



Yarragon Urban Design Framework.

OCTOBER 2022 (DRAFT)

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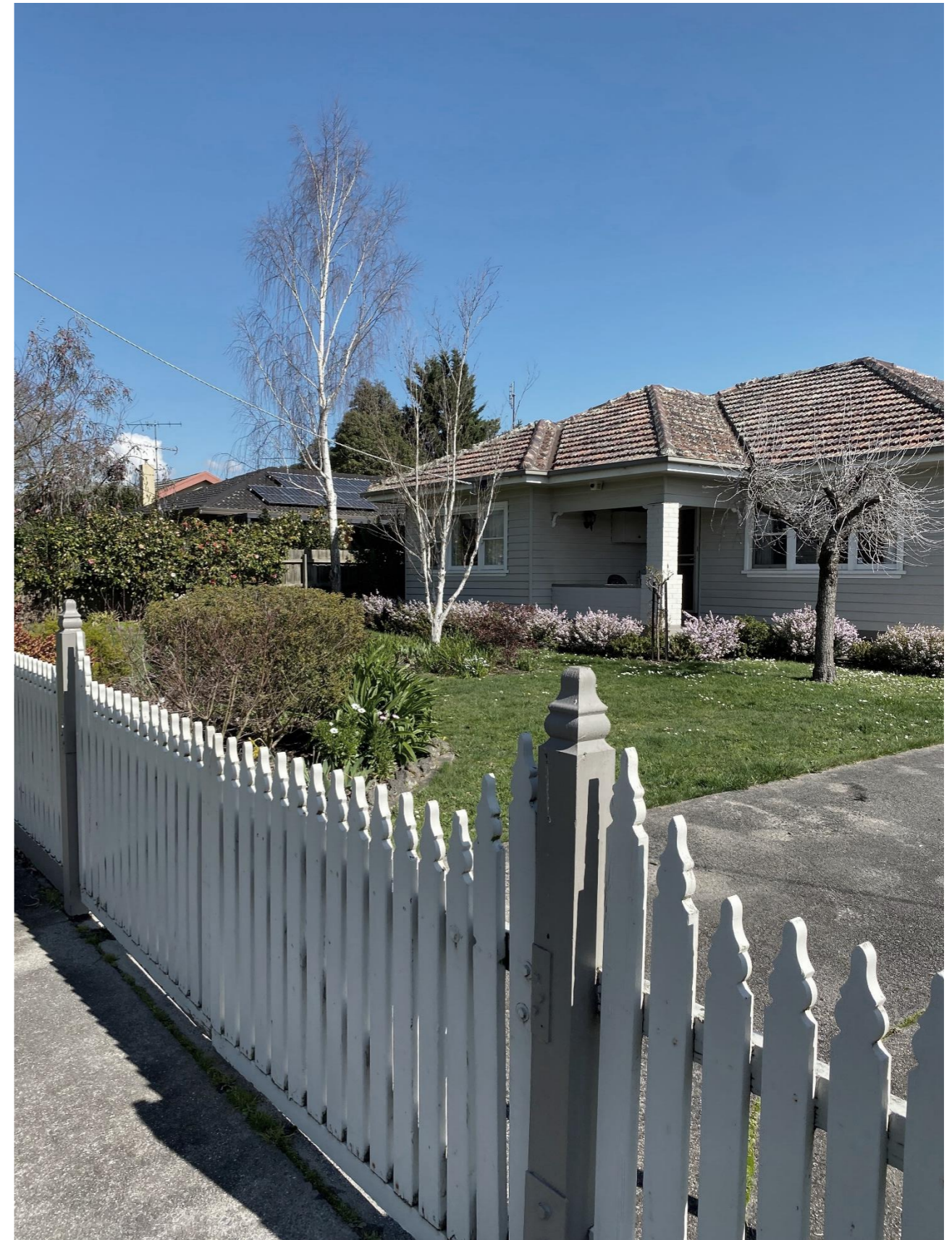
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ACKNOWLEDGEMENTS

Council acknowledges the Traditional Owners of this land, the Gunaikurnai People. Council pays respects to their Elders, past, present and emerging.



Part 1: Introduction.

1. Introduction

Yarragon is located approximately 120 kilometres from Melbourne and is located on the Princes Highway between the towns of Darnum and Trafalgar. Yarragon is the first town east of Melbourne that travellers reach with direct access from the Princes Highway. It is a popular place for visitors to stop to eat, shop and rest.

The population of Yarragon has seen significant residential growth in recent years. *The population of Yarragon (UCL) increased from 998 residents in 2011 to 1,125 residents in 2016, an increase of 127 residents at a rate of 2.4% per annum. More recent local level population data will not be available until the 2021 Census results are released in mid-2022. (UE, 2022, p. 13).*

In Yarragon, an average of 27 dwellings were approved for construction between 2015 and 2021, with a peak of 72 in 2021 (UE, 2022, p. 24). If residential land is approved for development and becomes available to the market, *'dwelling demand is estimated at between 35 and 60 new dwellings per annum (UE, 2022, p. 21).'* to the year 2041, potentially requiring an additional 735 dwellings. (UE, 2022, p. 16).

1.1 Why is an Urban Design Framework (UDF) being prepared for Yarragon?

An Urban Design Framework (UDF) is a design tool that makes recommendations for the future urban form of a town or locality. The Yarragon UDF will help guide the future development of the town centre, including the public realm, providing greater certainty to the local community and commercial stakeholders, particularly as significant changes in population growth, land use and development are expected to occur.

The Yarragon UDF is a key component of the Yarragon Township Plan. The Yarragon UDF sets out the future form and character of Yarragon to ensure new development and infrastructure on public and private land contributes positively to the urban form of the locality. The Yarragon UDF will be a guiding document for landowners, stakeholders, residents, planners, designers, and Council.

What a UDF does:

- Provides a 'vision' for a town or place.
- Provides high-level concepts and ideas to achieve the vision.
- Highlights key projects and works to be undertaken to achieve the vision.
- Provides objectives and guidelines for new developments and infrastructure.
- Provides flexibility for the design of individual sites and delivery of projects.

What a UDF does not do:

- Doesn't specifically deal with individual developments or provide detailed designs for construction.
- Resolve timing and delivery of strategic work. This is often dependant on a range of factors including timing of private development, residential growth rates and other factors.

1.2 A Changing Town

The expected strong residential growth in Yarragon, combined with growing tourism are likely to create demand for additional services and employment, resulting in changes to urban form in the town centre. The limited land area available for commercial and industrial expansion in Yarragon means further redevelopment within the town centre is likely to occur.

Changes that may result from residential, commercial, and industrial growth and increased tourism include:

- Additional health and community services.
- Additional retail to service local needs, for example a larger supermarket.
- Increase in a range of residential housing stock to respond to changes in household sizes and age profile of the town.
- Increase in visitor services; such as tourist information, amenities and parking.
- Intensification and/or redevelopment of existing residential, commercial and industrial land in the town centre.

The process of preparing a town centre UDF includes analysis of the opportunities, constraints, existing built form and character of the town. The UDF provides recommendations for the development of public and private land to achieve positive urban form outcomes in the future. These changes in urban form outcomes should occur in a way that responds to the community's aspirations. The plan needs to include a level of certainty, but also provide some flexibility to allow the town to adapt to changing circumstances.

The recommendations of the UDF are based on an analysis and examination of the:

- Planning and economic framework, including forecast growth
- Existing built form (scale, setbacks, appearance, presentation to street, signage, sunlight and shading)
- Landscaping and public realm (views and vistas, streetscape planting)
- Access and movement

The Yarragon UDF will help guide capital works programs, planning scheme controls and grant/funding applications.

1.3 Study Area

The Yarragon UDF will focus on the existing town centre, extending north of Waterloo Road to the edge of the industrial area, east of Rollo Street to the edge of the commercial area and residential area, west to Hazeldean Road and south to Market Street. Figure 1 shows the location of the UDF study area.

Figure 1: Urban Design Framework Study Area Boundary



Part 2: Planning Context.

2. Planning Framework

The Planning Policy Framework contained in the Baw Baw Planning Scheme includes Clause 15.01 Built Environment. Clause 15.01 contains objectives and strategies for urban design, building design, subdivision design, healthy neighbourhoods, neighbourhood character, design for rural areas and design for Baw Baw's rural areas. Strategies for Baw Baw's rural areas include:

- *Discourage buildings being located in visually prominent positions particularly on ridgelines and hilltops.*
- *Encourage buildings to visually blend into the landscape.*
- *Minimise the height of buildings and encourage the use of non-reflective exterior materials in muted tones.*
- *Encourage preservation of view corridors from vantage points within urban areas and from Princes Highway.*

The *Urban Design Guidelines for Victoria* (DELWP, 2017) is a policy document referred to in Clause 15.01. *The Urban Design Guidelines for Victoria assist in creating places that are:*

- *Accessible, safe, diverse and provide choice*
- *Enjoyable, engaging and comfortable to be in and move around*
- *Conducive to people being more physically active*
- *Accommodating of people of all abilities, ages and cultures*
- *Distinctive and celebrate their social, cultural and natural heritage.*

These Urban Design Guidelines form an overarching guide for urban design in all towns and places in Victoria.

2.1 Planning Zones

The commercial centre of Yarragon extends along the Princes Highway between Loch Street and Rollo Street and for a short distance south into Campbell Street. This commercial core is located within the **Commercial 1 Zone**. This zone provides for a mix of uses, including retail, office, business, entertainment, community uses and residential uses.

The commercial businesses to the east of Rollo Street are zoned **Commercial 2 Zone**. This zone provides for a range of uses including offices, some manufacturing and industries, bulky goods retailing and other retail uses.

The **Industrial 1 Zone** land to the north of the Princes Highway provides for manufacturing industries, the storage and distribution of goods and associated uses which do not affect the safety and amenity of local communities.

Most public parks within the town are zoned **Public Park and Recreation Zone**. The former school site on Rollo Street has been purchased by Council for the purposes of a park and will be rezoned in the future. The park along the main street between the Princes Highway and the Princes Highway service road is located in the Princes Highway road reserve within the **Transport 2 Zone**.

The Gippsland Railway Line is zoned **Transport 1 Zone** and the Princes Highway is zoned **Transport 2 Zone**.

The cemetery, primary school and kindergarten and service facilities are within the **Public Use Zone**.

The remainder of land within the UDF boundary is zoned **General Residential Zone – Schedule 1**, which allows for development that respects the neighbourhood character of the area, encourages a diversity of housing types, and allows educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations. The town is anticipated to see future residential growth, subject to rezoning of land at the edge of the existing town boundary.

A zoning map is shown at Figure 2.

Figure 2: Zoning Map

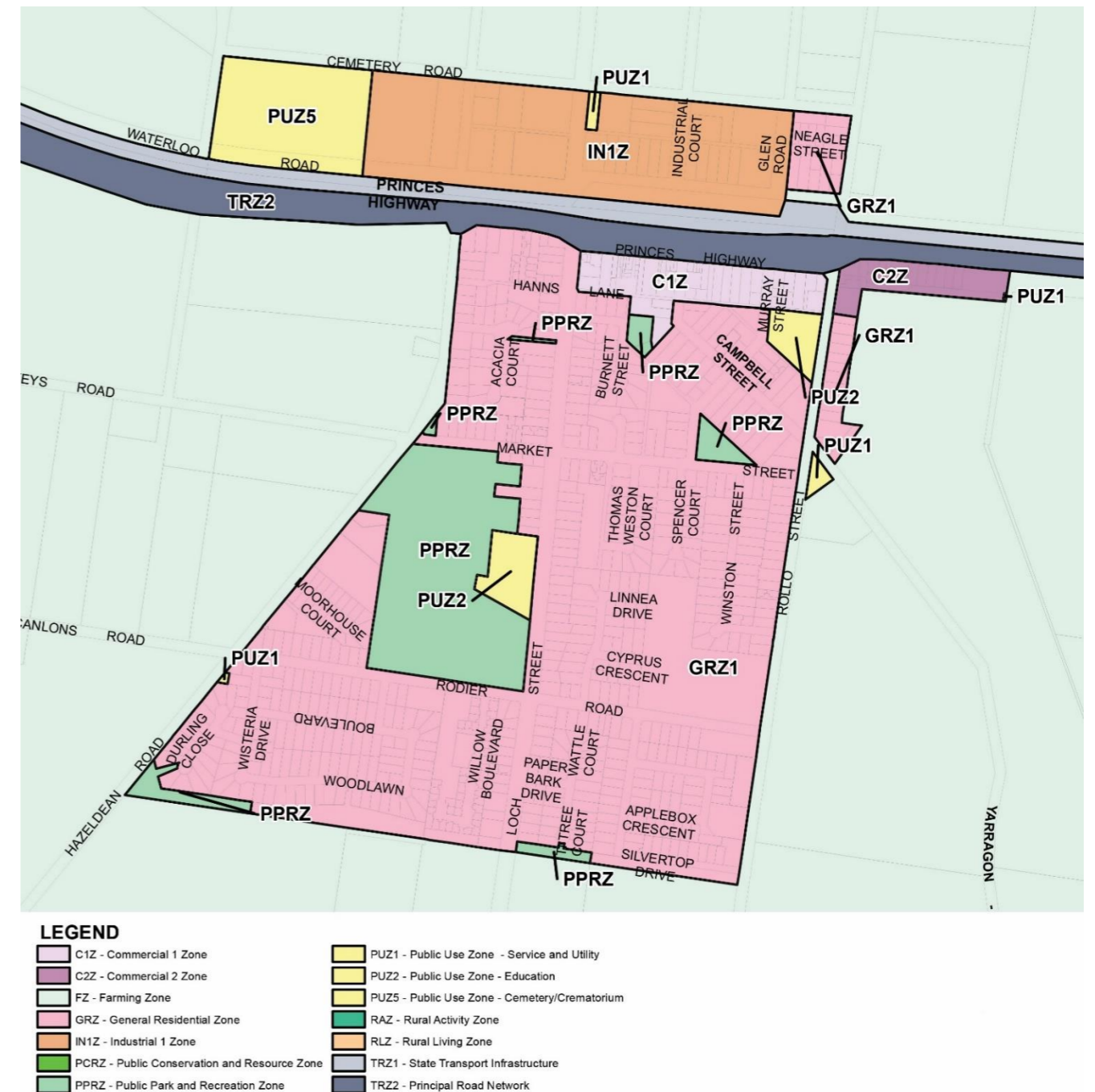


Image source: <https://planning-schemes.app.planning.vic.gov.au/>

2.2 Yarragon Township Character Design and Development Overlay – Schedule 5

The **Design and Development Overlay – Schedule 5 (DDO5)** applies to land within the Commercial 1 Zone, Commercial 2 Zone and Industrial 1 Zone. The purpose of the DDO is to identify areas which are affected by specific requirements relating to the design and built form of new development.

The DDO5 encourages high quality urban and building design and sets out design requirements for the design and siting of new development including street integration, preferred street setbacks, building heights, design detail and signage.

A DDO5 map is shown at Figure 3.

