

Narbethong

Description of the District

LOCATION & LANDSCAPE SETTING

Narbethong is a series of small settlements clustered along the Maroondah Highway to the north of the Black Spur.

From a geographical point of view, the term that best describes Narbethong is as a "gateway" district and it fits this description in a number of ways. From Melbourne, it is the first town in the region that is located to the north of the Great Dividing Range. It is the first town encountered upon entering Murrindindi Shire from the south and is also located in a different water catchment area.

Narbethong is characterised by tall trees, forest, large expanses of open areas (grazing farms) and long vistas to the Ranges.

HISTORY & DEVELOPMENT PATTERN

Narbethong was settled as a timber town for the logging industry in the surrounding ranges. Today, it comprises a number of residential settlements along the Maroondah Highway extending from Tarnpirr Road and North Creek Road in the north to the Yarra Ranges National Park in the south. Whilst a high proportion of Narbethong's population lives in these areas, the focus of this study is on the key community and commercial nodes in the Black Spur at St Fillans.

For the purposes of this strategy, Narbethong has been divided into three precincts, the "Saint Fillans" precinct, "Black Spur" precinct and the "Rural" precinct that lies between these areas. This land has been included because of its strategic location and the important contribution it makes to the rural character of Narbethong. A more detailed description of each precinct is given below.

Saint Fillans Precinct

"Saint Fillans" is the official place name for the land in the vicinity of Anderson Lane. The name is derived from the old coach stop on the Highway, which was called Saint Fillans. The precinct extends from the Rural Zone to the mill on the corner of Anderson Lane and the Highway.

The Saint Fillans precinct includes the Narbethong Hall, CFA building, Narbethong Ski Hire, the Tudor Lodge Roadhouse, Blue Views Holiday Units and Information Centre and several accommodation establishments. There are also approximately twelve residential properties in the vicinity of Anderson Lane.

Due to the concentration of businesses and community facilities in the area, this precinct has become the place that most people know of as "Narbethong". For the purposes of this report, the precinct is referred to as "Saint Fillans" to ensure consistency with official maps and to distinguish the precinct from the other precincts in the greater Narbethong area.

Rural Precinct

The Rural precinct comprises the rural zoned land on both sides of the Highway between an unmade road reserve (Rankin Street) in the south and Saint Fillans in the north. The former Narbethong School building is located on a small parcel of land on the west side of the Highway. The land is privately owned and has direct frontage to the Highway.

Black Spur Precinct

The “Black Spur” precinct comprises the land extending from the Yarra Ranges National Park in the south to the old post office in the north. It includes the Black Spur Caravan Park and Motel, Black Spur Roadhouse, Black Spur Hotel and a small number of residential properties on the south side of the Highway near the Hotel. This precinct is marked on official maps as Narbethong.

Although the majority of this precinct is actually within the Marysville State Park there are several large tracts of Rural zoned land on both sides of the Highway in the vicinity of the roadhouse and caravan park. The land has a frontage to the Highway of approximately 600 metres and extends approximately one kilometre north and east to the Marysville State Forest.

There is a subdivision on the north side of the Maroondah Highway that is zoned Public Conservation and Recreation Zone (PCRZ).

ROLE & LOCAL ECONOMY

Narbethong was established as a timber town and the timber industry remains an important sector in the local economy, reflecting its proximity to the logging coups in the ranges to the east. There are two timber mills that currently operate in the area. One of the mills, GB timber, employs 14 people including some local residents.

As a gateway to the tourist town of Marysville and Lake Mountain and the natural attractions in the Acheron Valley and Lake Eildon, tourism is the other key sector in the local economy. There are several businesses in the town that cater for bushwalkers, trail bike riders and skiers in addition to a number of accommodation establishments. Narbethong is an important stopping point for motorists travelling to and from Melbourne over the Black Spur.

Horticulture has also emerged as an important industry in the Narbethong district. Products that are grown in the surrounding district include walnuts, chestnuts and berries. One business, Alpine Fruits, employs 15 people.

POPULATION & COMMUNITY STRUCTURE

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

The town has a number of active community groups, including Narbethong Community and Tourism Group, CFA and the Hall Committee.

