to the design for mobility access principles.	Section 5.2	

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DATE 22/12/2021

Principle	Performance Criteria	UDF Response
8. Create a sense of place with high quality engaging urban design	Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the neighbourhood centre location and its surrounds.	Section 5.5
	The neighbourhood centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.	Section 5.1 Section 5.2
	The design of each building should contribute to a cohesive and legible character for the neighbourhood centre as a whole.	Section 5.5
	Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.	Section 5.5
	The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.	Section 5.5
	The built form should define the main street and be aligned with the property boundary.	Section 5.1 Section 5.5
	Street façades and all visible side or rear façades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the neighbourhood centre.	Section 5.5
	Corner sites, where the main street meets an intersecting connector street or arterial road should: <ul style="list-style-type: none"> • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages; • Incorporate either two storey building or two storey elements (such as awnings and roof lines); • Re-developed to have a ground floor active frontage and active floor space component to the main street frontage; and • Not be developed for standard single storey fast food outcomes. 	Section 5.5
	Any supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.	Section 5.1 Section 5.5
Any supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).	Section 5.1	

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Principle	Performance Criteria	UDF Response
(8 cont'd)	Secondary access to any supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of primary access from the main street or town square.	Section 5.2
	The design and siting of any supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.	Section 5.1 Section 5.2
	Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.	Section 5.5
	Retail and commercial buildings within the neighbourhood centre should generally be built to the property line.	Section 5.1
	Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.	Section 5.3
	Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.	Section 5.4
	Urban art should be incorporated into the design of the public realm.	Section 5.5
	Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the neighbourhood centre.	Section 5.3
	Wrapping of car parking edges with built form, to improve street interface, should be maximised.	Section 5.1
	Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.	Section 5.4
	Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.	Section 5.2
	Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.	Section 5.2
Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.	Section 5.2	

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