Figure 3: Design and Development Overlay Map

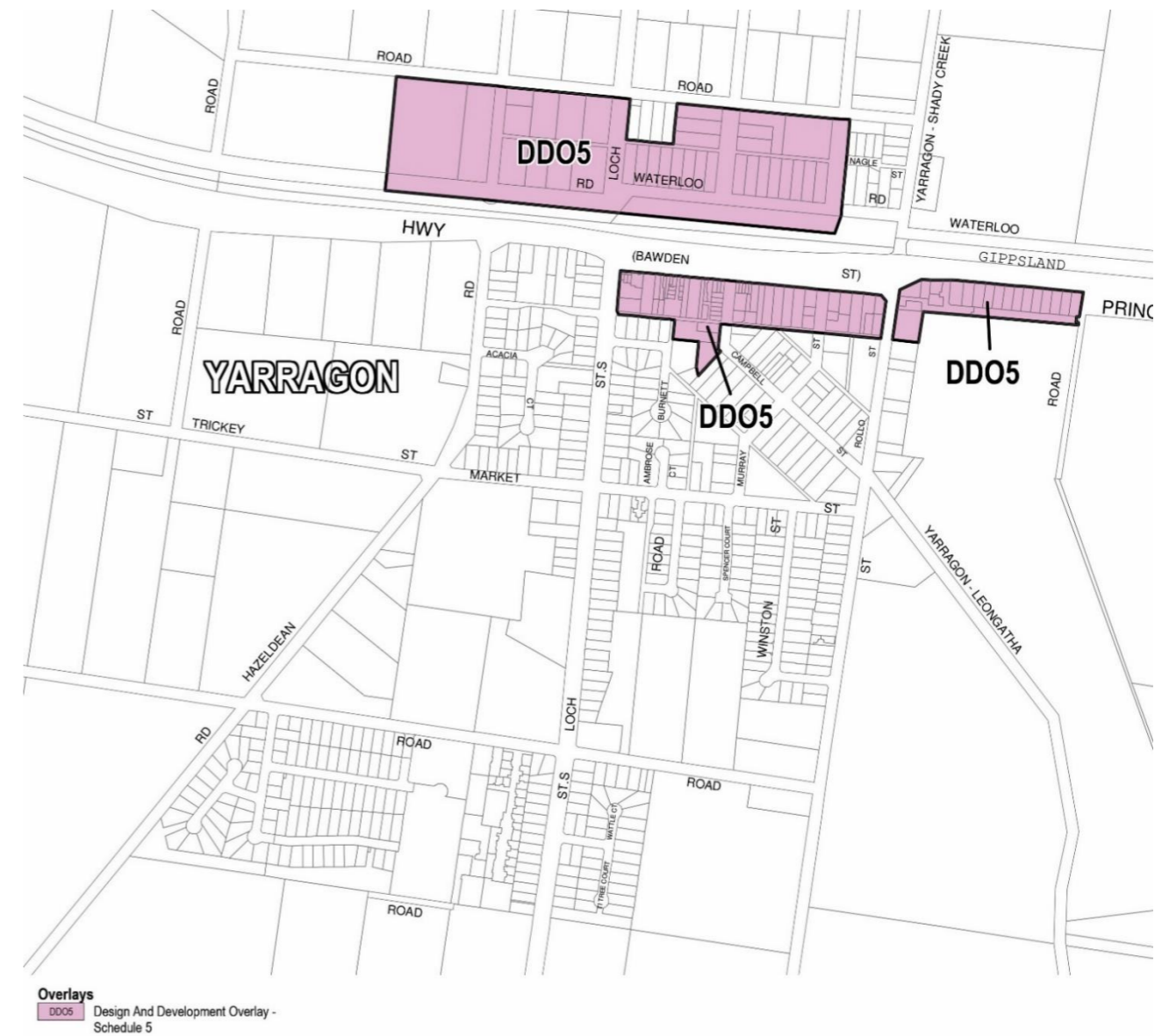


Image source: <https://planning-schemes.app.planning.vic.gov.au/>

2.3 Heritage Overlay

The **Heritage Overlay (HO)** identifies sites of heritage significance, including those of natural or cultural significance. The purpose of the overlay is to ensure elements which contribute to the significance of heritage places are conserved and enhanced. Within the Yarragon Urban Design Framework Study area, there are 8 heritage places. These eight heritage sites include:

- House 22 Campbell Street (HO13)
- St Jarlath Catholic Church and Hall, 30 Campbell Street (HO14)
- Yarragon Post Office, 3 Campbell Street (HO15)
- House, 3 Murray Street (HO16)
- Yarragon Railway Station, Princes Highway (HO17)
- Yarragon World War 1 Memorial, Princes Highway (HO18)
- Commercial Hotel, 105 Princes Highway (HO24)
- Yarragon Dairy Co., 106 Waterloo Road (HO249)

A HO map is shown at Figure 4.

Figure 4: Heritage Overlay Map

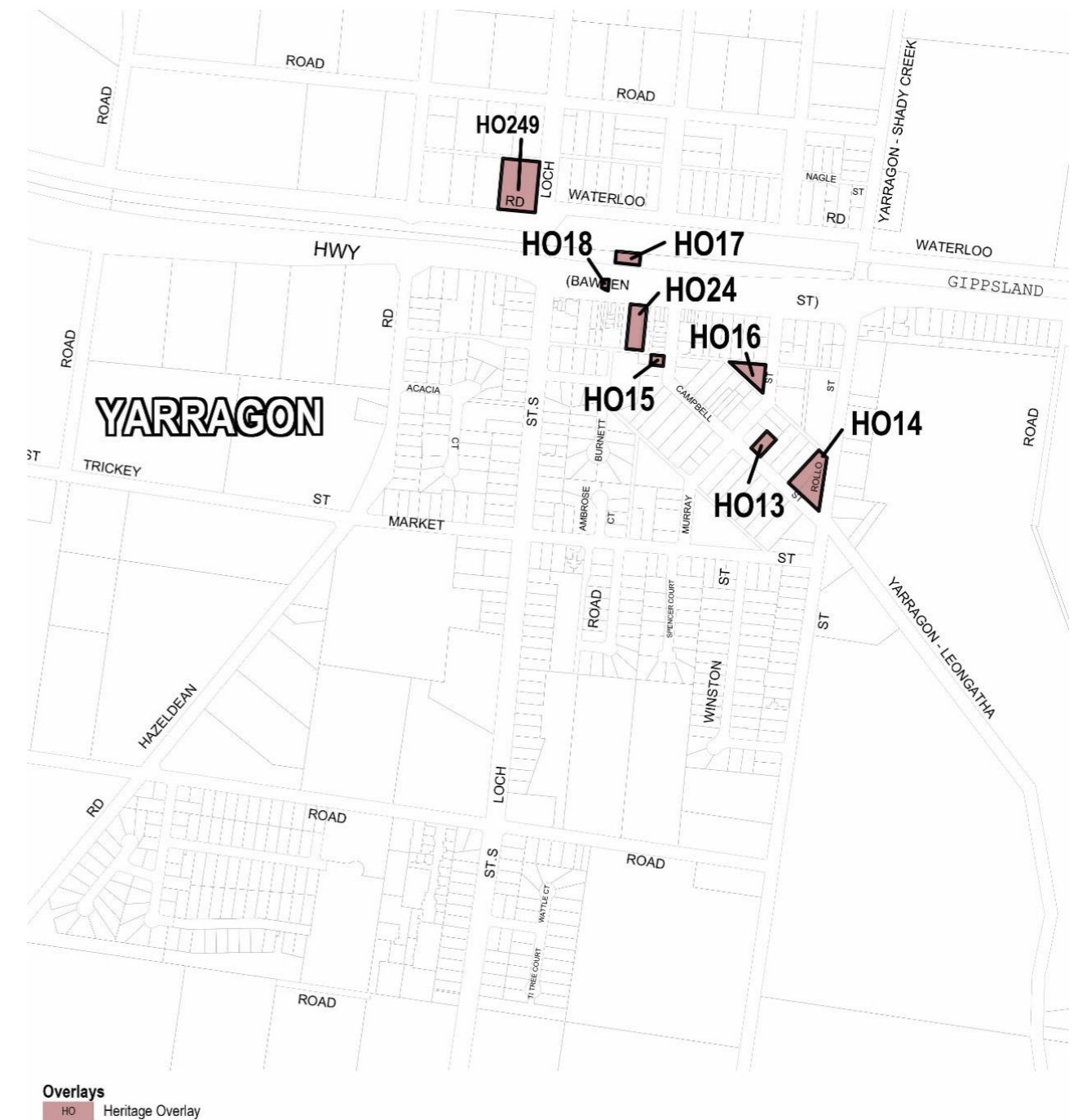


Image source: <https://planning-schemes.app.planning.vic.gov.au/>

St Jarlath Catholic Church, Campbell Street (HO14)



Yarragon Dairy Co., Waterloo Road (HO249)



Yarragon Train Station, Princes Highway (HO17)



2.4 Planning for Future Growth

The following provides a snap-shot of Urban Enterprise’s findings regarding the current and projected changes likely to occur in Yarragon. The Yarragon Township Plan discusses these findings in greater detail.

Residential Growth and a Changing Housing Market



- Demand for dwellings in Yarragon is estimated at between 35 and 60 dwellings per annum.
- It is important that the Yarragon Township Plan identifies opportunities for a diversity of housing types to meet demand, including:
 - The core market of separate dwellings in greenfield estates;
 - A secondary market for low density housing; and
 - A secondary market for medium density housing.
- Current and projected demographic indicators point to the need to plan for two main cohorts:
 - Older residents and single person households generally requiring smaller dwellings; and
 - The younger family market attracted to opportunities to build new housing.

Local Economy



- Baw Baw has economic specialisations in agriculture and tourism. Yarragon’s economic role directly supports both of these sectors through industrial, retail and hospitality businesses and employment.
- Local visitation is heavily weighted towards domestic day-trip visitors. Projections are for ongoing growth in visitation to the region.
- There is approximately 15 hectares of land in commercial and industrial zones in the town, of which only 1.4 hectare is vacant. As a result, there is limited opportunity for new businesses to be accommodated in the town, other than through more intensive use of existing zoned land.
- Yarragon plays two main retail roles: convenience retail goods and services to the local residential and business base, and hospitality and homewares to residents and visitors passing through the town on the Princes Highway.

- In total, there is an estimated 5,700sqm of core retail floorspace in the town, the majority of which is occupied by hospitality businesses and giftware shops. This is a substantial quantum of floorspace without an anchor store such as a major supermarket, indicating the importance of visitors in underpinning retail turnover in the town.
- Overall, it is estimated that an additional 2,100 to 4,400sqm of core retail floorspace could be supported in the town to accommodate future demand by 2041. This level of floorspace would usually require approximately 0.8ha – 1.8ha of land in the Commercial 1 Zone. The lack of vacant land in the C1Z indicates that this land should be provided through an extension of the Commercial 1 Zone.
- Provision should be made for a larger supermarket in the town to increase local food and grocery expenditure capture and improve the overall convenience retail offer to existing and new residents.
- It is recommended that the Township Plan makes provision for additional commercial land sufficient to accommodate at least 2,000sqm of floorspace (in the order of 0.6ha).
- Broader economic and migration conditions are expected to result in emerging demand for smaller commercial spaces over the planning period, especially greater opportunity for remote work.
- Industrial land in Yarragon is mostly exhausted and is unlikely to accommodate demand for any longer than the immediate term (4-5 years at most).
- In order to mitigate the risk of land being a constraint on economic growth in Yarragon, it is recommended that the industrial zone be extended to the north to accommodate at least 5 hectares of additional land. This recommendation is contingent on land in the industrial investigation area in Yarragon being found to be readily serviceable and developable.
- The Township Plan should prioritise actions which support and encourage:
 - Ongoing hospitality and homewares businesses, visitor attraction and increasing length of stay;
 - Increases to the convenience retail services available to the growing local resident population;
 - Opportunities for smaller commercial businesses to establish in close proximity to the existing town centre; and
 - Opportunities for new industrial businesses to establish north of the rail line.

Part 3: Urban Design Analysis.

3. Overview

Yarragon was developed after 1877 when construction work on the Gippsland Railway reached the flats of the Moe River. Historically the main industries within and surrounding Yarragon have been timber/forestry, dairying and tourism. (Yarragon Community Newsletter, 2010, p.3). Today, Yarragon has a mix of land uses and building types within the established residential, commercial and industrial areas.

The town contains a number of heritage places, but there is no consistent heritage fabric along the main street fronting the Princes Highway. The Yarragon Dairy Co. on the north side of the railway line and the Yarragon Hotel on the Princes Highway are two of the largest heritage buildings within the town, and both are prominent buildings visible from the Highway and Railway line.

The Melbourne–Bairnsdale railway line and the Princes Highway separate the town centre into two, with industrial and residential to the north and commercial and residential to the south. There are no recreation or community facilities located on the north side of the railway line within the UDF study area.

Residential dwellings exist along the south side of the Princes Highway within the commercial zone. It is likely that incremental development changes will continue and sites with residential dwellings will gradually be redeveloped for commercial uses.

The most common form of new development in recent years has been infill developments on vacant sites or those with a single dwelling.

For the purposes of the built form analysis, the UDF study area is divided into four categories:

1. **Commercial Core** – central retail, office, business and community uses.
2. **Commercial (East)** – offices, bulky goods and retail sales
3. **Industrial** – manufacturing and industry
4. **Residential** – standard residential housing

Figure 5: Built Form Analysis Areas



4. Commercial Core – Built Form

The commercial core is located between Loch Street and Rollo Street as shown on Figure 6. The Commercial 1 Zone applies to land in the commercial core.

Figure 6: Commercial Core



The following observations regarding built form in the commercial core have been made:

4.1 Building Design, Scale and Street Interface

The ‘village feel’ of Yarragon is highly valued by residents and visitors. The ‘village feel’ is reinforced by the existing low-rise commercial and residential buildings in Yarragon. In the main commercial area, almost all buildings are under 9m in height, with the exception of the Yarragon Hotel.

Typical roof forms include hipped and gabled roofs. Parapets are typically shaped with curves and angles. Verandah canopies typically extend over the footpaths in the commercial areas.

Shops within the commercial area have a significant area of window and door glazing, typically greater than 70% of the shopfront, which promotes good integration between the development and the street and creates a welcoming retail environment.

4.2 Setbacks

The main street of Yarragon along the Princes Highway service road has a range of setbacks. The traditional form of commercial buildings along the service road has a ‘zero-setback’ with the front wall constructed at the edge of the road reserve. Verandah canopies typically overhang the footpath. But this is not always the case. Some buildings are setback with a canopy or landscaping within the front setback. The motel is an example where this occurs.

The existing residential dwellings scattered through the commercial core have a typical setback of greater than nine metres with landscaping incorporating trees within the front setback. However, this will change as future redevelopment of these sites occurs.

The streetscapes of Loch, Campbell, Murray and Rollo Streets are more open with fewer verandah canopies and less zero-setback buildings. In general, good transitions exist between the commercial core and the neighbouring residential area.

4.3 Streetscape Character

The positioning of the commercial core on the south side of the Princes Freeway ensures that pedestrian footpaths and spaces for outdoor dining receive adequate sunlight during the day, without significant overshadowing from neighbouring buildings. This creates an open and relaxed setting for residents and visitors. The widening of some sections of footpaths along the service road provides interest and comfortable rest and seating places for pedestrians, shoppers and diners.

Properties in the commercial centre are finely subdivided, meaning the block widths are relatively narrow, and there are regular breaks in the building form, either from pedestrian access or vehicle access. This subdivision pattern combined with the low-rise buildings assists in creating the ‘village feel’ that is talked about frequently by the community and visitors to the town. The variation in building and verandah canopy designs also reinforces the fine grain rhythm along the main street.

The low-rise buildings allow for short-range views of established trees and long-range views to the foothills of the Strzelecki Ranges from the Princes Highway, service road and railway line.

There are a significant number of trees in the wide landscaped area between the Princes Highway and the service road. This green space creates a good physical and visual separation between the commercial core and what is a busy Princes Highway, with significant traffic volumes.

4.4 Vehicle Parking, Loading and ‘Back of house’

There are a number of breaks and intersecting roads between the Princes Highway service road providing good accessibility to the off-street car parking areas to the rear of the commercial area.

Most buildings which back-on to these off-street car parking areas are void of glazing at the rear, with the exception of a few shops, including a retail shop in the Village Walk and the doctors clinic on Campbell Street. These two developments demonstrate good use of glazing to provide surveillance of the public realm. These buildings achieve what can be described as an ‘active frontage’, rather than a typical blank wall or roller door.

4.5 Signage

There is little consistency in the size or placement of signs throughout the commercial core area. Many advertising signs are disproportional to the size and scale of the building. Some shops have multiple signs on the front façade. In some instances advertising signs detract from the appearance of the built form.

Signage placement includes front façades of buildings, on windows, on side walls, on frames above buildings, on fences, on poles in front yards and temporary signs placed on nature strips and pavements.

A number of the businesses operating from buildings with a significant front setback have pole signs or banner signs on or near the front fence for better visibility to passing vehicle and pedestrian traffic, which can result in a cluttered appearance in the streetscape.

The aesthetics of the commercial core could be improved by ensuring signage design is consistent and appropriately positioned and sized.