SERVICES

There is no reticulated sewerage in Narbethong. The Saint Fillans precinct has access to reticulated water that is used by the timber mill, however this water is non-potable.

Policy & Strategy Context

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

RECREATION, RESERVES & PLAY STRATEGY

This report makes the following comments and recommendations:

Key Issues

- *The community plan includes a recommendation to "extend parks and gardens maintenance services to include previously unmaintained areas within Narbethong, Marysville, Buxton and Thornton (2.1.1 / 2.2.1)".*
- *There is a 1988 development plan for the Narbethong Reserve that includes toilets and seating and a path and bridge development. Accessible toilets would be best provided in conjunction with the hall.*
- *There is an absence of public lighting.*
- *The only general store recently closed.*
- *Speed limits on the Highway are considered too high.*
- *The reserve needs a better sign.*

Priorities

- *Address priority items for the Hall identified in the building audit.*
- *Provide assistance to the committee of management to complete the bridge, seating and trails in the reserve.*

- *Provide better signage & public lighting in the village as resources permit.*

ZONING & OVERLAYS

The Saint Fillans precinct is located entirely within the Township Zone (TZ) apart from the mill, which is zoned Industrial 1 (IN1Z).

The Rural precinct is located entirely within the Rural Zone (RUZ).

In the Black Spur precinct, most of the land around the Black Spur Hotel and Old Post Office is zoned Public Conservation and Resource Zone (PCRZ). The businesses within the precinct are located on parcels of land fronting the Highway in the Rural Zone (RUZ).

The Heritage Overlay (HO13) applies to the property known as "The Hermitage" on the Maroondah Highway. This property is also listed on the Victorian Heritage Register.

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

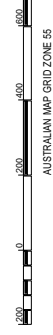
MURRINDINDI PLANNING SCHEME - LOCAL PROVISION



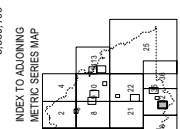
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This map should be read in conjunction with additional Planning Overlay Maps. If applicable as indicated on the INDEX TO DMPS.

- Industrial 1 Zone
- Industrial 2 Zone
- Public Use Zone
- Public Conservation Area Resource Zone
- Zone
- Road Zone Category 1
- Residential
- Residential Neighbourhood Zone
- Rural
- Rural Zone



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Issues & Opportunities

VISION FOR THE TOWN

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

Although tourism is a key sector in the local economy, there is little potential for Narbethong to become a tourist destination in its own right (for example, similar to Marysville). Local traders in the St Fillans precinct believe that the role of the town in servicing the tourism industry can be further developed. One suggestion is that stronger relationships can be developed with the tourism industry around Buxton.

Local traders do not believe that Narbethong will attract many people as a place to live due to the lack of a wide range of services and traditional township structure.

COMMERCIAL AREAS

As identified earlier, tourism is very important to the local economy and most of the commercial uses in Narbethong rely on expenditure from visitors to the region. Although there does not appear to be a strong unmet demand for new commercial land in Narbethong, there is a need to ensure that new businesses can be accommodated within the township and that existing businesses can expand if required. This issue is discussed below in relation to each precinct.

Saint Fillans Precinct

The highest concentration of commercial development in Narbethong is located on the west side of the Maroondah Highway in Saint Fillans. Most of the land in this precinct is located in the Township Zone. The land use controls in this zone are reasonably flexible and allow for highway-related uses such as motor mechanic, car sales and service stations. Although such uses would cater to passing traffic, they may not be compatible with the tourism businesses along the Highway. Accommodation establishments in particular could be affected by noise and other amenity related problems.

Whilst there does not appear to be strong demand for new commercial sites in Narbethong, there are few sites that could be re-developed for commercial purposes. A number of years ago, a supermarket operated from a large building fronting the Maroondah Highway. This building, which is now vacant, presents an opportunity for redevelopment or conversion to an alternative use. The building may also appeal to a number of small users who require Highway frontage (eg produce sales, market).

Black Spur Precinct

Commercial development in this precinct has occurred on an ad-hoc basis along the Highway. There are two areas in this precinct that have been developed for commercial uses. The first area comprises the Caravan Park, Motel and Roadhouse, which are located on the east side of the Maroondah Highway. The potential for further commercial development in this area requires further investigation.

