

# Yarck

## Description of the Town

### LOCATION & LANDSCAPE SETTING

Yarck is a small town located on the Maroondah Highway approximately 13 kilometres north west of Alexandra. The town is located within a valley with rolling hills to the east and west. Godfreys Creek flows into Home Creek to the west of the town. The creeks represent the western boundary of the town.

Yarck is strategically located between the large towns of Yea and Mansfield. The Maroondah Highway, which runs through the town, carries significant volumes of traffic to Lake Eildon at Bonnie Doon, Mansfield and to the snowfields of Mount Buller and Mount Stirling.

### HISTORY

Murrindindi Shire's Rural Residential Study provides historical information about Yarck available obtained from the Monash University Places website. It states that Yarck was the name of a cattle station, thought to be derived, from the Aboriginal word yaruk, meaning long river.

The area was called Home Creek until 1903. In 1909 Yarck had a school, post office, a store, a branch bank, a public hall, a hotel, three churches, a mechanic's institute, saw mills and athletic and racing clubs. The primary school closed in 1993. *Source: (Monash University Places in Murrindindi Shire Rural Residential Study, 2003).*

Many of the buildings in the Main Activity Area were built in the early 1900s and the consistency of these buildings is a key part of the town's character and its heritage. The other physical reminders of the town's past are the large exotic trees that line the Highway, which are remnants of tree avenues that were planted in the early 1900s.

### DEVELOPMENT PATTERN

Residential and commercial development in the town has developed around the Maroondah Highway. The central point in the town is the intersection of the Old Yarck Road (Gobur Road)/Wrights Road and the Maroondah Highway.

The commercial and community buildings in the town are concentrated in the service road on the west side of the Highway. The town has a general store (and fuel outlet), café (part of the general store), hotel and bottle shop, restaurant, wood gallery/furniture outlet, community hall, CFA and a recreation reserve set back one block to the west of the Highway.

### ROLE & LOCAL ECONOMY

Yarck has traditionally been a grazing and dairying district. Today, the town is the community focus for residents of the town and in the surrounding rural district. The mix of retail businesses on the Highway reflects the "tourist" role of the town as a stopping point for visitors en route to Lake Eildon, Mansfield and Mount Buller.

Substantial investment has occurred in the stone fruit industry in the Yarck district. One company, Koala Country, employs around 100 people in its packing house, which is located at the southern gateway to the town.

### **POPULATION & COMMUNITY STRUCTURE**

The population of the town cannot be accurately determined from Census Data. This is because the Census Collector District that includes Yarck covers a large area outside the district and includes other small settlements.

There are a large number of active community groups in Yarck including the Church, CWA, CFA, Hall Committee, Yarck Community Inc, Yarck Recreation Reserve Committee and Landcare. The town also has an adult horse riding club.

### **ACTIVITIES & EVENTS**

Regular equestrian events are held in the town, including the Yarck Gymkhana.

### **SERVICES**

There is no reticulated sewerage or water in Yarck.

## **Policy & Strategy Context**

The Urban Design Framework for Yarck needs to be consistent with existing Council policies and strategies that relate to the town. The key strategies and policies have been identified below.

### **MUNICIPAL STRATEGIC STATEMENT**

The general strategies and objectives outlined in Clause 21 of the MSS are relevant to Yarck. These include the need to prevent the expansion of areas for residential development until servicing has been adequately addressed and to provide reticulated sewerage and water services to unsewered settlements based on priority. The MSS also identifies the need to minimise environmental impacts resulting from the growth of unserviced settlements.

### **RECREATION, RESERVES & PLAY STRATEGY**

#### **Key Issues**

- *The Recreation Reserve is not in a prominent place to attract use.*
- *The Recreation Reserve has a disused concrete tennis court. This could be used for basic skate and ball play and for locating the portable skate facility.*
- *If the Recreation Reserve is to be further developed, there is a need for shelter & better surface at the Recreation Reserve to attract usage.*
- *Create and sign pedestrian access to the Recreation Reserve from the shops.*
- *The community has also suggested the development of a playground in Yarck. This may be located in the vicinity of commercial area: The possibility of locating this on the old railway land could be investigated.*
- *There are risk management issues with aging infrastructure at the reserve.*
- *Link the Crown Reserves (cemetery, old rail land, Recreation Reserve, Home Creek) to create a town trail for visitors, and residents wishing to exercise.*