The Yarragon Hotel is a prominent heritage building in the main street. It sits mid-block between Campbell Street and Loch Street and is highly visible from the Princes Highway approaches.



A wide footpath with verandah canopies creates a comfortable pedestrian environment.



An example of the typical 'zero setback' buildings along the Princes Highway service road with canopies overhanging the footpath and shaped parapets verandahs.



Examples of advertising signage located on or near the front property boundary. The mix of sign types in this example include roof-mounted, pole, banner, and internally illuminated.



A mix of new and old commercial buildings along the Princes Highway service road. Maximum height of buildings is two storeys. Most buildings at the western end of the service road have verandah canopies along the front façade.



Good example of advertising signage located within building parapets and architectural features.



5. Commercial (East) – Built Form

The Commercial (East) area is located on the eastern side of Rollo Street, as shown in Figure 7.

Figure 7: Commercial (East)



The following observations are made regarding built form in the commercial (east) area:

5.1 Building Design, Scale and Street Interface

The commercial (east) area forms the highly visible eastern entrance to Yarragon. The service road is separated by a very narrow nature strip, unlike the commercial core, making it much closer to the main traffic lanes of the Princes Highway. A service station is located at the eastern fringe and entry to the town.

Most of the commercial businesses operate from colorbond sheds. There are also residential houses still utilised for residential purposes within this area. Building heights are under nine (9) metres. Buildings typically have a small area of glazing presenting to the street. Apart from the service station, typical roof forms include hipped and gabled roofs. Buildings are generally setback from the street edge.

Further improvements could be made to the quality of building design and materials, signage, fencing and landscaping to improve integration with the street and make this a more welcoming entry to town.

5.2 Setbacks

The commercial and residential buildings along the service road typically have a 6-7 metre setback with landscaping in the front setback. One setback has hard surfacing.

5.3 Streetscape Character

Due to the close proximity of the commercial premises to the Highway, combined with no street trees in the nature strips, the commercial-east area is a highly exposed environment. There is a narrow footpath of less than 1.5 metres wide. Fences are located along most property boundaries creating poor integration with the street and pedestrian path. The streetscape is uninviting to visitors and residents.

Properties in the commercial (east) have relatively small frontages between 16-23m, but are not as finely subdivided as the commercial core. Properties are not built to the boundaries and have regular breaks in the building form between property boundaries and for vehicle access. The low-rise buildings combined with the breaks in building form allow for views from the Highway and service road to the Strzelecki Ranges.

5.4 Vehicle Parking, Loading and 'Back of house'

There is one point of access into the service road at the eastern end of the commercial (east) area from the Princes Highway. There is also a laneway and shared car parking area located to the rear, which are common property. These are accessible from the service road and Rollo Street. This car parking area is available to business owners and their clients.

Most businesses have direct vehicle access to the front of the property from a vehicle crossover off the service road. A few of the businesses nearest Rollo Street also have rear access from the rear lane which accesses the parking area.

5.5 Signage

There is little consistency in the size or placement of signs throughout the commercial (east) area. Many advertising signs are large and positioned close to the front boundary, dominating the streetscape. Signage placement includes front façades of buildings, on parapets, on side walls, on fences, on poles in front yards and temporary signs placed on the nature strip.

The aesthetics of the commercial (east) could be improved significantly by ensuring signage design is consistent and appropriately positioned and sized.

A large grassed outstand/nature strip containing trees exists at the corner of Princes Highway and Rollo Street



View of the commercial (east) area looking east along the Princes Highway, grassed median, service road and nature strip. Residential houses are located at this eastern end.



Commercial building construction is typically steel frames with colorbond cladding, which gives this area an industrial feel.



Typical metal fencing on front boundaries



6. Industrial – Built Form

The industrial area is located along Waterloo Road on the north side of the Melbourne-Bairnsdale rail corridor and Princes Highway, as shown in Figure 8.

Figure 8: Industrial



The following observations are made regarding built form in the industrial area:

6.1 Building Design, Scale and Street Interface

The industrial area is visible from the Princes Highway and railway line, but less visible from the commercial core, due to the trees planted in the median between the Princes Highway and service road.

The industrial area is accessed via Waterloo Road. Access to Waterloo Road is from the Yarragon-Shady Creek Road which intersects with the Princes Highway at the signalised traffic lights.

Most of the industrial businesses in this area operate from colorbond-clad sheds. Sizes range from small to large buildings, most of which are no greater than 2-storey in height, with the exception of the largest shed at the western edge. Typical roof forms include gabled roofs, some

of which have a parapet on the front façade. There are also residential houses still utilised for residential purposes to the east of the industrial area.

Buildings within the industrial area typically have a small area of glazing presenting to the street. There are high metal fences located along most property boundaries, for security purposes. Some buildings have an office situated at the front of the building.

Further improvements could be made to the quality of building design and materials, signage, fencing and landscaping to make this a more attractive area.

6.2 Setbacks

Industrial buildings are setback from the street edge. Typical setbacks are 6-9 metres from the front boundary.

Newer developments have car parking and landscaping provided in the setback.

6.3 Streetscape Character

The streetscape character is poor in this area. The absence of kerb and channel, footpaths and street trees, combined with open swale drains, overhead power lines and presence of some dilapidated buildings and run down yards add to the poor streetscape character.

There is poor outlook and amenity from the train station to the industrial area, with the area between Waterloo Road and the railway line being poorly maintained.

6.4 Vehicle Parking

Most of the parking in this area is off-street within the industrial property, either to the side or front of the building.

The lack of kerb and channel and presence of the open swale drain make parking along Waterloo Road more difficult.

There is a very small area of off-street parking located on the west side of Glen Road.

6.5 Signage

There is more consistency in the size and placement of signs throughout the industrial area, compared with the commercial core and commercial (east) and advertising signs are generally appropriate in proportion to the size and scale of the building. Signage placement is generally on the front façade of the buildings.

Typical industrial development fronting onto Waterloo Road. There are no footpaths or kerb and channel in the street.



There is a rundown area of industrial zoned land on the north side of the railway corridor.



New industrial developments on Waterloo Road have substantial setbacks with landscaping and carparking incorporated.



An older industrial building located between Waterloo Road and the railway line.



7. Residential Built Form

The residential area is located to the south of the Princes Highway and Melbourne-Bairnsdale Railway line, with a small pocket located to the north, as shown in Figure 9. The residential area extends south of Market Street, but this is predominantly newer development not within the UDF study area.

Figure 9: Residential



The following observations are made regarding built form in the residential areas:

7.1 Building Design, Scale and Street Interface

The established residential area consists mostly of housing developed more than 20 years ago and contains a variety of housing stock, including Victorian cottages, California Bungalows, post-war brick houses. Most new housing is located to the south of Market Street, outside the UDF boundary, but there are a few newly constructed houses and units within the established residential area north of Market Street. There is one small pocket of new residential development on the east side of Rollo Street, which is interspersed between the existing older housing stock.

More than 90% of dwellings in Yarragon are detached houses, with semi-detached row, townhouse, units and other forms of dwellings making up the remainder. Some of the larger lots on Campbell Street and fronting Murray Street have been developed for units or further subdivided.

Dwellings are generally single-storey with pitched roofs. Cladding materials are varied, with exposed brick, rendered brick, and weatherboard. Roofs are terracotta tiles, cement tiles and corrugated iron and steel. The site coverage of buildings on lots is typically less than 60%.

7.2 Setbacks

Majority of these houses are detached dwellings setback at least 6 metres from the front boundary with at least one side of the dwelling setback from a side fence. Driveways and garages are generally positioned to one side of the house, and many have open carports as well as vehicular access to the rear yard.

Residential gardens are established with a mix of native and exotic shrubs and trees. The front setbacks are typically planted with lawn areas, canopy trees and garden beds.

7.3 Streetscape Character

In older residential areas, footpaths don't exist in some streets or courts, or are located on one side only. In recently developed residential areas, 1.5m wide footpaths are provided on both sides of the street.

Street trees in the residential area are a mix of native and exotic trees. Mature Plane trees (*Platanus sp.*), were planted in the nature strips of older residential areas, including Rollo Street and Campbell Street, most of which were pollarded. The Plane trees in Rollo street have recently been replaced with new planting when the road was upgraded.

There is a large variation in street tree planting throughout the town centre. Some streets have no streets trees or sparsely planted trees. Yarragon streets typically do not have established tree avenues and the established tree planting in the Princes Highway median does not carry through to the rest of the town.

7.4 Front Fences

Front fences are generally 1.2 metres or less in height, and are made from a variety of materials including, brick, timber, timber picket and metal. There are also residential properties with no front fence.

Typical variation in housing stock within the established residential area.



Campbell Street Streetscape.



The older housing area on the east side of Rollo Street is now interspersed with new housing stock.



A typical low front picket fence and landscaped front yard.



A new two-unit development in Loch Street.



Constructed section of Hanns Lane, located to the east of Loch Street.



One of a number of laneways located behind residential properties. Some properties are fenced with high fences along the laneway and others remain low or open.



In this established residential street, there are no street trees planted within the nature strip and most properties do not have a front fence.



PLAN 1

Built Form Analysis



8. Urban Design Analysis – Landscape and Public Realm

The following observations are made regarding the public realm and landscape characteristics of the town centre within the UDF boundary:

8.1 Pedestrian Environment

The commercial core has a relatively pedestrian-friendly environment and is well-buffered from the Princes Highway by the inclusion of a service road and large green linear park.

The commercial core has generous exposed-aggregate paths at the western end in front of the shops and motel. Further improvements could be made to improve the pedestrian environment at the eastern end and in locations where the Princes Highway service road intersects with north-south roads, including Campbell Street, Murray Street and Rollo Street. These streets have relatively wide roads which are more difficult to cross at peak traffic times.

8.2 Open Space

The Yarragon town centre is well-connected to open spaces. Yarragon has an excellent distribution of public open space, with more than 95% of residents within 300 metres distance to a park or recreation reserve.

Most open spaces within the UDF boundary are green passive spaces where people gather, relax and socialise. The main sport and recreation facilities are located south of Market Street at Downton Park.

Open spaces within the UDF study area include:

- Yarragon Children’s Playground at the corner of Market and Murray Streets. This park is the former home of the Yarragon Tennis Club. This park includes a tennis court, basketball half-court, small playground, seating, barbeque and shelter, public toilet and exercise equipment.
- Rollo Street Park. This park is the former home to the Yarragon Primary School. This site is currently undeveloped, but has an adopted Master Plan (refer to Appendix 1) and is anticipated to be fully developed within the next 10 years. This park will be a passive park that will contain a shared path, seating, tree planting and landscaping, shelter, forecourt area and large, central lawn area. This park will be a great asset for locals and visitors and improve the tourism and carparking offering within the town.

- Howard Park. This park is at the rear of the shops and main car parking area and is accessible from Hanns Lane and Burnett Street. This park contains a playground, junior skate park and seating.
- Waterloo Park. This park is between the Princes Freeway/Highway and the service road and is used mostly for passive recreation. This reserve has garden beds, trees, rotunda, toilets, an historic train, information signs and the WWII Memorial.
- There are three small pocket parks also located within the UDF boundary.

Some of the open spaces would benefit from improved pedestrian and cycling links and wayfinding signage to and from the town centre. Facilities and infrastructure in some parks could also be improved. This is discussed in more detail in the Town

8.3 Vegetation, Landscaping and Streetscape Planting

Yarragon is located within the Gippsland Plain Bioregion. This bioregion is ‘located in the south east of Victoria, includes flat low lying coastal and alluvial plains with a gently undulating terrain dominated by barrier dunes and floodplains and swampy flats. ... The fertile floodplains and swamps are earths and pale yellow and grey texture contrast soils (Hydrosols) and support Swamp Scrub, Plains Grassy Woodland, Plains Grassy Forest, Plains Grassland and Gilgai Wetland ecosystems (DELWP², 2020).’

The Pre-1750’s modelled Ecological Vegetation Class (EVC) for Yarragon was likely to have been Swamp Scrub (EVC53). However, the soil conditions have been altered significantly as a result of settlement and most of the township has been completely cleared of native vegetation.

Most tree planting within the UDF study area is located along the Princes Highway at the entries to the town and in Waterloo Park. This tree planting, which is predominantly exotic, deciduous species, was planted in the 1980’s and is now well-established. Tree species include, but are not limited to, Oak (*Quercus sp.*), Ash (*Fraxinus sp.*), Beech (*Fagus sp.*) and Birch (*Betula sp.*). The mature canopy trees in Waterloo Park and along the Princes Highway are a key feature to the overall identity of the town.

Elements which help to reinforce the ‘rural village’ character include the significant front landscape setbacks, some of which occur in the commercial core, but most of which occur outside the commercial core, in surrounding streets, such as Loch, Campbell and Murray Streets. The inclusion of garden beds in kerb outstands on the Princes Highway service road in front of shops and in Waterloo Park also help emphasise the ‘rural village’ character.

8.4 Car Parking

The carparking area behind the commercial core is accessible from Hanns Lane. This is a public realm with some welcoming spaces and other not-so welcoming spaces. There are some poor views to back-of-house facilities, bins and high fences.

Some areas of the main central car parking areas are owned by private businesses and others are Council-owned land.

The central car park extends to the south towards Howard Park, which forms an attractive and welcoming edge to the space.

The entry points to the shops are easy to identify from the car park. However, there is a lack of pedestrian footpaths or priority given to pedestrians through the car parking areas. Safety and general aesthetics could be improved.

8.5 Signage

There is little consistency in the size or placement of signs in the public realm.

Legible and consistent signage plays an important role in the public realm and provides important information to drivers and pedestrians about the town, parking, activities and public amenities. Legibility of the town and reinforcement of the ‘village feel’ could be enhanced through clear and consistent signage.

Many businesses place temporary A-frame signs (sandwich boards) to show they are open or provide information about events and sales. These are often positioned on the footpath or front boundary. Whilst the intent is to catch the attention of passing vehicular and foot traffic, they create barriers to pedestrian movement and visual clutter.

The aesthetics of the public realm could be improved significantly by ensuring signage design is consistent and appropriately positioned and sized.

A-frame signs positioned on the footpath



Directional signage in the median



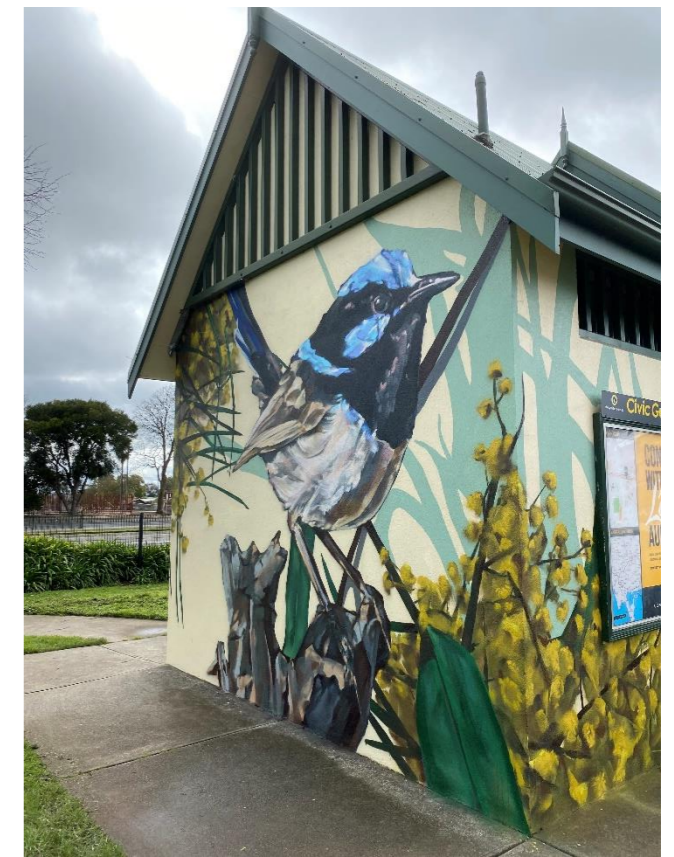
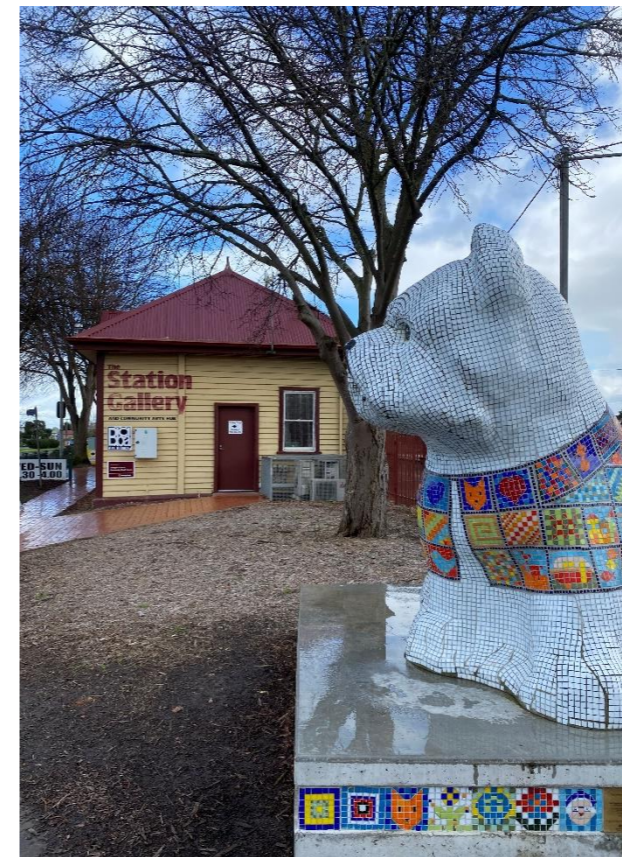
The design and presentation of the commercial buildings and pedestrian access into village walk is well-defined and clearly visible from the central off-street car park



The landscaped median contains a gazebo, shelter, public toilet, garden beds, established tree planting and new shared path. This area is very well presented and maintained.