The second area comprises the Black Spur Hotel and Old Post Office, which are located on small isolated parcels of land in the Rural Zone. As most of the land in this area is zoned PCRZ, there is little potential for further development of any kind in this area.

RESIDENTIAL AREAS

The main residential areas in Narbethong are in the St Fillans Precinct and to the north of the town in Tarnpirr Road and North Creek Road. There is also a cluster of residential properties in the Black Spur precinct.

Although the demand for residential land in Narbethong is unknown, there are few residential allotments that could be immediately developed within the town. There are two undeveloped lots in Andersons Lane and a small number of vacant lots in Tarnpirr Road. There is a large (16 hectare) allotment in the Township Zone on Anderson Lane that theoretically has potential to be subdivided for residential purposes, although the land is low lying and this may restrict development.

RURAL PRECINCT

The two large farms in the Rural Precinct make an important contribution to the rural character of Narbethong. Their strategic location between St Fillans and the Black Spur means that they represent the geographical centre of the Narbethong district. The land is also significant in the wider region for being the first grazing land in the Acheron Valley.

Due to its characteristics and location, there could be pressure for this land to be developed for either rural residential or commercial uses. Such development would detract from the character of Narbethong and traffic turning movements from the Highway would be a major problem. The two large farms, on either side of the Highway, provide an undeveloped, open break between the heavily forested areas. This makes an important and unique contribution to the landscape character of Narbethong.

INDUSTRIAL USES

There is one small parcel of industrial zoned land in Narbethong, on the corner of Anderson Lane and Maroondah Highway at the northern entrance to St Fillans. The site is occupied by GB Timber mill and is zoned Industrial 1 (IN1Z).

The site is located at the northern gateway to the town and the large stacks of timber along the Maroondah Highway are one of the first views visitors have of the town. Although these stacks would be considered by some to be unsightly, they actually serve to screen views to the mill itself as well as reinforcing the timber role of the town. There may be an opportunity to develop some tree planting along the Highway that would screen the mill when the timber stacks are not in place, although plantings and species selection are likely to be restricted by the power lines.

There are a number of residential properties located in close proximity of the mill. According to local residents there are no major issues relating to air emissions but noise is of some concern, particularly at night.

ZONING

In discussions with Council planning officers, it has become apparent that there is an issue with the existing zoning of a subdivision in the vicinity of Stephenson Street and Brunel Street in the Black Spur precinct. According to Council, most of the allotments are owned by the State Government and are correctly zoned Public Conservation and Resource Zone (PCRZ). There are, however a number of privately owned allotments that are also zoned PCRZ, some of which have been developed for residential purposes. Many of the allotments appear to be heavily vegetated and a number of the allotments appear to have inadequate access arrangements. Under the provisions of the PCRZ, land in this zone cannot be developed for private uses.

There is a need to clarify the pattern of land ownership in this area with a view to rezoning the private properties to a more appropriate zone.

A further issue is whether the existing Rural Zone is appropriate for land in the Black Spur precinct that has been developed for commercial purposes such as the Black Spur Hotel and the service station. The new rural zones, which will be introduced into the Murrindindi Planning Scheme as part of the next three-year review of the Municipal Strategic Statement, will place greater restrictions on land uses that do not relate to agriculture (eg shops, hotel).

There is a need to identify a zone that will recognise well-established commercial uses and allow them to redevelop or diversify in the future, but will prevent new commercial development that would detract from the environmental attributes of the area. The options available in the suite of new rural zones are the Farming Zone, the Rural Activity Zone, the Rural Living Zone and the Rural Conservation Zone.

The **Farming Zone** is quite restrictive in relation to commercial uses. This zone prohibits taverns and allows motel, group accommodation and restaurant only if used in conjunction with agriculture and subject to planning approval. The minimum lot size for subdivision in this zone is 40 hectares or the lot size set by Council. No permit is required for a house on a lot greater than 40 hectares.

The **Rural Living Zone** is reasonably restrictive, but allows for a range of commercial and tourist related uses subject to planning approval. These include hotel, small convenience shops, service station, restaurant, and accommodation. Under this zone, the existing commercial uses would be able to expand or redevelop, subject to planning approval. Council is able to set the minimum lot size for subdivision. No permit is required for a house on a lot greater than the minimum lot size.