### Priorities

- *Better signpost the Recreation Reserve from the Highway*
- *Review options to site a playground in or close to the main commercial area.*
- *In consultation with the community, consider connecting public access along the portion of the Home Creek west of the Recreation Reserve, and between existing open space to develop a trail network.*

This report also makes the following comments and recommendation in relation to playground provision in Yarck:

### Vision for a New Playground for Yarck

- *Yarck is a small rural village in the North of the Shire, set in an open rolling landscape with a backdrop of attractive foothills.*
- *there are reported to be increasing numbers of visitors in this area.*
- *the closest playgrounds are in Alexandra and Yea which are some distance away.*
- *a new playground is justified if this can be sited in a prominent (but safe) location which will serve visitors as well as residents.*

### Recommendations

- *investigate the reserve which was the former railway station land, which also has a frontage to the Highway.*
- *if this site is suitable, consult the community about their play requirements.*
- *a new development should provide activities for older children as well as pre-school and primary ages.*
- *the playground needs to be accessible with accessible toilets.*

- *visual prominence to the Highway is important.*
- *fencing may be required; this must be attractive, welcoming and not block views.*
- *shade and shelter will be required along with seating/picnic/grassed spaces.*

### RURAL RESIDENTIAL STUDY

The Shire of Murrindindi Rural Residential Study includes an assessment of the land supply and demand for land zoned Rural Living Zone (RLZ) and Low Density Residential Zone (LDRZ).

The study found that there is currently no LDRZ land in Yarck and the township does not qualify for its introduction. It also found that there is currently no RLZ land in Yarck and surrounds however there are opportunities for its introduction.

### RURAL RESIDENTIAL DEVELOPMENT (AMENDMENT C14)

Council has prepared Amendment C14 to the Murrindindi Planning Scheme. The amendment proposes to:

- *rezone land on the west side of the Maroondah Highway to the north of the town to Rural Living Zone;*
- *rezone land on the south side of Wrights Road to Rural Living Zone.*

### ZONING & OVERLAYS

The entire township is zoned Township Zone (TZ), apart from the Recreation Reserve, which is zoned Public Park and Recreation Zone (PPRZ).

A zone map of Yarck is displayed on the following page.

# MURRINDINDI PLANNING SCHEME - LOCAL PROVISION



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This map should be read in conjunction with the following Planning Overlay Map. It is subject to any amendments to the map.

- Public Land**
- Conservation and Resource Zone**
- Public Park and Recreation Zone**
- Public Use Zone**
- Residential**
- Rural**

AUSTRALIAN MAP GRID ZONE 55



INDEX TO ADDITIONAL MAP SERIES MAP



Amendment C11  
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ZONES

MAP No 3

# Issues & Opportunities

## **FUTURE ROLE & VISION**

An Urban Design Framework can play an important role in defining the future vision for a town. Once a preferred vision for a town has been established, the Urban Design Framework can help set directions for particular sites and the town as a whole. These directions influence capital budgets and town planning guidelines and controls.

The residents of Yarck perceive the town as being a focal point for community activities in the district and as stopping point for motorists on the Highway. They are aware that the town is beginning to attract new residents seeking rural residential properties and that this will create issues and opportunities for the town. Local traders believe that there is potential to encourage more people to stop in the town by making various improvements in the Highway.

## **ENTRANCES**

Yarck is located on a long and straight stretch of the Maroondah Highway. Apart from the 80km/h speed restriction signs, the lack of any significant features at the entrances to the town (eg rivers, bends in the road) means that the entrances are not well defined.

The northern entrance to the town is marked by a mix of deciduous and native trees. On the east side of the Highway there is an avenue of pine trees that are interspersed by large open grassed areas. There is an opportunity to improve the delineation of the town from the surrounding rural farmland at this entrance by establishing further tree plantings in this area.

It is understood that the local Landcare group is planning to develop a native tree and shrub plantation at the northern entrance to the town. While this initiative will improve the appearance of this area, there is an opportunity to develop a more integrated plan for the Highway entrances that may include signage and other landscape treatments.