Public art located at the train station and public toilets creates interest for visitors and makes the town a place to remember for visitors.



Well-established trees and landscaping within the median creates a welcoming entry to town.



A new park is proposed for the former Primary School site on Rollo Street, south of Hanns Lane



Glimpses of Strzelecki Ranges behind the commercial buildings fronting Princes Highway



PLAN 2

Landscape and Public Realm Analysis



9. Urban Design Analysis – Access and Movement

The following observations are made regarding access and movement within the UDF Boundary:

9.1 Street Network

The Princes Highway is the main road through the town centre of Yarragon. The Highway has a dual carriageway which diverts into a relatively wide service road with a grassed median between Loch Street and Rollo Street. This service road provides on-street parking with direct access to many of the commercial businesses in town.

There is also a narrow service road to the east of Rollo Street servicing the commercial businesses and existing residential houses and a narrow service road between Loch Street and Hazeldean Road servicing the residential houses and childcare facility. These service roads are positioned much closer to the Princes Highway vehicle traffic as they have narrow nature strips separating them from the trafficable lanes of the Highway.

Streets in the town centre are generally laid out in grid form. Road and verge widths vary throughout the town. Some streets are very wide and open (20–30 metres wide) and others are narrower (15–16 metres wide). A network of laneways (5–6 metre wide) service the rear of the residential and commercial properties.

9.2 Public Transport

Regional train and bus services operate in Yarragon. The Yarragon Station is located on the north side of the Princes Highway, directly opposite the central commercial area. The bus stops are located at the station for east-bound travel and in the landscaped median on the south side of the Highway for west-bound travel.

A small commuter car park is located on the east side of the Yarragon Station and is accessed via a service road from the Highway.

The Yarragon Station provides a signalised pedestrian crossing directly in front. This is the main pedestrian access to and from the town centre. There is an at-grade level crossing which provides access between the northern and southern platforms. Access to the station from residents on the north side of the railway line and industrial workers is via this level crossing. However, the access track from the north to the level crossing is unsealed crushed rock.

There is a second pedestrian access point at the western end of the northern platform which also leads towards the industrial area via unsealed crushed rock.

9.3 Vehicle Access and Car Parking

A central east/west off-street car park extends between Loch Street and Campbell Street behind the main row of commercial premises. This car park is accessed by Hanns Lane, which continues east-west right through the town centre. A portion of this car parking space is public land and a portion is privately owned by businesses.

Another smaller off-street car park is provided east of Rollo Street behind the commercial premises.

Most car parking spaces in these off-street parks are right angled parks. But there is also long vehicle angled parking in the central car park.

On-street car parking is provided in the Princes Highway service roads, Rollo Street, Murray Street, Campbell Street and Loch Street. This is generally a combination of parallel and angled parking spaces.

9.4 Footpath and Pedestrian Links

The commercial core has a relatively pedestrian-friendly environment and is well-buffered from the Princes Highway by the inclusion of a service road and large green linear park. The wide pedestrian path which extends from Loch Street to just east of Campbell Street helps make this area a comfortable space for pedestrians.

There are no designated pedestrian paths within off-street car parks or in Hanns Lane.

There are no designated pedestrian crossings from the central median across the service road to the commercial area. There are kerb outstands at Campbell Street intersection and one on the north side of the service road leading to the pedestrian crossing over the Princes Highway. Apart from these two kerb outstands, there are few features which enhance pedestrian prioritisation in the service road or the roads leading south off the service road.

Improvements could be made to make it easier for pedestrians to cross the service road and streets that intersect with the service road, particularly in the vicinity of the public toilet, where there is a high volume of vehicle and foot traffic.

The narrow footpaths in the commercial core, which start east of Campbell Street, make it difficult for pedestrians to share the footpath and create a less comfortable space. In locations where these narrow footpaths exist, there are narrow sections of grass nature strip between the

kerb and footpath. These nature strips can be slippery in wet weather and are not a desirable feature in the commercial core in front of shops.

Movement conflict zones are areas where it is more difficult for pedestrians to navigate paths and roads. They are often found at intersections where turning vehicles increase the potential for conflict. Any location where pedestrians cross streets at unsignalised locations can be classified as a movement conflict zone. For the purposes of the UDF, the locations which have a significant volume of pedestrian and vehicle traffic and present a major barrier to movement have been identified on Plan 3.

9.5 Cycling

The Yarragon Trail is a walking and cycling circuit, constructed mostly of granitic sand, that runs from the intersection of Rollo Street and Campbell Street, along Yarragon–Leongatha Road, McIntyre Road and Loch Street.

There are no designated on-road bicycle facilities in the form of marked cycling lanes.

Shared paths exist along sections of Loch Street providing shared path access to the school and shared paths within the landscaped median on the north side of the Princes Highway service road.

Murray Street, which intersects with the Princes Highway service road, has a relatively wide road pavement width of approximately 11m, which is not conducive to prioritising pedestrian movements and crossings along the Service road



Hanns Lane (between Loch Street and Campbell Street) with constructed road and high timber paling fences either side. Pedestrians are not accommodated for in Hanns Lane.



The signalised intersection at Rollo Street. The service road to the commercial core can be accessed by traffic heading from the east. The level crossing over the Melbourne–Bairnsdale rail line is located on the north side of this intersection.



There is no constructed pedestrian access paths to the train station from the industrial and residential areas north of the railway line.



Access to the train station and platforms is located directly opposite the commercial core.



The pedestrian crossing over the Princes Highway and railway line



PLAN 3

Access and Movement Analysis



10. Key Issues and Threats

10.1 Built Form

Concerns and Threats to Built Form and the ‘Village Feel’

- Loss of the fine-grained development. This is particularly pertinent to wider lots or in instances when two or more neighbouring lots are developed at once.
- Inappropriate transitions between buildings, particularly in relation to heights and roof forms.
- Development which does not conserve or protect the visibility of iconic local buildings including the Yarragon Dairy Co. and Yarragon Hotel.
- Loss of views of established vegetation and rural surroundings.
- Building heights that do not maintain the low-rise character of the area.
- Private development that does not contribute positively to the public realm.
- Development that does not appropriately consider safety.
- Ecologically unsustainable building design.
- Proliferation of large signs and inappropriately placed signs, particularly when located on or near front boundaries of commercial premises.

Considerations and Implications for UDF and Guidelines

- Protect and enhance existing heritage sites to maintain the town’s village feel and identity.
- Ensure that future buildings, infrastructure and public realm improvements contribute to the Yarragon town centre being an active and vibrant centre.
- Encourage built-form that demonstrates ecologically sustainable development.
- Encourage building design with fine-grained, active frontages.
- Encourage buildings with windows or balconies at upper levels to achieve passive surveillance of streets, public spaces and carparking areas.
- Maintain key views to rural surroundings and Strzelecki Ranges by implementing height limits and preferred roof forms for new development.
- Avoid blank walls by incorporating windows and openings. Where blank walls cannot be avoided, such as on a shared private property boundary, ensure temporary measures are in place to improve the appearance of the blank wall until such time as the adjacent site is developed. I.e. murals or use of interesting materials and textures, etc.
- Avoid solid high front fences along edges of public land, including roads. Security fencing should be attenuated with landscaping.
- Ensure front fences are low height and open in residential areas.
- Ensure car parking structures, driveways and crossovers do not dominate the streetscape in new residential developments.
- In residential redevelopments ensure a garden setting is maintained in the front setback and minimum garden areas set out in Clause 55 are achieved.
- Provide clear design guidance for new infill developments, redevelopments and additions and alterations of existing buildings.
- Encourage opportunities for commercial and medium density residential development on residential land in close walking distance to the commercial core and public transport, in accordance with the objectives of the General Residential Zone – Schedule 1.
- Incorporate Water sensitive urban design (WSUD) into new infrastructure upgrades to enhance the streetscape and pedestrian environment.

10.2 Landscape and Public Realm

Concerns and Threats to Landscape and Public Realm

- Loss of established vegetation.
- Blank walls or high fences adjoining streets, car parks, public accessways and laneways do not promote safety or contribute to the ‘village feel’ of the town.
- Lack of space in new developments for landscaping to be incorporated.
- ‘Bulky’ buildings which prevent views of established trees, hills and rural setting.
- Overhead powerlines in many of the established residential streets create a barrier to establishing large street tree avenues.

Considerations and Implications for UDF and Guidelines

- Improve access and connections to and from public open space, the commercial core and the surrounding street network.
- Enhance streetscapes by extending street tree planting into streets which have little in the way of planting. Ensure careful selection and planting of medium-large sized street trees that provide adequate shade and year-round interest.
- Improve streetscape planting throughout the town centre and reinforce the ‘village’ feel through inclusion of carefully placed garden beds and new street tree plantings utilising a combination of native and exotic species
- Make the Yarragon town centre greener by encouraging water re-use, tree planting and green infrastructure.
- Improve the appearance of the public realm, including areas such as car parks, laneways, streetscapes and open space reserves.
- Incorporate planting/screening into new developments to screen negative features, including bins and service areas, from view.
- Incorporate landscaping references to cultural heritage and Gunaikurnai, who are acknowledged as the original custodians of the lands of this area.
- Recognise that tree-lined entrances to town are distinctive landscape elements which should be further enhanced and extended.

10.3 Access and Movement

Concerns and Threats to Access and Movement

- Increased traffic movement through town and central car parking area may result in reducing pedestrian accessibility and safety.
- Discontinuous paths and poorly connected paths discourage people from choosing walking as a sustainable form of transport.
- A lack of designated cycling paths and on-road cycling lanes may discourage residents from choosing cycling as a sustainable form of transport.
- Development that is poorly designed and creates poor surveillance of public spaces and paths.
- Signage that is difficult to locate
- Vehicle loading and crossovers which reduce pedestrian permeability and safety.

Considerations and Implications for UDF and Guidelines

- Ensure a safe and convenient pedestrian and cycling network through the township providing good access to local services, facilities and recreational spaces.
- Provide an inter-connected path network and fill in missing sections of path.
- Maintain and enhance existing laneways and through-block access points to improve pedestrian permeability.
- Prioritise and support sustainable transport, including cycling and walking. Ensure adequate opportunities exist for existing and future residents to use sustainable transport as a legitimate transport choice.
- Prioritise pedestrian movement on the south side of the Princes Highway service road and ensure new development provides widened footpath between shopfront and edge of kerb.
- Develop a plan for signage improvements across the public realm to ensure it is legible with consistency in style, size and placement.
- Utilise wayfinding signage to aid connectivity, particularly to and from the train station, bus stop, Yarragon trail, public amenities and open space reserves.
- Locate parking and loading to the rear or side of new development, ensuring they do not dominate the streetscape.
- Improve pedestrian access to the railway station from the industrial and residential areas to the north.

Part 4: Urban Design Framework Recommendations.

11. Vision & Objectives

11.1 Vision

The Yarragon Town Centre is a small, active and vibrant town where people feel comfortable and safe. It is a town with many amazing features and attractions for residents and visitors.

Through the consultation for the Township Plan the vision for the future of the town was developed. Yarragon will become a place that:

- **Embraces, enhances and protects the natural environment**
- **Provides a meaningful life through community, heritage, celebration and connection**
- **Has a diverse and supportive local economy for both residents as well as visitors; and**
- **Ensure sustainability underpins all design principles and development outcomes**

The Urban Design Framework seeks to deliver this vision through a series of objectives, recommendations and design guidelines.

11.2 Objectives

The key objectives of the Yarragon Urban Design Framework reflect the vision for the town and also the design principles and objectives of the township plan. The key objectives of the Yarragon UDF are:

- To locate a diverse range of commercial businesses with finer grain retail and active uses along the Princes Highway.
- To ensure that future buildings, infrastructure and public realm improvements contribute to the Yarragon town centre being an active and vibrant centre with a 'village feel'.
- To promote Yarragon as a tourist destination and support changes that make Yarragon a tourist-friendly town.
- To enhance town entry gateways and improve the identification of the township along Princes Highway and from the Melbourne-Bairnsdale railway line.
- To protect and enhance existing heritage sites to maintain the town's village feel and identity.
- To minimise the impact of new development on existing heritage sites through site-responsive design.
- To ensure new development respects the scale and 'village' character of the existing buildings.
- To maintain low-rise development throughout the town centre, maintaining views and glimpses of the Strzelecki Ranges and rural surroundings.

- To prioritise and support sustainable transport, including cycling and walking, ensuring adequate opportunities exist for residents to use sustainable transport as a legitimate transport choice.
- To improve the pedestrian and cycling network and strengthen links between local facilities and open spaces, including the Yarragon trail.
- To ensure new development engages positively with the public realm to improve pedestrian safety and amenity.
- To enhance the appearance of the public realm, including car parks and main pedestrian routes.
- To provide opportunities for medium density housing within walking distance to the commercial core and public transport.
- To ensure new development responds appropriately to flood constraints.
- To ensure environmentally sustainable design underpins design principles and development outcomes.
- To make the Yarragon town centre greener by encouraging water re-use, tree planting and green infrastructure in new developments.
- To provide clear design guidance for new infill developments, redevelopments and additions and alterations of existing buildings.

11.3 Built form Precincts

The Urban Design Framework study area has been divided into eight key built form precincts, as shown on Plan 4. A series of recommendations and guidelines has been prepared for each Precinct. These have been informed by the Urban Design Analysis in Part 3, the key findings and recommendations of the Yarragon Township Plan, background reports and the community's vision for the future of the town. The recommendations detail how the objectives can be achieved.