The **Rural Activity Zone** allows for a range of tourism, recreation and commercial uses, subject to planning approval. The zone gives councils the flexibility to consider a diverse range of proposals that are not necessarily related to agriculture, but which can co-exist with agriculture (such as function centres, restaurants, hotels and taverns). Under this zone, most of the existing commercial uses would be able to expand or redevelop, subject to planning approval. Council is able to set the minimum lot size for subdivision. No permit is required for a house greater than 8 hectares or the minimum lot size set by Council.

The **Rural Conservation Zone** would be the most restrictive zone. A landowner may apply for a limited range of commercial uses (eg group accommodation, motel and restaurant), however these uses must be in conjunction with agriculture. The minimum lot size for subdivision in this zone is 40 hectares or the lot size set by Council. The potential for residential subdivision in this precinct is limited given that there are few lots greater than this size in the Black Spur precinct. A landowner may apply for a permit for a house on a lot.

THE BUILT ENVIRONMENT

Several buildings in the town are built from timber in the Tudor-style. Although this style does not in itself define the built form of Narbethong, due to the low density of development, these buildings are a link to the early development of the town and should be preserved where possible.

COMMUNITY FACILITIES

There are two community buildings in the town, the CFA building and the Narbethong Hall. The Narbethong Hall is not well used and is relatively isolated from the core of the community and commercial premises in the town. The hall needs to be modernised, with improved toilet, kitchen and barbeque facilities.

PUBLIC TOILETS

Narbethong is an established stopping point for travellers and a service centre for tourists, although it lacks public toilets. At present, travellers seek to use the toilets located in commercial premises. This is of concern to some business owners as water supply is limited.

A possible location for public toilets has been identified in a clearing in the 97 acre Narbethong Forest Reserve on the east side of the Highway. The Reserve is owned by the State Government and is managed by Narbethong Community & Tourism Group Inc. on behalf of the Department of Sustainability and Environment.

Grant funding for the development of a toilet block at the Reserve is currently being sought. Local traders are supportive of the proposed location for the toilets, however, they believe that the most frequent users of public toilets in Narbethong are people travelling north along the Maroondah Highway. As the Reserve is located on the east side of the Highway, a high proportion of users would need to turn right across the Highway into the Reserve. If the toilets were established in the Reserve, strategies will need to be developed to address the safe access issue.

An alternative location for the toilets is adjacent to the Narbethong Hall. The Hall Committee considers that this option would be unsuitable for security reasons and the site would be too far from the picnic facilities in the Forest Reserve.

TRAFFIC

Local traders are concerned about the speed of traffic on the Highway and lack of seal width to undertake turn manoeuvres clear of through traffic. The traders have suggested that the speed restriction signs should be relocated further out along the Highway and have indicated an urgent need for additional shoulder sealing through Saint Fillans.

There is one school bus stop in the town. Its associated shelter is located on the east side of the Highway opposite Anderson Lane. The school bus transports students to Alexandra and stops on the west side of the Highway in the morning. School students that use the shelter need to cross the Highway to catch the bus. This arrangement is unsatisfactory and an additional shelter is required on the west side of the road.

TRAILS

There are no formal pedestrian or walking trails that connect the key locations in Narbethong. The possibility of creating walking trails that link key attractions and facilities needs to be investigated. One suggestion is that a trail could be established at the rear of the Black Spur Hotel.

GRANTON

Granton is en-route to Marysville and whilst it shares a postcode with Narbethong, it is physically disconnected from the town. An opportunity exists to establish a picnic area on land owned by DSE adjoining the Acheron River but access to the site is currently unsatisfactory and unsafe. Right-turn movements into the small number of residential properties that exist on the Marysville Road at Granton can be dangerous, particularly with regular use of the road by log trucks.

Summary of Issues

Land Use & Development

- Absence of reticulated sewerage and water limits further expansion of the town.
- Few existing allotments available for residential development.

- Inappropriate zoning of private landholdings in the PCRZ in the Black Spur Precinct.
- Existing commercial businesses in the Black Spur Precinct are located in the Rural Zone, which could restrict their ability to expand or diversify in the future.
- The residential settlements in the town are remote from each other and not well connected.