The southern entrance to the township is characterised by a series of mature oak trees in the road reservation. There is an opportunity to continue this theme to better define this entrance to the town.

## **FOOTBRIDGES & CREEK**

The footbridges over the creek at the southern entrance to the town provide pedestrian links between the Main Activity Area and residential properties along each side of the Highway in this part of the town. These bridges are, however, in relatively poor condition and could benefit from upgrading or possible replacement.

At present, the banks of the creek are unattractive and are little more than rough drain walls. There is an opportunity to make these banks an attractive feature of the entrance to the town with some minor landscaping works. There is also a need to provide protective guard fencing for the Highway structure over the creek to prevent motorists from entering the creek. A serious accident occurred recently that could have been avoided if barriers had been in place.

## **MAIN ACTIVITY AREA**

The Main Activity Area fronts a service road on the west side of the Highway. There are two shops of timber construction on the east side of the Highway that are separated from the main commercial area. These buildings are in poor condition and appear to be vacant.

The consistency of the built form along the Highway within the Main Activity Area is a key part of the town's character and its heritage. This includes the modest, single storey scale of the buildings, the use of weatherboard cladding (walls) and corrugated iron (roofs) as the predominant materials and the incorporation of verandahs and gabled roofs. This building form character should be protected and enhanced. An assessment of the heritage values of the town is needed and could be undertaken as part of Council's proposed Heritage Study.

The community hall is a focal point of the community and is used at least once per week by the CWA and for local fund raising initiatives. The hall has recently been re-painted, however the toilet block annexe is not in keeping with the style of the building. Rendering the toilet block would improve its appearance and would be more in keeping with the style of the hall.

According to local traders, a relatively small proportion of highway traffic stops in the town, although the substantial volumes of traffic on the road indicate that actual visitation to the town could be significant. The potential exists to further develop tourist-related businesses to encourage more people to stop in the town.

### **MAIN ACTIVITY AREA – TRAFFIC & ACCESS**

The current service road along the west side of the Highway provides motorists with a safe and convenient parking area that is set back from the Highway. Two-way traffic movements are not prohibited on the service road to the south of the main intersection and one-way movements only are permitted to the north of the intersection. There is parallel parking on both sides of the service road.

While no major issues with the existing traffic and parking arrangements have been identified, there is an opportunity to improve the appearance and function of the service road and traffic islands. At present, the traffic islands and access points are poorly defined, they are not uniform and the direction of traffic movement along the service roads is not clearly marked. This causes confusion for motorists who enter the service road from the main intersection and wish to park outside the general store.

There is an opportunity to improve the outer separator between the Highway and the service road so that it is well defined and protected, the multiple service road access points are rationalised (suggest maximum of two) and the plantation is wide enough to accommodate picnic facilities. There is also an opportunity to establish additional trees in the outer separator to provide shade and distinguish the Main Activity Area on the Highway.

The existing school and V/Line bus stops on the service roads have not been formalised in any way. There is an opportunity to install shelters for passengers and improve safety by highlighting the bus zones.

The resolution of these issues relating to the service road should be a priority for any future works.

### **ZONING**

The land use controls in the Township Zone are reasonably flexible, and allow for motor mechanic, car sales and service stations, subject to a planning permit.

The Koala Country Packing house, which is located on the Maroondah Highway near the southern entrance to the township, is a non-conforming use under the use provisions of the Township Zone. It is, however, an existing use that has strong links with the agricultural produce in the surrounding district. It also employs significant numbers of people. It is important to ensure that it can continue to operate, however an expansion or intensification of uses on the site will need to give consideration to surrounding residential land uses.

## **STREETSCAPE & ROAD INFRASTRUCTURE**

There are a number of features and structures along the Highway within the Main Activity Area that are inconsistent in design and style (in contrast with the consistent image provided by the town's built form) and therefore detract from the overall appearance of the town. These include:

- guide posts (mix of plastic and painted timber types);
- bollards and barriers (treated pine logs);
- planting (mix of exotic and native species in the same locations);
- drainage (mix of open channels and concrete kerb and channeling);
- footbridge structures (mix of painted timber and steel structures and inconsistent design approach);
- street lighting in the Main Activity Area (requires general improvement).