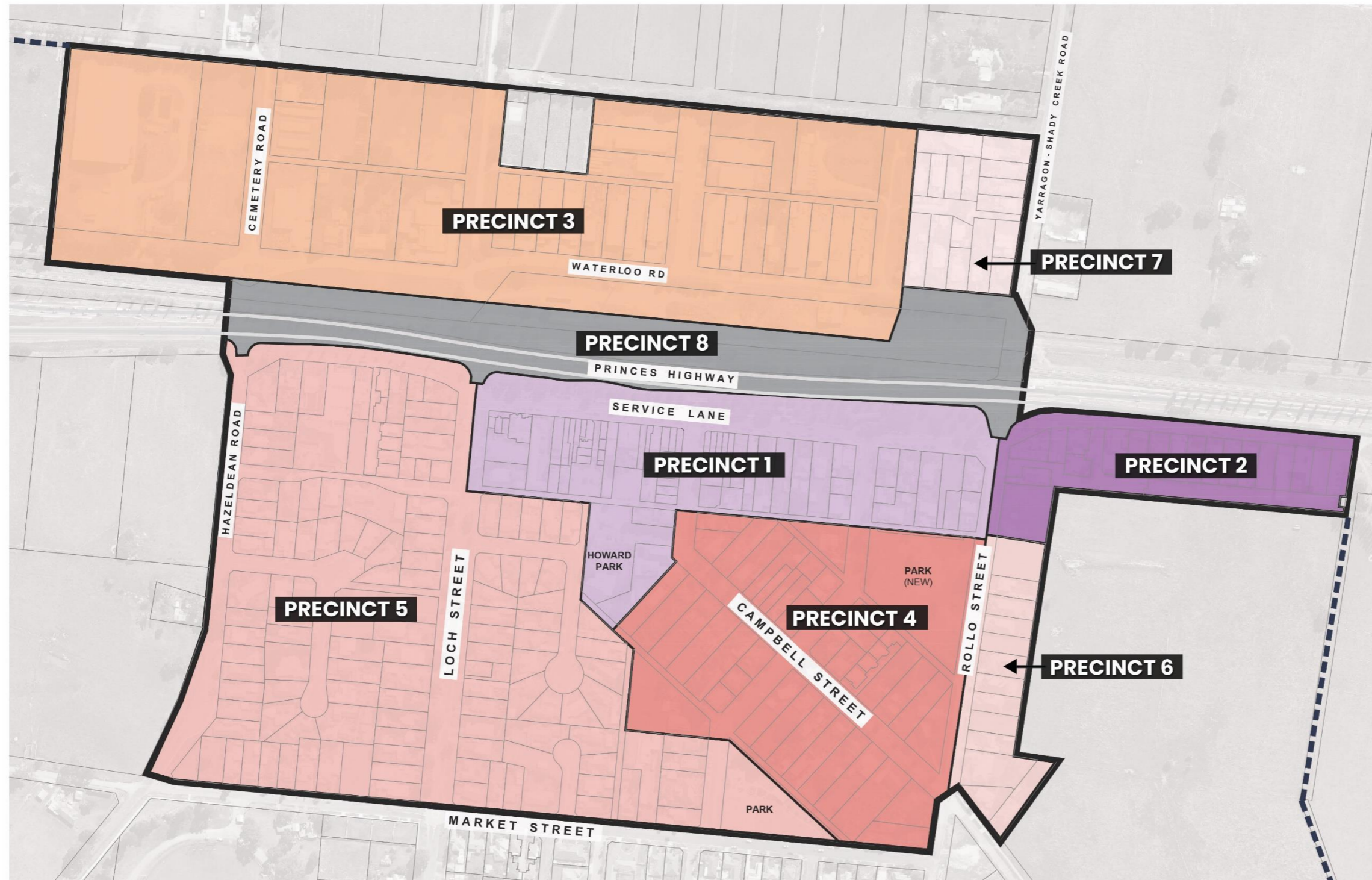
The eight built form precincts of the UDF study area are as follows:

- **Precinct 1: Commercial Core**
- **Precinct 2: Commercial – East**
- **Precinct 3: Industrial**
- **Precinct 4: Established Residential – Substantial Change Area**
- **Precinct 5: Established Residential – Garden Setting**
- **Precinct 6: Established Residential – East**
- **Precinct 7: Fringe Residential – North**
- **Precinct 8: Transport**

An overall UDF Plan, which combines the key recommendations for the eight precincts into one plan is provided at Plan 5. An individual Precinct Plan is provided for Precincts 1, 2, 3 and 4, where most development changes are likely to occur.

PLAN 4

Built Form Precincts



— Urban Design Framework Study Area

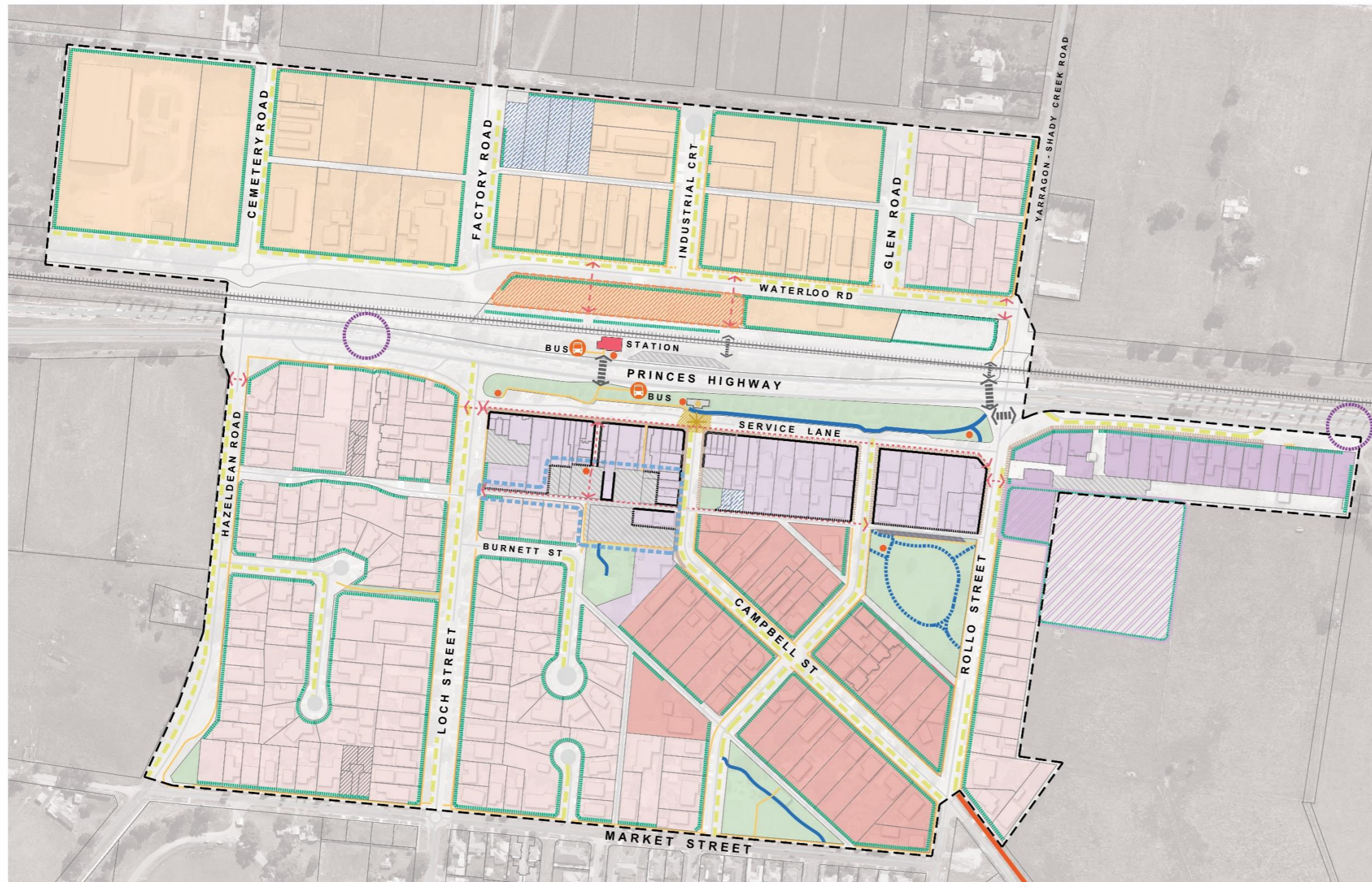
- - - Township Boundary

— Precinct Boundary



PLAN 5

Yarragon Urban Design Framework



LEGEND

- Urban Design Framework Study Area
- Enhance Town Centre Entry through extension of gateway planting
- Fine Grain Commercial Core
- Commercial - East
- Proposed Commercial 1 Zone expansion
- Active frontage (preferred zero setback at ground level)
- Engage with adjoining public realm
- Encourage infill industrial development
- Investigate redevelopment opportunities including new industry, commuter car parking and pedestrian connections to station
- Established Residential
- Encourage new low scale residential forms in close proximity to the town centre
- Enhance Open Space
- Public Toilet
- Existing Car Park
- Reconfigure central car park and Hanns Lane to improve pedestrian access
- New Car Park
- Strengthen key pedestrian connections
- Shared Space
- Wayfinding/tourism signage node
- Establish New/Enhance street tree planting along streets
- Establish New/Enhance Landscape Setback
- Existing wide footpath
- Extend wide footpath paving
- Existing footpath
- Establish new footpath
- Yarragon Trail. Establish start/finish and directional signage in Waterloo Park
- Shared Path
- Proposed Shared Path
- Public Utilities
- Existing Built Form
- Existing Bus Stop



12. Precinct 1: Recommendations

Commercial Core

The Commercial Core precinct includes the central commercial area between Loch Street and Rollo Street. This precinct is the main tourism precinct, but also houses community facilities such as the public hall, and services local residents with medical facilities, pharmacy and supermarket.

Most of the land within this precinct is zoned Commercial 1 Zone. This Precinct also includes Howard Park and the central landscaped median, Waterloo Park and the service road. Whilst the median and service road are located within the Transport 2 Zone, they are predominantly used by residents and visitors for recreation, rest and amenities and their use is strongly associated with the commercial core area and tourism.

As noted in the Economic Analysis (UE, 2022), expansion of the commercial core is limited. The Yarragon Township Plan has nominated a small extension to the commercial area east of Rollo Street. In order to meet the retail and service needs of future residents and growing number of visitors, well-designed redevelopment of the existing residential properties and infill development within the Commercial 1 Zone is encouraged.

The central car parking area, which is accessible from Loch Street and Campbell Street is also included in this Precinct. The back-of-house presentation and fences from many of the single and double storey commercial developments on the north side of the central car park area do not create active frontages to the car parking area. Whilst it is recognised that back of house facilities and services, including loading and delivery areas are required to these businesses, more could be done in the design of new development to ensure this presentation is more attractive with improved surveillance of the public realm.

The pedestrian environment of the Commercial Core can be improved significantly, including in the central car park, Hanns Lane and multiple intersections. One of the recommendations of the Yarragon Township Plan is for Hanns Lane be a one-way laneway between Loch Street and Rollo Street, heading east. Transforming this section of laneway to one-way would create additional space for a new pedestrian path, making this a safer shared laneway for all users.

12.1 Key Recommendations

Built Form

- Encourage intensification of uses and infill development within the commercial core.
- Retain the rural village character of the town, by requiring:
 - low-rise built form to be maintained
 - roof line and parapets of new development to be designed to respect the existing roof forms and parapets adjoining them
 - buildings are designed with fine-grained, active frontages; and
 - incorporation of articulation into building design that is sympathetic to notable features and characteristics of buildings in the town centre
- Maintain key views to rural surroundings and Strzelecki Ranges by implementing height limits and preferred roof forms for new development.
- Encourage the development of fine-grained built form on the privately owned commercial land in the central car park, ensuring it provides a positive contribution to the pedestrian environment and public realm.
- Improve presentation of rear interfaces to the central car park, including windows for passive surveillance, careful placement of loading zones, use of landscaping and screening of services and storage areas.
- To ensure simple and unobtrusive signs complement the village character of the town.
- To ensure heritage sites are protected. Any works adjacent to a heritage site must be respectful of the heritage characteristics and significance of the adjoining site.

Landscape and Public Realm

- Reinforce the green planting theme of the central median (Waterloo Park) by continuing planting into other public realm areas, including the central car park and surrounding streets.
- Improve streetscape planting throughout the town centre and reinforce the 'village' feel through inclusion of carefully placed garden beds and new street tree plantings utilising a combination of native and exotic species.
- Improve the appearance of the public realm, including areas such as car parks, laneways, streetscapes and open space reserves.
- Incorporate landscaping references to cultural heritage and Gunaikurnai, who are acknowledged as the original custodians of the lands of this area.

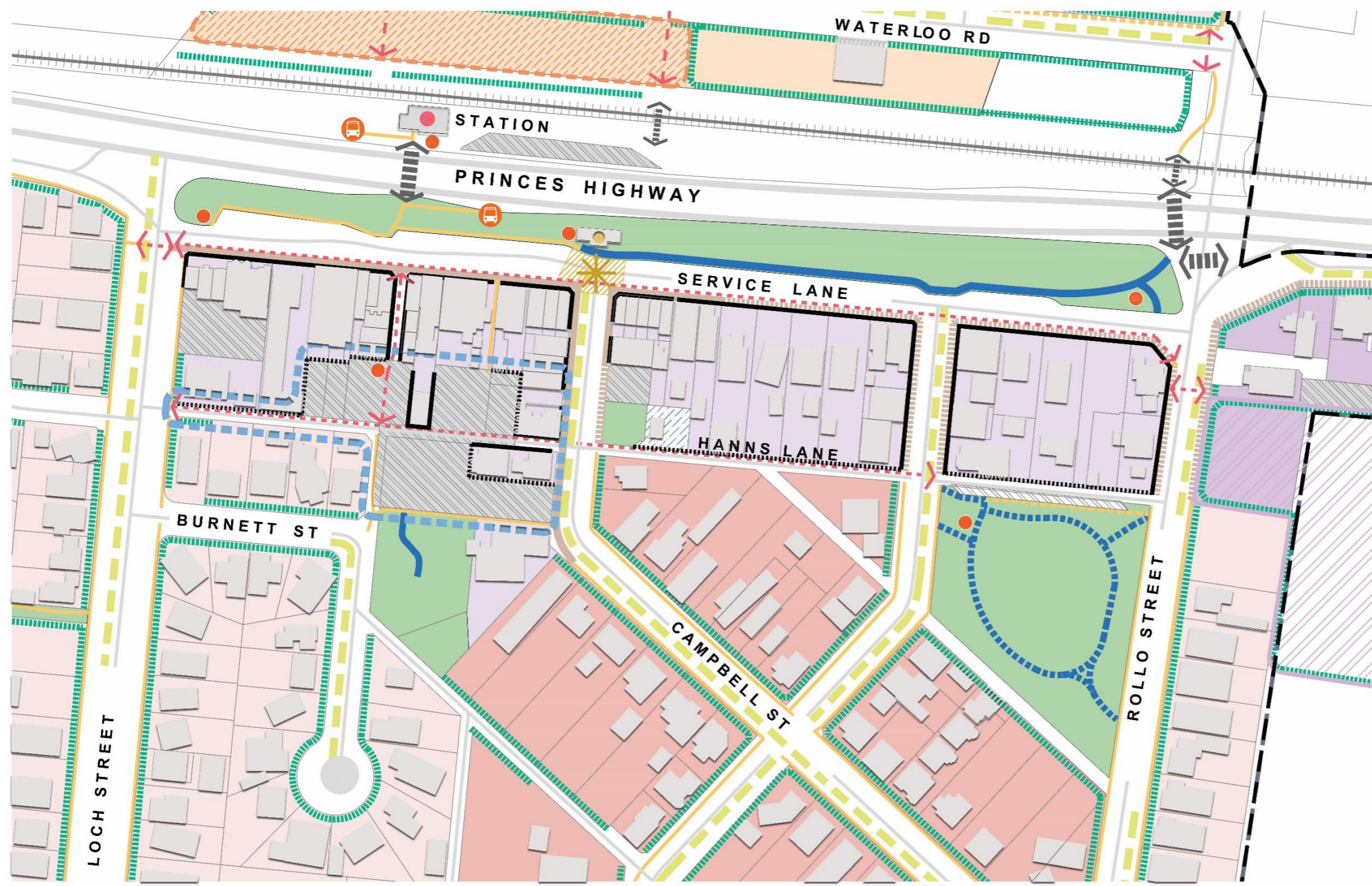
- Continue the landscape setting and green spaces into the north-south streets that connect with Princes Highway service road. These green spaces will help draw the eye towards and frame views of the Strzelecki Ranges.