Landscape, Views & Vistas

- Lack of identifiable landscape character within the St Fillans precinct.
- Need to preserve the distinct change in character from “forest” to “farmland” on emerging from the Black Spur.

The Built Environment

- Lack of use of Narbethong Hall.
- Style and quality of built form is quite diverse and would benefit from the development of a more consistent landscape setting, particularly within the St Fillans precinct.

Pedestrian Circulation & Amenity

- Lack of pedestrian facilities along the highway reservation.
- No bus stop on the west side of the Highway.

Open Space & Recreation Areas

Traffic

- Inappropriate facilities for school bus travellers.

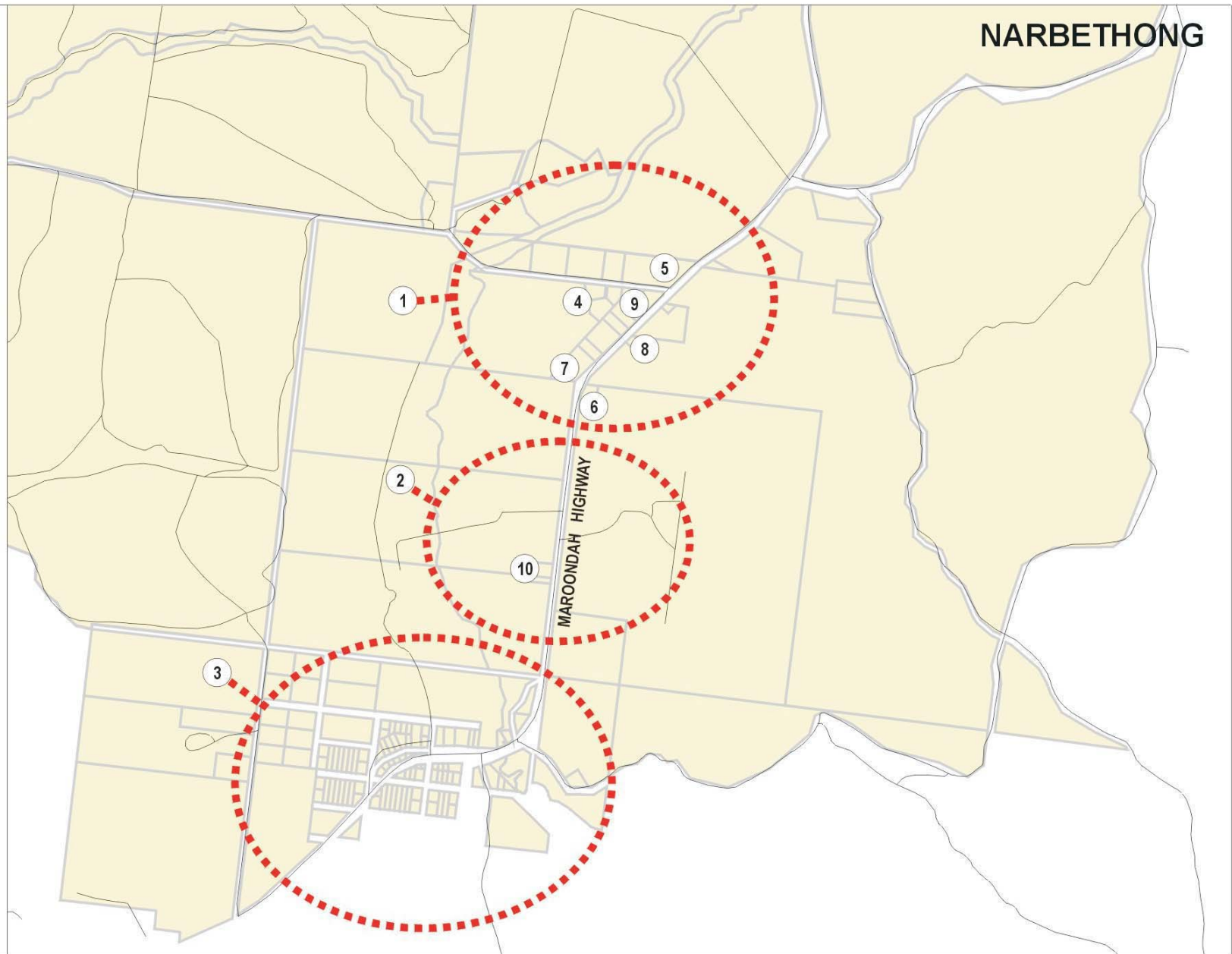
- Relatively high traffic speeds and inadequate turn facilities at the entrances to businesses and residential properties through the town.