There is an opportunity to establish consistent themes for signage and street furniture that is appropriate to the character of the town. Historic photos suggest that Yarck was once characterised by simple but consistent avenue planting, appropriate to the generous dimensions of the Highway. A contemporary redevelopment of this type of planting may be an appropriate response to the current irregularity and inconsistency in the streetscape that is apparent in Yarck.

## **WAR MEMORIAL AREA**

The road reservation on the east side of the Highway is a popular informal stopping point for south-bound traffic and contains several important monuments, including the RSL war memorial and the Hume and Hovell Monument. The war memorial is the site for Anzac Day services.

There is an opportunity to create a formal lay-by and parking area adjacent to these monuments with the possible incorporation of picnic facilities and additional landscaping. The lack of a regular water supply needs to be considered in determining species, location of planting and alternative water sources for irrigation (where possible).

The land adjoining the memorial precinct is privately owned. It is currently vacant. Any future development of this land should be undertaken in a manner that does not detract from the memorials.

Given the range of activities and structures that are, or could be located in this area, a sensitive and unifying landscape plan should be prepared to provide an integrated setting.

## **FORMER RAILWAY STATION PRECINCT**

The former railway station on the east side of the town was a stopping point on the Tallarook to Mansfield Railway line. Although few physical reminders of the station exist the railway station precinct represents an important link to the town's past that could be enhanced for ongoing use by the public.

As part of a recent subdivision, funds have been allocated by Council to beautify the old railway station precinct. There is an opportunity as part of the Urban Design Framework to prepare a plan for how the funds should be used. One possibility is that a pedestrian path could be constructed along the creek bank linking the Railway Station land with the Highway. The old railway line, although currently leased to abutting property owners, could also be developed as a future linear connection from the newly developing residential land to the east of the town with Wrights Road and the Main Activity Area.

## RECREATION RESERVE & TOILETS

The Recreation Reserve on the west side of the town comprises an oval, clubhouse, public toilets and tennis courts. The oval is used by the adult horse riding club for equestrian events (eg Yarck Gymkhana), with at least one event held each month.

The reserve lacks a cohesive landscape theme and consequently lacks character, appearing barren and unwelcoming.

The Reserve is a wide, open space with few trees. It was once encircled by established trees that have been removed over the years. There is an opportunity to re-establish consistent tree planting around the Reserve that would reinstate the original character of the Reserve and provide shade and weather protection. The tennis courts are no longer in use and could be converted to a ménage area for equestrian events.

The public toilets at the Reserve are the only public toilets in Yarck. They are heavily used by people passing through the town, however, they are not visible from the Highway and the existing sign at the main road junction in the town is small and difficult for motorists to read. There is a need to provide clear signage to the toilets from the Highway in both directions. The installation of an additional sign on the Old Yarck Road near the Reserve would also assist motorists to locate the toilets.

The road outside the toilets is unmade and receives heavy traffic usage when equestrian events are held at the oval. There is an opportunity to seal the road and create a formalised parking and turning area in the road reserve outside the toilets. Many highway users of the toilets drive the circuit around the block to re-enter the Highway via the next road north from the Old Yarck Road. The accompanying dust nuisance for residents along this road would warrant consideration of also sealing this road link.

The proposed rezoning of land to the north of the town to RLZ may create a further impetus for the upgrading of the road past the recreation reserve and its extension as a new access and pedestrian link to the new development (partly funded through a developer contribution).

## DEVELOPMENT PROPOSALS

Council has received an application for the development of a service station in the Rural Zone on the eastern side of the Maroondah Highway at the gateway to the town. The proposal is for a service centre and associated wine sales, nursery, garden centre and local produce shop.

Whilst the proposal has the potential to provide an economic benefit to the town and a service to motorists, a service station will detract from predominantly rural gateway to the township and could shift the focus of commercial activity in the town away from the Main Activity Area. The Planning Scheme should include policy statements to direct commercial development proposals to the Main Activity Area to consolidate commercial activities within the core of the town.