Access and Movement

- Create and support a pedestrian friendly environment which is comfortable and safe to navigate. This includes
 - Reinforcing the strong east-west pedestrian connection along the frontage of properties facing Princes Highway service roads, including wide footpaths between shopfronts and kerb, which provide access for multiple users, scooters, mobility aids etc.
 - Establishing clear pedestrian paths through the central car park and Hanns Lane, particularly between Loch Street and Campbell Street. Reconfigure the central car park to incorporate new pedestrian paths that connect with the existing path network.
 - Improving the safety of pedestrian access to public facilities and across intersections through traffic modifications and road and kerb treatments.
- Develop a plan for signage improvements across the public realm to ensure it is legible with consistency in style, size and placement.
- Improve access and connections to and from public open space, the commercial core and the surrounding street network.
- Liaise with the Department of Transport to investigate opportunities for improving a north-south pedestrian links across the service road near Campbell Street intersection and the public toilets.
- Support tourism through improvements to:
 - wayfinding and directional signage, particularly between the train station, bus stop, Yarragon Trail, public amenities and open space reserves;
 - car park signage;
 - information about Yarragon's attractions and heritage; and
 - new car parking at Hanns Lane, as recommended in the 3-5 Rollo Street Park Landscape Master Plan.

PLAN 6

Commercial Core



- LEGEND**
- Urban Design Framework Study Area
 - Fine Grain Commercial Core
 - Commercial - East
 - Proposed Commercial 1 Zone expansion
 - Active frontage (preferred zero setback at ground level)
 - Engage with adjoining public realm
 - Investigate redevelopment opportunities of vacant land including new industry, commuter car parking and pedestrian connections to station
 - Established Residential
 - Encourage new low scale residential forms in close proximity to the town centre
 - Enhance Open Space
 - Public Toilet
 - Existing Car Park
 - New Car Park
 - Strengthen key pedestrian connections
 - Shared Space
 - Wayfinding/tourism signage node
Establish start/finish and directional signage in Waterloo Park
 - Establish New/Enhance street tree planting along streets
 - Establish New/Enhance Landscape Setback
 - Existing wide footpath
 - Extend wide footpath paving
 - Existing footpath
 - Establish new footpath
 - Shared Path
 - Proposed Shared Path
 - Public Utilities
 - Existing Built Form
 - Existing Bus Stop



13. Precinct 2: Recommendations

Commercial – East

The Commercial – East located to the east of Rollo Street, is zoned Commercial 2 Zone. Precinct 2 is a commercial area for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

As noted in the Economic Analysis (UE, 2022), expansion of the commercial core is limited. The Yarragon Township Plan has nominated a small extension to the commercial area east of Rollo Street.

The car parking area at the rear of these businesses is shared common property for a number of businesses. This car park is accessible from the Princes Highway service road and from Rollo Street.

The pedestrian environment of the Commercial – East area requires improvements. Access across Rollo Street is indirect and there are paths of <1.5m in width.

There is no public open space in this area and landscaping is limited.

Further improvements could be made to the quality of building design and materials, signage, fencing and landscaping to improve presentation to the Princes Highway and make the eastern entrance to town more welcoming.

13.1 Recommendations

Built Form

- Improve presentation of development to the Princes Highway.
- Encourage intensification of uses and infill development within the Commercial – East precinct.
- Promote the landscape setting of the town and entrances by requiring landscape setbacks within frontages of new developments and redevelopments.
- Retain the rural village character of the town, by requiring:
 - low-rise built form to be maintained
 - roof line and parapets of new development to be designed to respect the existing roof forms and parapets in the commercial core
 - buildings are designed with fine-grained, active frontages; and
 - incorporation of articulation into building design that is sympathetic to notable features and characteristics of buildings in the Commercial Core.
- Maintain key views to rural surroundings and Strzelecki Ranges by implementing height limits and preferred roof forms for new development.
- Improve presentation of rear interfaces to the common property car park at the rear, including windows for passive surveillance, careful placement of loading zones, use of landscaping and screening of services and storage areas.
- To ensure simple and unobtrusive signs complement the village character of the town.

Landscape and Public Realm

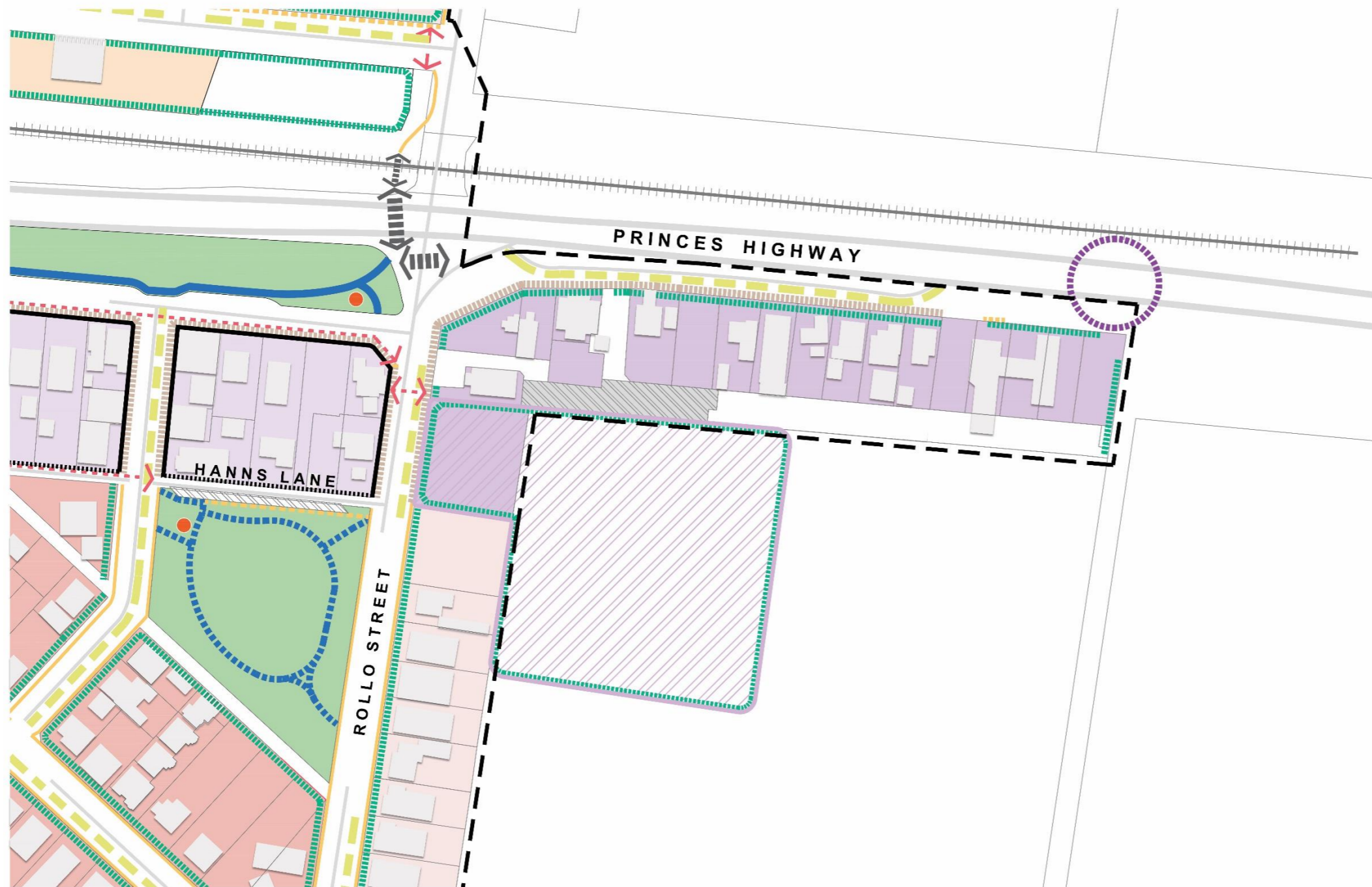
- Reinforce the landscape setting of the town by incorporation of landscaping along the service road, where possible. This may require the inclusion of kerb outstands on the south side of the service road due to the presence of an overhead electricity line.
- Recognise that tree-lined entrances to town are distinctive landscape elements which should be further enhanced and extended.
- Avoid the construction of high solid fences and blank walls along the car park edge. Ensure parts of the building are orientated to activate the car park and promote passive surveillance.

Access and Movement

- Create and support a pedestrian friendly environment which is comfortable and safe to navigate. This includes:
 - Reinforcing the strong east-west pedestrian connection along the frontage of properties facing Princes Highway service roads, including wide footpaths between properties and kerb, which provide access for multiple users, scooters, mobility aids etc.
 - Create improved pedestrian linkage between the Commercial Core and Commercial – East across Rollo Street.

PLAN 7

Commercial - East



LEGEND

- Urban Design Framework Study Area
- Enhance Town Centre Entry through extension of gateway planting
- Fine Grain Commercial Core
- Commercial - East
- Proposed Commercial 1 Zone expansion
- Active frontage (preferred zero setback at ground level)
- Engage with adjoining public realm
- Established Residential
- Encourage new low scale residential forms in close proximity to the town centre
- Enhance Open Space
- Existing Car Park
- New Car Park
- Strengthen key pedestrian connections
- Wayfinding/tourism signage node
- Establish New/Enhance street tree planting along streets
- Establish New/Enhance Landscape Setback
- Existing wide footpath
- Extend wide footpath paving
- Existing footpath
- Establish new footpath
- Shared Path
- Proposed Shared Path
- Public Utilities
- Existing Built Form

14. Precinct 3: Recommendations

Industrial

The Industrial Precinct is located along Waterloo Road on the north side of the Melbourne-Bairnsdale rail corridor and Princes Highway.

The Yarragon Township Plan has recommended investigation of an area north of the existing industrial precinct as a possible future industrial expansion area.

The pedestrian environment of the Industrial Precinct requires significant improvements. Access along Waterloo Road and to and from the railway station and railway platforms is currently informal access along the nature strip and across crushed rock.

There is no public open space in this area and landscaping is limited.

Further improvements could be made to the quality of building design and materials, signage, fencing and landscaping to make this a more attractive area.

14.1 Recommendations

Built Form

- Improve presentation of development to the Princes Highway and the railway line.
- Engage with VicTrack to discuss the future use and development of industrial land on the north side of the railway line. Investigate the need for additional commuter car parking at the station to the north of the rail line.
- Retain the rural village character of the town, by requiring:
 - low-rise built form to be maintained
 - providing sufficient front setbacks for landscaping to be incorporated.
 - buildings are designed with active frontages to streets.
- To ensure signs complement the village character of the town.

Landscape and Public Realm

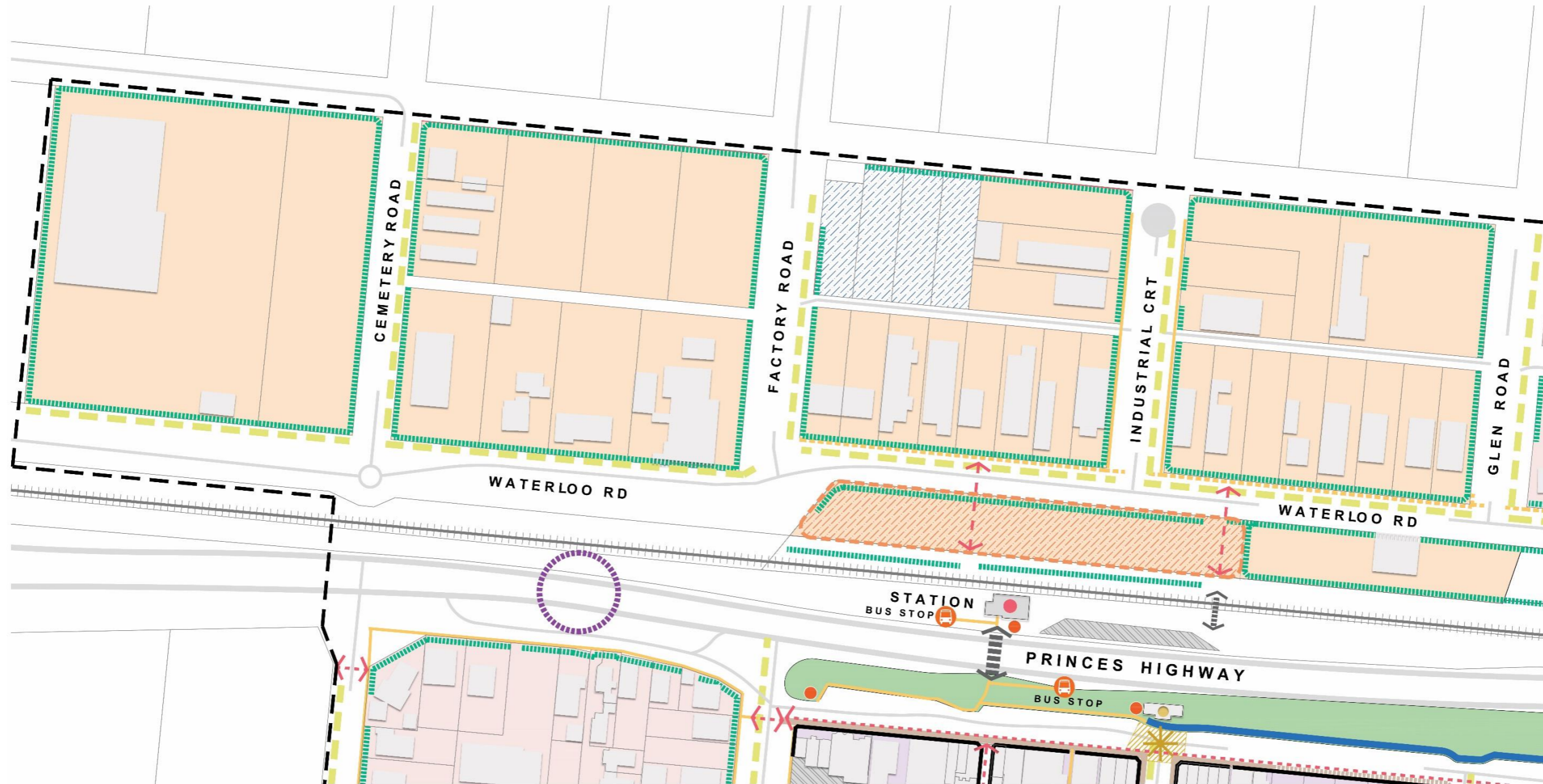
- Improve streetscape planting through all streets and reinforce the ‘village’ feel through inclusion of new street tree plantings utilising a combination of native and exotic species.
- Improve the amenity of this area, including additional tree planting for shade, new paths and incorporation of rest places and landscaping.

Access and Movement

- Create and support a pedestrian friendly environment which is comfortable and safe to navigate. This includes:
 - Establishing a pedestrian path along the north side of Waterloo Road in front of industrial businesses.
 - Improving the safety and accessibility of the path connection across Waterloo Road at the intersection with Yarragon-Shady Creek Road; and
 - Improving pedestrian access to the railway station platform and level crossing.

PLAN 8

Industrial



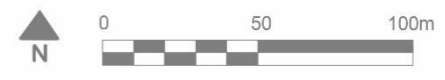
LEGEND

- Urban Design Framework Study Area
- Enhance Town Centre Entry through extension of gateway planting
- Fine Grain Commercial Core
- Active frontage (preferred zero setback at ground level)
- Engage with adjoining public realm
- Encourage infill industrial development

- Investigate redevelopment opportunities of vacant land, including new industry, commuter car parking and pedestrian connections to station
- Established Residential
- Enhance Open Space
- Public Toilet
- Existing Car Park

- Strengthen key pedestrian connections
- Shared Space
- Wayfinding/tourism signage node
- Establish New/Enhance street tree planting along streets
- Establish New/Enhance Landscape Setback
- Existing wide footpath

- Extend wide footpath paving
- Existing footpath
- Establish new footpath
- Shared Path
- Public Utilities
- Existing Built Form
- Existing Bus Stop



15. Precinct 4: Recommendations

Established Residential – Substantial Change Area

This precinct bounds Precinct 1 Commercial Core and extends south-east along Campbell Street. It contains typically larger sized lots and detached dwellings with generous setbacks and landscaping. Typical lot sizes of those which contain a single dwelling and have not been recently subdivided or further developed are in excess of 1,200sqm.