Tourism & Economic Development

- Absence of public toilets.

KEY LEGEND

- 1 Saint Fillans Precinct
- concentration of commercial uses,
including tourist facilities.
- 2 Rural Precinct
- 3 Black Spur Precinct
- range of commercial uses with an undeveloped
residential subdivision.
- strong forest setting
- 4 Undeveloped Residential Lots
- 5 Timber Mill
- 6 Narbethong Hall
- underutilised and isolated from other uses.
- 7 CFA Building
- 8 Narbethong Reserve
- potential for improved public amenities,
especially toilets.
- need to improve public awareness of reserve.
- 9 Need for Additional Bus Shelter
- on western side of Highway
- 10 Former Primary School land



NARBETHONG



Urban Design Framework

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

Vision

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

Narbethong will be recognised for its natural setting at the edge of the Yarra Ranges National Park and as a gateway to the Murrindindi Shire and the broader region. Narbethong will retain its character as an attractive series of rural settlements that support the local timber, horticulture and tourism industries. The further development of the tourism industry will be the primary focus of the town and in the surrounding rural district. The town will further develop its role as a base for people exploring the natural attractions in the area, including Maryville, Lake Mountain and the Yarra Ranges National Park. The development of infrastructure that supports tourism will be actively pursued.

Development of the area will proceed in ways that protect the environmental features that make a significant contribution to the character of Narbethong, including the rural land and vegetated hills. The township will not expand beyond its current boundaries unless servicing issues are addressed.

Key Objectives

Landscape, Views & Vistas

- To protect the rural farmland, trees and views to the Ranges that contribute to Narbethong's rural character.
- To recognise the importance of Narbethong as a gateway to Murrindindi Shire and the Region.

The Built Environment

- To consolidate community and commercial activities within the existing Main Activity Area of Saint Fillans.

Tourism & Economic Development

- To facilitate the establishment of amenities for tourists passing through the town.
- To recognise the importance of the timber industry in the town.

Traffic

- To improve facilities for bus travellers.
- To enhance the safety of highway access points throughout the town.

Specific Strategies and Actions

LAND USE & DEVELOPMENT

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

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

- The Vision statement for Narbethong.
- Direct all commercial and community land use and development to the Township Zone in St Fillans.
- Encourage the establishment of tourist-related uses within the Main Activity Area such as restaurants, cafes and accommodation.
- Ensure that use or development does not have an adverse impact on existing vistas, views and landmarks including views to the surrounding ridgelines.

Strategy U2 Rectify zoning anomalies in the Black Spur Precinct

Action a) Undertake an audit of land in the PCRZ precinct to clarify access arrangements and land ownership patterns.

Action b) Rezone all private landholdings zoned PCRZ in the Black Spur Precinct to Rural Conservation Zone (does not apply to land described in Action U3a).

Strategy U3 Ensure the future viability of existing commercial uses in the Black Spur Precinct.

Action a) Rezone the allotments comprising the Black Spur Hotel, Caravan Park and Roadhouse to Rural Living Zone in recognition of their long-term existing use for commercial purposes.

Strategy U4 Protect the large farms in the Rural Precinct from non-agricultural based use and development in recognition of the strong contribution they make to the character of the district.

Action a) Rezone the land in the Rural Precinct to the Farming Zone.

LANDSCAPE, VIEWS & VISTAS

Strategy L1: Protect the existing landscape character of Narbethong, which is characterised by the contrast between forests and farmland.

Action a) Consolidate more intensive uses at St Fillans to minimise impacts on landscape and town character.

Strategy L2: Strengthen St Fillans as a recognisable community and commercial centre.

Action a) Develop a stronger highway landscape at St Fillans by establishing stronger tree planting themes.

- Action b) Identify gateways to St Fillans on the Maroondah Highway immediately before the bend at the CFA building and at the Marysville turnoff. These gateways should be signified by the start of the thematic tree planting referred to above and by clear thematic signage.