## RESIDENTIAL AREAS

Residential development in Yarck has occurred in a ribbon like fashion along the Maroondah Highway and is concentrated in two areas. The first area is on the east side of the Highway at the southern gateway to the town, where lots are approximately 1,000m<sup>2</sup> in size. The other area is on the west side of the Highway north of the Hotel, where lots are approximately 2,000m<sup>2</sup> in size. There are also a number of houses fronting Old Yarck Road to the west of the town.



Although little development or building activity appears to have occurred in Yarck in the past few years, there are signs of residential growth in the town. Building data provided by Council indicates that permits for three new dwellings were issued for the town in the past year. Furthermore, Council recently approved a 15 lot subdivision in the Township Zone to the east of the Maroondah Highway with all lots having been sold. The lots range in size from 5,500m<sup>2</sup> to 10,000m<sup>2</sup> (0.5 hectare to 1 hectare).

Unlike most of the towns considered in this study, Yarck appears to have a large amount of vacant land in the Township Zone that could be developed for residential purposes. The majority of this land is located on the west side of the Maroondah Highway where there is approximately 30 hectares of land, which is used for rural purposes.

On closer examination, there are several constraints which could limit the development potential of much of this land. The first is the location of Home Creek, which traverses the western boundary of the land and is subject to a Land Subject to Inundation Overlay.

The second constraint is the existing industrial uses at the Koala Country Packing Shed, which lies adjacent to this land. In planning for future residential development, Council must have regard to Clause 52.10 of the Planning Scheme, which specifies that a facility used for packing agricultural produce must have a threshold distance of 300 metres from a Residential Zone (including Township Zone). If this threshold distance were adopted for any future subdivision of this land for residential purposes, it would significantly reduce the area of the land that could be developed. Alternatively, if the setback area was reduced, it could lead to complaints about noise and air emissions and threaten the existing industrial operation.

## **RURAL RESIDENTIAL AREAS**

Council is planning for future residential growth in the town through the Murrindindi Shire Rural Residential Strategy. This plan identifies a 112 hectare parcel of rural land to the south of Wrights Road as being suitable for rezoning to Rural Living 1. Although residential growth in this area would be positive for the economy of the town, it raises a number of issues. For example, it is likely that the unmade portion of Wrights Road would need to be constructed as part of this development. In addition, increased traffic on Wrights Road may raise safety and congestion issues at the intersection of Wrights Road and the Highway.

There is also a need to incorporate pedestrian pathways in any new developments to reduce car dependency for trips within the town and promote healthy living. As mentioned above, the reservation of the former rail line on the east side of the town has the potential to be developed as a public open space link between new subdivisions and the Main Activity Area but this public space needs to be linked with the commercial establishments by the construction of footpaths along Wrights Road and the Highway.

Council has the opportunity through the planning process to require developers to contribute to the development of new infrastructure. It also has the opportunity to set aside land for open space through the planning process.

In order to provide for new infrastructure, Council should consider levying a development contribution in respect of the future development of the proposed rural residential land. Funds could be allocated to the construction of roads and traffic management infrastructure and landscaping open spaces.

## Summary of Issues

### Land Use & Development

- Absence of water and sewerage infrastructure limits the expansion of the town.
- Flexibility of land uses in the Township Zone could allow inappropriate commercial uses in prominent locations within the town.
- A large portion of the land available for residential development is affected by the LSIO and proximity of industrial land uses.

### Landscape, Views & Vistas

- There is currently a lack of definition of town gateways.
- The Maroondah Highway streetscape is inconsistent in design and style and therefore lacks a distinct character.

### Pedestrian Circulation & Amenity

- No pedestrian connection between the new residential subdivision to the southeast and the Main Activity Area.
- Longitudinal paths along the Highway are in poor condition and bridges over drainage lines represent a variety of structural styles.

### Open Space & Recreation Areas

- The Former Railway Station site presents an opens pace opportunity, yet lacks a comprehensive plan.
- The Recreation Reserve lacks a cohesive landscape theme and consequently lacks character, appearing barren and unwelcoming, despite being popular with visitors due to the presence of public toilets.

### Traffic

- Ad-hoc uncontrolled access to the north-western service road.
- Low standard of access and inadequate signing to the public toilets from the Highway.
- Insufficient parking facilities for events at the sports ground.
- Hazardous highway culvert in centre of town.
- Lack of formal stopping/parking facilities along the south east side of the Highway, opposite the shop (adjacent to the memorials).
- Concern over operation of Wrights Road/Gobur Road cross intersection with the Highway.
- Improved parking and turning areas are required at the public toilet block.