This area is identified as a substantial change area for the following reasons:

1. Population growth and the forecast need for additional dwelling types. As described in the Economic Analysis Report (UE, 2022), there is likely to be increased demand for medium density housing stock to satisfy the needs of older residents and single person households, who generally require smaller dwellings. Larger lots, particularly those greater than 1000sqm, are often developed for multiple dwellings or further subdivided to meet this demand, and evidence of this can already be seen in this Precinct.
2. There is limited opportunity and land available for the commercial core to expand. With a growing population, there will be increasing demand for a number of services, including medical, education, community, etc. The purpose of the General Residential 1 Zone allows for a limited range of non-residential uses to serve local community needs in appropriate locations.
3. Precinct 4 is in a location which offers excellent access to services and public transport. The commercial core, train station and regional bus stops are within 500 metres walking distance. This location makes it well suited for some residential intensification and expanded range of uses to service the local community.

The main challenge associated with residential intensification and changes in land use, is ensuring new development does not detrimentally impact on the neighbourhood character of the Precinct or on the amenity of existing residents.

In terms of neighbourhood character, this area consists predominantly of older, single storey detached dwellings. Materials vary with weatherboard, brick and rendered finishes. Roof forms are typically hipped or gabled with eaves and tiles or corrugated metal roofs.

Key attributes of this precinct are the low, open style front fences, typically brick, mesh or timber picket of less than one (1) metre in height.

Front and side setbacks are typically generous, and within these setbacks, garden beds containing a mix of exotic and/or native planting and trees are common.

15.1 Recommendations

Preferred Character Statement

- The garden setting is retained by siting low scale dwellings with sufficient space for planting including canopy trees, shrubs and garden beds.
- New development reflects the low-scale dwellings, predominantly 1 and 2 storeys, with pitched roofs and eaves.
- Carport or garages are setback from the front of the dwelling making them less obtrusive when viewed from the street.
- Absent, or low front fences of one metre or less provide a uniform streetscape.
- Consistent front and side setbacks provide spaciousness between dwellings.

Built Form

- Encourage opportunities for commercial and medium density residential development on residential land in close walking distance to the commercial core and public transport, in accordance with the objectives of the General Residential Zone – Schedule 1.
- Encourage new low-rise residential forms, including townhouses and units, to provide diversity in residential stock to meet the demographic changes anticipated.
- New residential development and subdivision may be considered adjacent to and on heritage sites provided that sufficient space is retained around heritage buildings and that development and/or subdivision is designed in a sensitive manner that will not adversely affect the significance of the heritage place.
- Ensure front fences are low in height and open in residential areas.
- Ensure car parking structures, driveways and crossovers do not dominate the streetscape in new residential developments.

Landscape and Public Realm

- In residential redevelopments ensure a garden setting is maintained in the front setback and minimum garden areas set out in Clause 55 are achieved.
- Incorporate planting/screening into new developments to screen negative features, including bins and service areas, from view.

Landscape and Public Realm (continued)

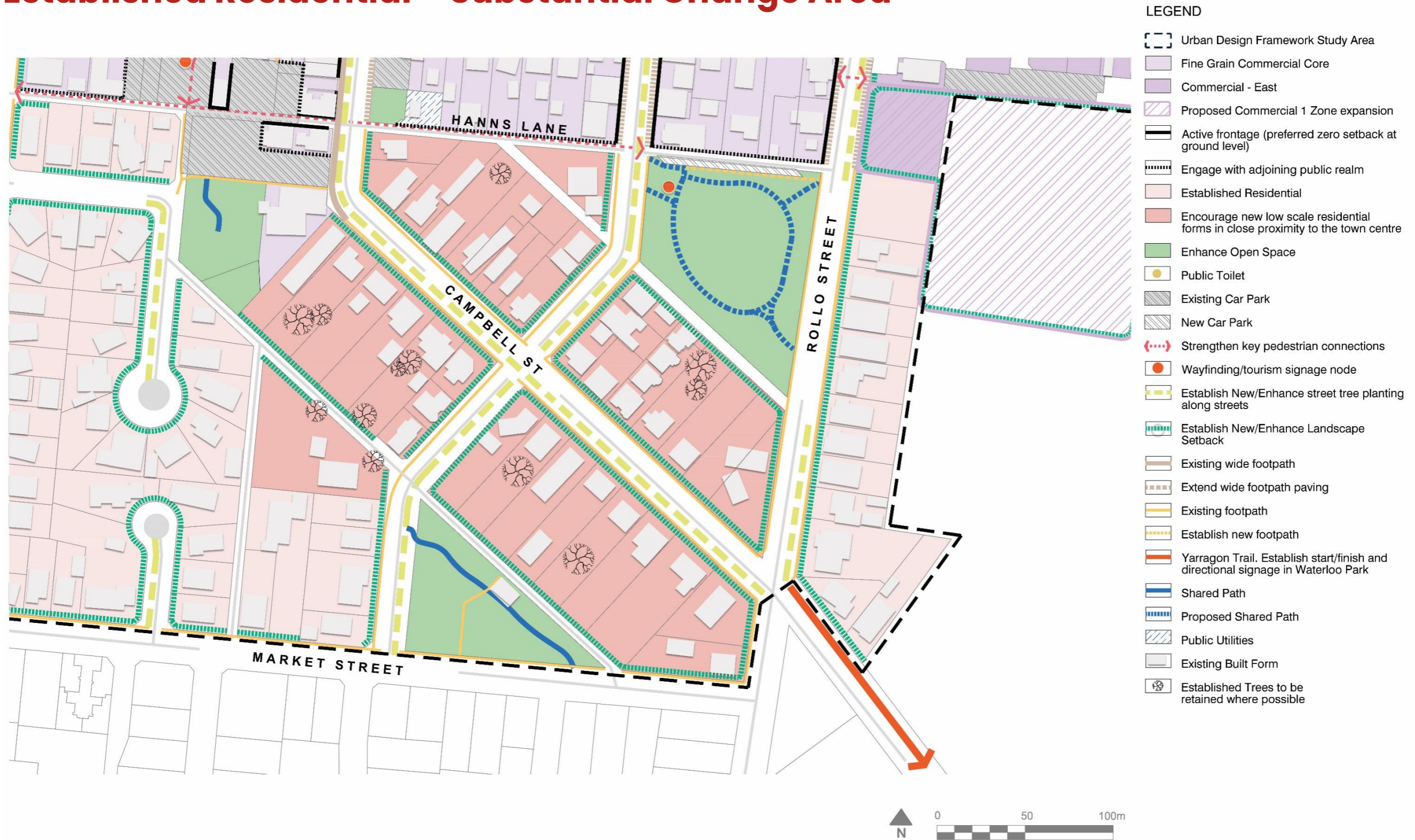
- Enhance streetscapes by extending street tree planting into streets which have few trees. Ensure careful selection and planting of medium-large sized street trees that provide adequate shade and year-round interest.
- Avoid the construction of high solid fences and blank walls along laneways and adjoining parks.
- Ensure windows and opening parts of the building are orientated to activate public realm areas and promote passive surveillance.

Access and Movement

- Maintain and enhance existing laneways and through-block access points to maintain permeability and allow for rear access to residential properties.
- Provide an inter-connected path network and fill in missing sections of path.

PLAN 9

Established Residential – Substantial Change Area



16. Precinct 5: Recommendations

Established Residential – Garden

Setting

This precinct is located to the south-west of Precinct 1 Commercial Core.

Most garden residential lots are orientated in a north-south, or east-west alignment. Road reserve vary between 16 and 30 metres, mostly in a grid-based pattern.

Whilst this area is likely to see some change in terms of residential intensification it is unlikely to be at the same pace or extent as Precinct 4 – Established Residential Substantial Change Area mostly due to smaller average lot size.

In terms of neighbourhood character, this area consists predominantly of older, single storey detached dwellings. Materials vary with weatherboard, brick and rendered finishes. Roof forms are typically hipped or gabled with eaves and tiles or corrugated metal roofs.

Key attributes of this precinct are the absent or low, open style front fences, typically brick, mesh or timber picket of less than 1.5 metres in height.

Front and side setbacks are typically generous, and within these setbacks, garden beds containing a mix of exotic and/or native planting and trees are common.

Lot sizes are slightly smaller than Precinct 4, with an average lot size typically in the range of 700 to 900sqm. Although there are a few small and large lots scattered throughout the precinct.

There are relatively few large established street trees in this Precinct. The lack of footpaths in this results in wide green nature strips between property and kerb and contributes to the character of this area.

16.1 Recommendations

Preferred Character Statement

- The garden setting is retained by siting low scale dwellings with sufficient space for planting including canopy trees, shrubs and garden beds.
- New development reflects the low-scale dwellings, predominantly 1 and 2 storeys, with pitched roofs and eaves.
- Carport or garages are setback from the front of the dwelling making them less obtrusive when viewed from the street.
- Absent, or low front fences of one metre or less provide a uniform streetscape.
- Consistent front and side setbacks provide spaciousness between dwellings.

Built Form

- Encourage low-rise residential forms.
- Ensure front fences are low height and open in residential areas.
- Ensure car parking structures, driveways and crossovers do not dominate the streetscape in new residential developments.

Landscape and Public Realm

- Promote the landscape setting of the town and entrances by requiring landscape setbacks for new developments and redevelopments within frontages along the Princes Highway between Loch Street and Hazeldean Road.
- In residential redevelopments ensure a garden setting is maintained in the front setback and minimum garden areas set out in Clause 55 are achieved.
- Incorporate planting/screening into new developments to screen negative features, including bins and service areas, from view.
- Enhance streetscapes by extending street tree planting into streets which have few trees. Ensure careful selection and planting of medium-large sized street trees that provide adequate shade and year-round interest.
- Avoid the construction of high solid fences and blank walls along laneways and adjoining parks. Ensure parts of the building are orientated to activate these public realm areas and promote passive surveillance.

Access and Movement

- Maintain and enhance existing laneways and through-block access points to maintain permeability and allow for rear access to residential properties.
- Provide an inter-connected path network. Fill-in missing sections of path in streets where accessible connections to open space are required.

17. Precinct 6: Recommendations

Established Residential – East

The Established Residential – East Precinct is on the east side of Rollo Street, located on the south side of the Princes Highway. This residential area is directly opposite the former Yarragon Primary School site, which has recently been purchased by Council and will be developed as a public park. The land immediately behind this precinct is zoned Farming Zone and earmarked for future residential development.

Residential lots within this precinct are orientated in an east-west alignment facing Rollo Street. There is a combination of older and newer housing. Most of these properties are developed with dwellings and sheds and have very limited potential for further subdivision or development.

The section of Rollo Street within this Precinct has been recently upgraded with new kerb and channel. The pollarded Plane trees which once existed have been replaced with new street tree planting.

17.1 Recommendations

Preferred Character Statement

- The garden setting is retained by siting low scale dwellings with sufficient space for planting including canopy trees, shrubs and garden beds.
- New development reflects the low-scale dwellings, predominantly 1 and 2 storeys, with pitched roofs and eaves.
- Carport or garages are setback from the front of the dwelling making them less obtrusive when viewed from the street.
- Absent, or low front fences of one (1) metre or less provide a uniform streetscape.
- Consistent front and side setbacks provide spaciousness between dwellings.

Built Form

- Encourage low-rise residential forms.
- Ensure front fences are low height and open in residential areas.
- Ensure car parking structures, driveways and crossovers do not dominate the streetscape in new residential developments.

Landscape and Public Realm

- Promote the landscape setting of the town by requiring landscape setbacks for new developments and redevelopments within frontages along Rollo Street.
- In residential redevelopments ensure a garden setting is maintained in the front setback and minimum garden areas set out in Clause 55 are achieved.
- Incorporate planting/screening into new developments to screen negative features, including bins and service areas, from view.

Access and Movement

- The recommendation for Precinct 2: Commercial – East to provide an improved pedestrian linkage to and from the Commercial Core, will also benefit this Precinct. If an improved pedestrian link can be provided across Rollo Street, this will create a more pedestrian-friendly environment for residents in this area when accessing the town centre.

18. Precinct 7: Recommendations

Established Residential – North

The Established Residential – North Precinct is located on the north side of the Princes Highway and Melbourne–Bairnsdale railway line. This residential area is directly adjacent Industrial 1 zone land. There are barriers to pedestrian access to and from the town centre in the form of signalised pedestrian crossings and the railway level crossing.

There are 16 existing residential properties. A small number of these properties have the potential for an additional dwelling/subdivision into two lots. Whilst the construction of a small number of extra houses may eventuate in the future, this should be the extent of further residential development in this area. The expansion of residential land use in this area to the north should be discouraged due to its proximity to industrial land as well as pedestrian access barriers to the town centre.

18.1 Recommendations

Preferred Character Statement

- New development reflects the low-scale dwellings, predominantly 1 and 2 storeys, with pitched roofs and eaves.
- Carport or garages are setback from the front of the dwelling making them less obtrusive when viewed from the street.
- Absent, or low front fences of one (1) metre or less provide a uniform streetscape.
- Consistent front and side setbacks provide spaciousness between dwellings.

Built Form

- Retain the rural village character of the town, by requiring:
 - low-rise built form to be maintained
 - providing sufficient front setbacks for landscaping to be incorporated.
 - buildings are designed with active frontages to streets.

Landscape and Public Realm

- Improve streetscape planting through all streets and reinforce the ‘village’ feel through inclusion of new street tree plantings utilising a combination of native and exotic species.

Access and Movement

- Create and support a pedestrian friendly environment which is comfortable and safe to navigate. This includes
 - Establishing a pedestrian path along the north side of Waterloo Road between the residential precinct and railway station.
 - Improving the safety and accessibility of the path connection across Waterloo Road at the intersection with Yarragon–Shady Creek Road; and
 - Improving pedestrian access to the railway station platform and level crossing.

19. Precinct 8: Recommendations

Transport

The Transport Precinct is located between Waterloo Road and the commercial core extending in an east-west direction along the Princes Highway and Melbourne-Bairnsdale rail corridor.

The appearance and presentation of the Transport Precinct requires improvements, particularly on the north side of the railway line.

Further improvements could also be made to signage in this Precinct to reduce visual clutter and provide clearer directions to visitors.

19.1 Recommendations

Built Form

- To ensure simple and unobtrusive signs complement the village character of the town.
- Ensure heritage sites, including the Yarragon Train Station are protected. Any works adjacent to a heritage site must be respectful of the heritage characteristics and significance of the adjoining site.

Landscape and Public Realm

- Reinforce the green planting theme of the town centre by continuing planting into other public realm areas, including north and south of railway line. There is a transport works depot at the corner of Waterloo Road and Yarragon-Shady Creek Road. Further planting along the edges of this depot would greatly improve the appearance of this site.
- Improve streetscape planting throughout the town centre and reinforce the ‘village’ feel through inclusion of carefully placed garden beds and new street tree plantings utilising a combination of native and exotic species.
- Improve the appearance of the public realm, including areas such as car parks, laneways, streetscapes and open space reserves.
- Incorporate landscaping references to cultural heritage and Gunaikurnai, who are acknowledged as the original custodians of the lands of this area.

Access and Movement

- Create and support a pedestrian friendly environment which is comfortable and safe to navigate.
- Develop a plan for signage improvements across the public realm to ensure it is legible with consistency in style, size and placement.

- Engage with VicTrack to discuss the future use and development of industrial land on the north side of the railway line. Investigate the need for additional commuter car parking at the station to the north of the rail line and ways of improving pedestrian access to and from the station and platforms from the north side of town.
- Support tourism through improvements to:
 - wayfinding and directional signage, particularly between the train station, bus stop, Yarragon Trail, public amenities and open space reserves;
 - car park signage;
 - information about Yarragon’s attractions and heritage.

Part 5: Design Guidelines.

20. Design Guidelines

20.1 Commercial Design Guidelines

Building height and setback

- New built form should be 1 to 2 storeys, not exceeding 2 storeys (9 metres maximum overall height).
- In Precinct 1, ground floor facades should achieve a zero setback to adjoining streets.
- In Precinct 2, ground floor facades should achieve 6 metre setback to Princes Highway and Rollo Street.
- In Precincts 1 and 2, the upper floor of two storey buildings should be setback a minimum 5 metres where a site adjoins the Princes Highway and a minimum 3 metres where a site adjoins another street or public car park.
- Building height should not exceed the eave height of any abutting heritage building with Princess Highway frontage.