THE BUILT ENVIRONMENT

Strategy B1: Consolidate community facilities within St Fillans precinct.

- Action a) Investigate the construction of a new Narbethong Hall on same side of Highway as the existing CFA building.

PEDESTRIAN CIRCULATION & AMENITY

Strategy P1: Provide pedestrian links between the various establishments along the eastern side of the Highway.

- Action a) Construct a shared pedestrian/cycle path between Wombat Cottage and Anderson Lane.

OPEN SPACE & RECREATION AREAS

Strategy O1: Encourage further use of Narbethong Forest Reserve.

- Action a) Provide additional signage to raise public awareness of Reserve.
- Action b) Improve visitor amenities within Reserve and seek grant funding to establish public toilets in the Reserve.

TRAFFIC

Strategy T1: Improve school bus facilities on the west side of the Highway.

- Action a) Construct a bus bay clear of the carriageway for northbound travel in the vicinity of Tudor Lodge.
- Action b) Construct a bus shelter for school bus travellers waiting on the west side of the Highway and link it with the pedestrian path.

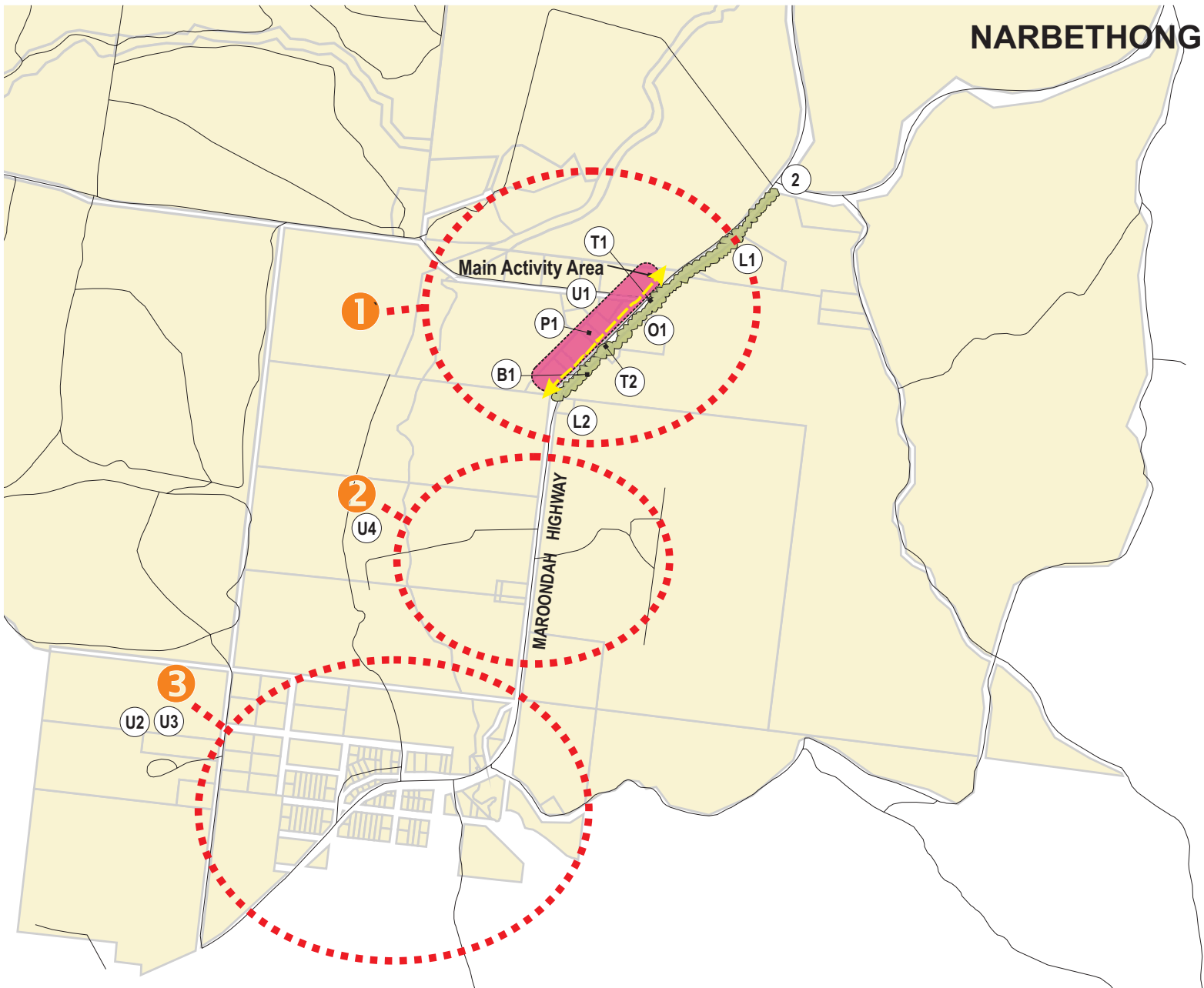
Strategy T2: Improve traffic safety at access points by increasing the width of sealed shoulders.