## KEY LEGEND

- ① Northern Entrance  
- Poorly Defined
- ② Southern Entrance  
- Poorly Defined
- ③ Existing Mature Oak Trees  
- Remnants of an Earlier, More Extensive Avenue
- ④ Creek Footbridges  
- Important Access Points with Potential to Form the basis of a Broader Trail System
- ⑤ Creeks  
- Potential for Landscape Improvements
- ⑥ Vacant Shops Separated from Main Commercial Zone
- ⑦ Community Hall  
- Important Community Focus
- ⑧ Service Road  
- Important Access to Commercial Properties  
- Potential for Streetscape Upgrade
- ⑨ Monument Zone  
- Popular Stopping Point  
- Lacks Defined Parking / Amenities
- ⑩ Former Railway Precinct  
- Trail Potential  
- Potential for Heritage Interpretation
- ⑪ Recreation Reserve  
- Poor Landscape Qualities and Amenities  
- Only Public Toilets in Yarck
- ⑫ New/Proposed Residential sub-division east of town centre  
- important to create links to town centre

## Urban Design Framework

This section of the report identifies concepts to address issues and to realise opportunities in Yarck over the next 20 years. It outlines the preferred vision and objectives for the town, and provides detail about the recommended strategies and actions that have been identified to achieve the vision and objectives.

### Vision

The vision provides a guide for the sort of development that will be encouraged in the future to preserve, enhance and capitalise upon key local characteristics.

*Yarck will be recognised for its strategic location on the Maroondah Highway, which links the major towns of Yea and Alexandra, with Mansfield.*

*The town's development will be characterised by low impact and pedestrian friendly infrastructure and urban development that promotes the township as a "village". In particular, reminders of the town's history and elements that contribute to Yarck's traditional streetscape will be protected and enhanced.*

*Tourism development will be the primary focus of commercial activity within the town, capitalising on the high number of tourists who pass through the district.*

*There will be further rural residential development on the fringes of the town to cater for people seeking a relaxed, rural lifestyle.*

### Key Objectives

#### Landscape, Views & Vistas

- To promote Yarck as a "village".

- To protect and enhance vistas, views and landmarks in the town.

#### The Built Environment

- Restrict extension of the existing township until servicing issues have been addressed.
- To preserve and enhance the town's low-density built environment.
- To ensure that all new development within the Main Activity Area is consistent with the historical character of the existing buildings.
- To consolidate commercial activities within the existing Main Activity Area.
- To strengthen the pedestrian links between key places within the town.

#### Traffic

- To enhance the tourist use of the town as a stop-over by improving the rest area facilities for travellers by:
  - upgrading the northern service road functionality and expanding the outer separator for picnic use;
  - improving access and signing to the public toilets at the Recreation Reserve.

#### Tourism & Economic Development

- To encourage tourism related uses in the town that will create employment and strengthen the local economy.

## Specific Strategies and Actions

### LAND USE & DEVELOPMENT

**Strategy U1: Amend the Planning Scheme with policy statements regarding the vision for the town and the preferred type of land use and development.**

Action a) Include the following statements in Clause 21 of the MSS relating to Yarck:

- The Vision statement for Yarck.
- Direct all commercial and community land use and development to the Main Activity Area in the town.
- Encourage the establishment of tourist-related uses on the Maroondah Highway such as restaurants, cafes and accommodation establishments.
- Ensure that use or development adjacent to existing open space links and public parkland does not damage its character or setting.
- Ensure that use or development does not have an adverse impact on existing vistas, views and landmarks including views to the surrounding ranges.
- Levy development contributions from new residential subdivisions to fund new infrastructure in the township.

**Strategy U2: Provide an adequate separation between new residential development and existing industrial uses that are important to the local economy of the town.**

Action a) Ensure that any future residential development adjacent to the Koala Country Packing House includes a suitable buffer to ensure that the amenity of the residential area is protected and that the packing house can continue to operate without restrictions on its activities.