Building Form and Design

- Buildings should be well-proportioned with respect to surrounding built form.
- Encourage buildings with windows or balconies at the upper level to achieve passive surveillance of streets, public spaces and carparking areas.
- In Precincts 1 and 2, long continuous facades should be divided into smaller vertical sections, using variation in wall articulation, glazing, materials, finishes and colours, to maintain the fine grain pattern of built form that exists in the town centre.
- Incorporate a roof form which complements the prevailing built form character, including pitched, hipped or gable.
- In Precinct 1, verandah canopies should be extended to the kerb line and be designed to be consistent with the streetscape.
- Conceal plant and rooftop equipment from the public realm through measures such as including them within the roof form or behind a feature parapet street wall.
- Bin enclosures and other storage should be located at the rear of buildings and screened from view to ensure a tidy presentation to the public realm, including car parks.

Active Frontages

- Development should incorporate active frontages at ground floor fronting Princes Highway, Loch Street, Campbell Street, Murray Street, Rollo Street and Waterloo Road.
- Buildings should engage with the public realm, including laneways, streets and public open space. Avoid the construction of fences or blank walls along car park edges and ensure parts of the building are orientated to activate these areas and promote passive surveillance.

- Ensure passive surveillance is provided along street walls and avoid blank walls along streets and pedestrian walkways. Avoid blank walls by incorporating windows and openings. Where blank walls cannot be avoided, such as on a shared private property boundary, ensure temporary measures are in place to improve the appearance of the blank wall until such time as the adjacent site is developed, such as murals or use of interesting materials and textures, etc.
- In Precinct 1, building facades at ground level should have at least 80% clear glazing in the form of an entry or window. Non-reflective glass must be used.
- In Precinct 2, building facades at ground level should have at least 60% clear glazing in the form of an entry or window. Non-reflective glass must be used.

Heritage

- Development on sites adjacent to a heritage building should be designed to:
 - Provide a transition in height at the interface (side or rear boundary) with the heritage building.
 - Incorporate simple architectural detailing that does not detract from significant elements of the heritage building.

Pedestrian and Vehicle Access

- Locate parking and loading to the rear or side of new development, ensuring they do not dominate the streetscape.
- Pedestrian access points should be separate from vehicle access points.
- The wide footpath, which is finished in a characteristic exposed aggregate, should be extended east between property boundaries and kerb in front of all new commercial development fronting the Princes Highway.

Landscaping

- Landscaping should be provided in the front boundary setback, including at least one tree with low planting underneath to soften and improve the interface to Princes Highway but retain good surveillance of street and properties.

Fences

- Avoid solid high fences along edges of public land, including roads.
- In Precinct 1, avoid use of front fences where zero setbacks are encouraged. If the fence is located on a side street boundary it should not exceed 1.2 metres in height for more than 40% of the total length.
- In Precincts 2, the maximum front fence height of 1.2 metres applies with 25% transparency.
- In Precincts 1 and 2, the maximum side or rear fence height is 1.8 metres. 50% transparency applies where a fence adjoins a street or public pathway, including a laneway.

Environment

- Ensure that the design of development has adequate regard to flood risk and includes appropriate flood protection and mitigation measures. This includes consideration of the impact of the proposed development on flood flows, flood storage, site safety and site access.

Figure 10: Elevation showing varied roof forms and approximate height of existing buildings on the Princes Highway Service Road between Campbell Street and Loch Street



20.2 Industrial Design Guidelines

Building height and setback

- New built form should not exceed 2 storeys (9 metres maximum overall height).
- Buildings should have a minimum front setback of 7 metres and a minimum side and rear setback of 3m where the site adjoins a street (including a laneway).
- Building height should not exceed the eave height of any abutting heritage building with Waterloo Road frontage.

Building Form and Design

- Buildings should be well-proportioned with respect to surrounding built form.
- Incorporate a roof form which complements the prevailing built form character, including pitched, hipped or gable.
- Conceal plant and rooftop equipment from the surrounding public realm through measures such as including them within the roof form or behind a feature parapet street wall.
- Bin enclosures and other storage should be located at the rear of buildings and screened from view to ensure a tidy presentation to the public realm, including car parks.

Active Frontages

- Encourage buildings with offices to the front and windows located on the front wall to achieve passive surveillance of streets.
- Development should incorporate active frontages fronting Waterloo Road, Factory Road, Industrial Court, Cemetery Road and Glen Road.
- Buildings should engage with the public realm, including laneways, streets and public open space. Avoid the construction of fences or blank walls along laneways and ensure parts of the building are orientated to activate these areas and promote passive surveillance.
- Ensure passive surveillance is provided along street walls and avoid blank walls along streets and pedestrian walkways. Avoid blank walls by incorporating windows and openings.
- Building facades facing a street should have at least 25% clear glazing in the form of an entry or window. Non-reflective glass must be used.

Heritage

- Development on sites adjacent to a heritage building should be designed to:
 - Provide a transition in height at the interface (side or rear boundary) with the heritage building.
 - Incorporate simple architectural detailing that does not detract from significant elements of the heritage building.

Pedestrian and Vehicle Access

- Locate a small area of parking for customers at the front. Loading and additional parking should be provided to the rear or side of new development, ensuring they do not dominate the streetscape.
- Pedestrian access points should be separate from vehicle access points.
- A pedestrian footpath should be constructed in front of all new industrial developments fronting Waterloo Road.

Landscaping

- A landscaped garden bed of at least 2m wide should be provided at the front boundary. Landscaping should include at least one tree with low planting underneath to soften and improve the interface to Waterloo Road but retain good surveillance of street and properties.

Fences

- Avoid solid high fences along edges of public land, including roads.
- Security fencing should have at least 50% transparency and be attenuated with landscaping where the fence adjoins public land, including roads and laneways.

Environment

- Ensure that the design of development has adequate regard to flood risk and includes appropriate flood protection and mitigation measures. This includes consideration of the impact of the proposed development on flood flows, flood storage, site safety and site access.

20.3 Residential Design Guidelines

Building height and setback

- Encourage low-rise residential forms. New built form should be 1 to 2 storeys, not exceeding 2 storeys (9 metres maximum overall height to the top of hip/gable roof).
- Second storeys should be recessed from the front façade.
- Maintain the existing rhythm of front and side setbacks. Buildings should be set back a minimum of 6m from the front boundary, 1m from one side boundary and 2m from the other side boundary.

Building Form and Design

- Ensure car parking structures, driveways and crossovers do not dominate the streetscape in new residential developments.
- Roofs should provide prominent eaves.
- Incorporate a roof form which complements the prevailing built form character, including hipped or gable.
- Conceal plant and rooftop equipment from the surrounding public realm.
- Bin enclosures and other storage should be located at the rear of buildings and screened from view to ensure a tidy presentation to the street.

Active Frontages

- Buildings should engage with the public realm, including laneways, streets and public open space. Avoid the construction of fences or blank walls along car park edges and ensure parts of the building are orientated to activate these areas and promote passive surveillance.
- Ensure passive surveillance is provided along street walls and avoid blank walls along streets and pedestrian walkways. Avoid blank walls by incorporating windows and openings.
- Avoid the construction of high solid fences and blank walls along laneways and adjoining parks. Ensure parts of the building are orientated to activate these public realm areas and promote passive surveillance.

Heritage

- Development on sites adjacent to a heritage building should be designed to:
 - Provide a transition in height at the interface (side or rear boundary) with the heritage building.
 - Incorporate simple architectural detailing that does not detract from significant elements of the heritage building.

Pedestrian and Vehicle Access

- Pedestrian access points should be separate from vehicle access points.
- Maintain and enhance existing laneways and through-block access points to maintain permeability and allow for rear access to residential properties.
- Provide an inter-connected path network and fill in missing sections of path.

Landscaping

- Promote the landscape setting of the town and entrances by requiring landscaping to be incorporated in the front setbacks of new developments.
- In residential redevelopments ensure a garden setting is maintained in the front setback and minimum garden areas set out in Clause 55 are achieved.
- Incorporate planting/screening into new developments to screen negative features, including bins and service areas, from view.
- Enhance streetscapes by extending street tree planting into streets which have few trees. Ensure careful selection and planting of medium-large sized street trees that provide adequate shade and year-round interest.

Fences

- Ensure front fences are low height and open in residential areas up to 1.2 metres in height.
- Avoid solid high fences along edges of public land, including roads.
- The maximum side or rear fence height is 1.8 metres. 50% transparency applies where a fence adjoins a street or public pathway, including a laneway.

Environment

- Ensure that the design of development has adequate regard to flood risk and includes appropriate flood protection and mitigation measures. This includes consideration of the impact of the proposed development on flood flows, flood storage, site safety and site access.

Part 6: Implementation.

21. Implementation of works

21.1 Project implementation and timing

A number of recommendations and design guidelines in the UDF apply to individual development sites, streets or other public spaces. The implementation of these works can be accomplished by amendments to the Planning Scheme, through Council's capital works program and in negotiation with developers/landowners who put forward proposals for individual sites.

However, there are some recommendations which require coordination of Council and State Government works and may also help to create collaborations between public and private development.

The timing for delivery of these recommendations will be dependent on:

- Council priorities and budget allocations for works on public land.
- Availability of and compatibility with funding programs and grant opportunities.
- Pace of development on private land.
- Planning Scheme implementation.
- Liaison with other levels of Government, including Department of Transport and VicTrack, to determine priorities of these agencies, and to advocate for changes to achieve the recommendations of the UDF.
- The findings and recommendations of other plans to be completed for the town, including the Streetscape Master Plan project, which has funding approval, and is likely to be completed in 2023.

21.2 Design and Development Overlay Review

The Design and Development Overlay (DDO) is an important planning tool used to help implement the recommendations of an Urban Design Framework and other plans which provide recommendations for built form and the public realm. The DDO provides a framework to guide Council when it considers and assesses planning proposals.

The existing Design and Development Overlay Schedule 5 – Yarragon Township Character (DDO5) applies to commercial and industrial land in Yarragon. The DDO will be revised to reflect the findings and recommendations of the Yarragon UDF, including consultation feedback.

It is recommended the DDO remain on:

- All land in the Commercial 1 Zone, as per the existing DDO5 (Precinct 1 in the UDF)
- All land in the Commercial 2 Zone, as per the existing DDO5 (Precinct 2 in the UDF)
- All land in the Industrial 1 Zone, as per the existing DDO5 (Precinct 3 in the UDF)

It is recommended the DDO area be expanded to include:

- Land in the General Residential Zone – Schedule 1. This residential area is located on either side of Campbell Street. This area is described as the Established Residential – Substantial Change Area (Precinct 4 in the UDF). This area is located in close walking distance to the town centre and public transport and provides an opportunity to achieve a greater mix of housing stock to meet the forecast needs of the growing population. Larger lots with the potential for further subdivision and/or dwelling intensification exist in this area. Therefore, it is appropriate to apply the DDO to this land to ensure future intensification responds appropriately to the design guidelines and respects Yarragon's village character.

The proposed DDO is likely to contain design requirements for buildings and works that are not currently included in the Heritage Overlay, such as building setbacks and signage requirements. Therefore, if a property within the Heritage Overlay is within one of the Precincts listed above, it is recommended the DDO also be applied to these sites.

Based on the findings and recommendations of the Yarragon UDF, the following Design and Development Overlay objectives are proposed:

- To ensure that development makes a positive contribution to the 'village character' of the Yarragon Town Centre and improves the public environment.
- To ensure that commercial and residential development addresses and activates the adjoining public realm, including public car parks, open space reserves and streets and laneways.
- To support a low-rise built form character for the Yarragon Town Centre.
- To provide a more integrated town centre with improved pedestrian, cycling, vehicle and public transport access and connectivity.
- To ensure simple and unobtrusive signs complement the village character of the town.

The Design and Development Overlay requirements should reflect the design guidelines detailed in Section 5, and it is recommended that the following decision guidelines be considered for applications under the new Design and Development Overlay:

- The extent to which proposed buildings respect the preferred scale and form of development.
- The design response and interactions between the private and public realms.
- The contribution of the proposal to the existing character of the Yarragon township.
- The need to ensure that the design of development has adequate regard to flood risk and includes appropriate flood protection and mitigation measures.
- Whether any variations to providing zero lot setbacks (within Commercial Core - Precinct 1) will increase the active frontage and engagement with the public realm including through the provision of landscaping, outdoor furniture and the like.
- For any application seeking to vary the preferred maximum building height:
 - Whether the design minimises the visibility/visual intrusion of the building above the preferred building height.
 - Whether the proposal is consistent with the Yarragon Urban Design Framework.

A planning scheme amendment will be required to replace the existing DDO5 with the new DDO and reference the Yarragon UDF. Changes will also be required to the existing planning policy framework relating to town structure and built form in Yarragon, to help achieve the recommendations of the Yarragon UDF.

21.3 Future Planning Scheme Amendments to Rezone Land

In future, should any land in Yarragon be rezoned to commercial or industrial, the Design and Development Overlay, or alternatively a Development Plan Overlay, should be applied to this land. For example, in the Yarragon Township Plan, land to the east of Rollo Street is identified as potential future commercial zone. It will be important to ensure development in this area is well integrated with surrounding uses, provides good connections with Rollo Street and nearby parking and achieves the objectives and design guidelines of this Urban Design Framework. Application of the relevant overlay can help to achieve the desired development outcomes.



22. References

Department of Environment, Land, Water and Planning (DELWP) (2017) *Urban Design Guidelines for Victoria*. Viewed online at: [Urban Design Guidelines – Urban Design Guidelines \(planning.vic.gov.au\)](https://www.planning.vic.gov.au/urban-design-guidelines)

Department of Environment, Land, Water and Planning (DELWP) (2020) *Bioregions and EVC Benchmarks*. Viewed online at: [Bioregions and EVC benchmarks \(environment.vic.gov.au\)](https://www.environment.vic.gov.au/bioregions-and-ecv-benchmarks)

Urban Enterprise (UE) (2022) *Yarragon Township Plan Economic Analysis* (Draft).

Baw Baw Shire Council (2022) *Yarragon Township Plan* (Draft)

Yarragon Community Newsletter (2010) *Yarragon Early Days*.

Appendix 1: Rollo Street Park Master Plan (adopted)



LEGEND

- - - Site Boundary
- Existing Tree
- Proposed Tree
- Existing Tree (proposed for removal)
- Maintenance Access
- Proposed Garden Bed
- Grass
- Concrete Path
- Paved Area
- / - / - New Fence
- Sign
- Sculpture/Art
- Small Interactive Play Feature
- Path Lighting
- ▲ Bicycle Parking

Key opportunities for the site include:

- 1 Opportunity to create a new entry forecourt with paving, wayfinding and information signage, art/sculpture, raised garden beds, arbour, seats and drinking fountain.
- 2 New shelter with picnic tables with inclusion of screening at one end. Art feature to be incorporated in screening. Potential for public toilet to be located at southern end, subject to completion of a public toilet strategy by Council.
- 3 Retain existing Eucalypt tree (remedial pruning as per arborist's assessment). Incorporate planting under dripline with seating outside the edge of dripline.
- 4 Opportunity for new angled parking in Hanns Lane with 1.5m wide footpath next to park edge.
- 5 Unnamed laneway along the southern boundary to be retained as is (unconstructed).
- 6 Large open lawn area, suitable for community markets/activities/events/picnics/play. Remove Blackwoods in centre of lawn area.
- 7 Opportunity for small interactive play features to be incorporated throughout park.
- 8 Opportunity for historical information and historical feature to be located on site.
- 9 New 2.5m wide shared loop path connecting between Murray Street and Rollo Street.
- 10 New seating

Note: Detailed design should include locations for rubbish and recycling bins, a drinking fountain, bollards at entry points, electricity power source, access gates and/or removable bollards for maintenance vehicles, in-wall/up-lighting at entry forecourt and up-lighting of up to four feature trees.

MASTER PLAN
3-5 ROLLO STREET, YARRAGON

Final – December 2021