- Action a) Widen the existing minimal sealed shoulders between Wombat Cottage and Anderson Lane to a minimum of 2.5m wide.
- Action b) Increase sealed shoulder width to 3m opposite the entrance to Narbethong Forest Reserve to facilitate safe access to public toilets.

TOURISM & ECONOMIC DEVELOPMENT

Strategy E1: Clarify official place names in the Narbethong district.

- Action a) Investigate the potential to officially rename the St Fillans Precinct to "Narbethong" to reflect current usage of this name by businesses and on road signage (should occur in conjunction with Action L2b).



KEY LEGEND

1. Saint Fillans Precinct
 2. Rural Precinct
 3. Black Spur Precinct
- L1. Develop stronger landscape character along Maroondah Highway through St. Fillans, particularly through tree planting themes.
 - L2. Identify gateways to St. Fillans by commencement of avenue planting and clear signage.
- B1. Reconstruct Narbethong Hall on same side of Highway as CFA hall (should demand for hall function be demonstrated).
 - P1. Provide formal shared path within St. Fillans, from Wombat Cottage to Andersons Lane, on northern side of highway.
 - O1. Encourage use of Narbethong Forest Reserve through-
 - Improved signage
 - Additional amenities, (Toilets, seating etc.)
 - T1. Provide bus facilities to improve safety and amenity for users on the northern side of the highway.
 - T2. Widen road shoulders to improve safety.
 - U1. Direct all commercial and community land use and development to the Township Zone in St Fillans
 - U2. Rezone all private landholdings zoned PCRZ in the Black Spur Precinct to Farming Zone
 - U3. Rezone the allotments comprising the Black Spur Hotel, Caravan Park and Roadhouse to Rural Living Zone in recognition of their long-term existing use for commercial purposes
 - U4. Rezone the land in the Rural Precinct to the Farming Zone

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



Urban Design Framework Plan

Priorities for Implementation

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

Strategy / Action	Estimated Cost	Timeframe
Action U1a): Update Clause 21 of the MSS relating to Narbethong.	N/a	Year 1
Action U2a) Undertake an audit of land in the PCRZ precinct to clarify access arrangements and land ownership patterns.	N/a	Year 1
Action U3a) Rezone the allotments comprising the Black Spur Hotel, Caravan Park and Roadhouse to Rural Living Zone.	N/a	Year 1
Action U4a) Rezone the land in the Rural Precinct to the Farming Zone.	N/a	Year 1
Action O1a) Provide additional signage to raise public awareness of the Reserve at St Fillans.	\$ 2,000	Year 1

Strategy / Action	Estimated Cost	Timeframe
Action O1b) Improve amenities within Reserve, particularly public toilets (should occur in conjunction with Strategy T1).	\$ 100,000	Year 2
Action P1a) Construct a shared pedestrian/cycle path between Wombat Cottage and Anderson Lane.	\$ 50,000	Year 5
Action L1a) Develop a stronger highway landscape at St Fillans by establishing stronger tree planting themes.	\$ 20,000	Year 1
Action T1a) Construct a bus bay clear of the carriageway for northbound travel in the vicinity of Tudor Lodge.	\$5,000	Year 2
Action T1b) Construct a bus shelter for school bus travelers waiting on the west side of the Highway and link it with the pedestrian/cycle path.	\$2,000	Year 1