### LANDSCAPE, VIEWS & VISTAS

**Strategy L1: Improve the amenity and presentation of the Highway landscape, leading to a more consistent and distinctive streetscape.**

Action a) Upgrade the area around the monuments (on the eastern verge of the Highway) by providing feature planting and low-key visitor amenities. An informal parking area could also be provided for trucks and visitors.

Action b) Extend a new tree avenue from the town centre to each of the gateways. This could be an avenue of oak trees, building upon the few remaining remnants of an earlier avenue.

Action c) Re-grade and plant the banks of the small creeks crossing the Highway both north and south of the Town Centre. Planting should be indigenous in character, and would become a visual feature of the town.

Action d) Formalise the outer separator on the western side of the Highway (as outlined in Traffic Movement Strategy 1 below), and improve landscape appearance and amenity through new trees, grassing and urban furniture (seats, bins, tables).

Action e) Replace existing footbridges south of the town centre with new bridges of modern and consistent design.

**Strategy L2: Clearly define gateways to Yarck**

Action a) Signify both the northern and southern gateways by the extension of thematic tree planting along the Highway to each.

Action b) Install clear thematic signage at each gateway.

**THE BUILT ENVIRONMENT**

**Strategy B1: Ensure that the consistent built form scale and character seen along the Maroondah Highway is protected and enhanced and protect the memorial area from inappropriate siting of development on the adjoining allotment.**

Action a) Prepare site specific siting and design guidelines for new development proposed for sites along the Highway as shown in the UDF Plan. This should take the form of a Design and Development Overlay (the proposed DDO schedule is contained in Appendix C).

**PEDESTRIAN CIRCULATION & AMENITY**

**Strategy P1: Improve pedestrian facilities in the Highway reservation.**

Action a) Upgrade the condition of paths along the north and south highway boundaries and provide a consistent style of bridge structures.

**Strategy P2: Provide pedestrian linkages between residential area and the shops.**

Action a) Construct a shared pedestrian/cycle path along the south side of Wrights Road.

Action b) Plan for the development of a pedestrian connection between the former railway station site and the Highway along an existing right-of-way.

**OPEN SPACE & RECREATION AREAS**

**Strategy O1: Improve the amenity and appearance of the Recreation Reserve.**

Action a) Prepare a comprehensive masterplan for the site, with community consultation, addressing primarily opportunities to add planting and improve public amenity.

Action b) Undertake a tree planting program in accordance with the agreed masterplan.

Action c) Provide additional visitor facilities including seats, picnic tables and shelters.

**Strategy O2: Plan for gradual development of the Former Railway Station site as public open space.**

- Action a) Prepare a comprehensive masterplan for the site, with community consultation. Consider inclusion of public toilets in the development of the site.
- Action b) Integrate the site with a general town walking trail, linking with the southern creek, the monuments and the town centre.
- Action c) Undertake tree planting in accordance with an agreed masterplan, in order to define the public open space associated with the site.

**TRAFFIC**

**Strategy T1: Improve functionality of the service road and facilitate increased public use of outer separator areas.**

- Action a) Develop proposals for restricting direct highway access to the northern service road by:
- extending and widening outer separator island treatments;
  - reducing the access points to a maximum of two entries from the Highway;
  - reviewing access from Gobur Road with the intention to create one-way operation (as exists north of Gobur Road);
  - formalising parallel parking within the service road and along the Highway shoulder.

- Action b) Implement the proposals including additional tree planting in the outer separator and the provision of picnic tables & chairs in the vicinity of the general store.

**Strategy T2: Provide a higher standard of access to the toilets and reduce the adverse impacts of this traffic on abutting residences.**

- Action a) Install more prominent signing at both highway access points to the public toilets.
- Action b) Seal the two streets that form the loop past the toilets from Gobur Road to the Highway.

**Strategy T3: Increase parking facilities for patrons to events held at the sports ground.**

- Action a) Provide hard standing areas on each side of the road fronting the sports ground that will accommodate horse floats etc.

**Strategy T4: Arrange for VicRoads to provide guard fence protection for the highway culvert.**

- Action a) Council to approach VicRoads with regard to community concerns over this traffic safety issue.

**Strategy T5: Provide improved stopping facilities along the eastern edge of the Highway.**

- Action a) Construct a formal lay-by southeast of Wrights Road intersection to cater for long vehicles (trucks, car & caravan combinations etc).

**Strategy T6 Plan for Gobur Road/Wrights Road intersection to be upgraded.**

- Action a) In conjunction with VicRoads, prepare ultimate layout plans for the intersection that provide for improved definition, traffic operation and drainage.
- Action b) Implement the ultimate proposals by way of conditions on future subdivisional development accessing Wrights Road.

**Strategy T7: Improve facilities for bus travellers.**

- Action a) Provide bus shelters and lighting at the two bus stops.

**DEVELOPMENT CONTRIBUTIONS**



**Strategy D1: Levy development contributions from new residential subdivisions in the district to fund new infrastructure in the township.**

- Action a) Require any subdivisional development accessing Wrights Road to contribute to the upgrading of the Wrights Road / Maroondah Highway intersection (refer to Strategy T6).
- Action b) Require the sealing of Wrights Road as part of any new subdivisions in the proposed RLZ to the east of the township.
- Action c) Require new subdivisions in the Township Zone and proposed Rural Living Zone adjoining the town to contribute to the new pathways identified in Strategy P2 and Action O2a).
- Action d) Prepare a Development Contributions Plan for inclusion in the planning scheme.





## KEY LEGEND

-  L1. Identify northern town entry by commencement of avenue planting and thematic signage.
-  L1. Identify southern town entry by commencement of avenue planting and thematic signage.
- L2b Develop new tree avenue along Maroondah Highway between gateway.
- L2a Upgrade monument zone to provide for parking, planting and visitor amenities (seats, shelters, signage).
- L2c Regrade and plant creek banks, creating a landscape feature visible from the highway
- L2d Formalise and upgrade landscape of outer median on western side of highway.
- L2e Replace existing pedestrian footbridges with new bridges of modern consistent design.
- P3. Develop future rail trail.
- P2b Provide connection between rail trail and highway.
- P2a Provide pedestrian cycle path along Wrights Road, linking proposed residential areas with town center.
- O2. Develop plan for former railway station site, to be used as public open space.
- O1. Improve amenity and appearance of recreation reserve
  - Parking.
  - Planting.
  - Circulation.
  - Public toilets.
- T2. Seal streets linking highway with recreation reserve and improve Gobour Road/Wrights Road intersection.
- T7. Provide bus shelter and lighting at bus stops.
- U1. Direct all commercial and community land use and development to the main activity area in the town
- U2. Ensure that any future development of land adjacent to the Koala Country Packing House should include a suitable buffer to ensure that the amenity of residential areas is protected and that the packing house can continue to operate without restrictions on its activities.

NOTE: Plan must be read in conjunction with detailed strategies and actions outlined in the Urban Design Framework report.

## URBAN DESIGN FRAMEWORK

Yarck Township  
KEY STRATEGIES AND ACTIONS

Prepared for Murrindindi Shire Council

December 2004



## Urban Design Framework Plan

### Priorities for Implementation

Based on consultation with the community, the following priority strategies and actions have been identified for Yarck. Implementation may not necessarily take place in this order and timing will usually be determined by the availability of funding. Strategies and actions that do not appear in this list may become priority actions if circumstances change or funding becomes available.

Strategy / Action	Estimated Cost	Timeframe
Action U1a) Update Clause 21 of the MSS relating to Taggerty Township.	N/a	Year 1
Action B1a) Prepare site specific siting and design guidelines for new development proposed within Yarck. Implement the Design & Development Overlay.	\$ 10,000	Year 1
Strategy L1a) Improve the amenity and presentation of the Highway landscape, leading to a more consistent and distinctive streetscape.	\$ 50,000	Year 2
Action T1a) Develop proposals for enhancing the outer separator and restricting direct highway access to the northern service road.	\$2,000	Year 1

Strategy / Action	Estimated Cost	Timeframe
Action T2a) Install more prominent signing at both highway access points to the public toilets.	\$500	Year 1
Action T2b) Seal the two streets that form the loop past the toilets from Gobur Road back to the Highway.	\$10,000	Years 3-5
Action T4a) Discuss provision of guard fence protection of highway culvert with VicRoads.	Nil	Year 1