Inverloch

The vision for Inverloch is for a consolidated and sustainable coastal village that optimises the existing natural assets and character and, services the lifestyle and recreational needs of residents and visitors.

Local area implementation

Settlement

- Containing and consolidating development within the defined town boundaries, with a mix of densities to accommodate population growth without compromising the coastal village character.
- Avoiding rezoning of land outside the town boundary for the purposes of low density and rural living development.

Land uses

Locating medium density development within the defined precinct of Sandy Mount Avenue, Venus Street, Dixon Street, Ramsey Boulevard and on both sides of Clerk Crescent as detailed in the Inverloch Design Framework Overview Plan. Developing shop-top housing within the commercial precinct.

Commercial development

- Developing a compact commercial town centre within boundaries defined in the Inverloch Design Framework Commercial Area Plan.
- Providing an additional 3,000 m² of commercial floor space within the area defined in the Inverloch Design Framework Commercial Area Plan.
- Developing a compact commercial town centre within boundaries defined in the Inverloch Design Framework Commercial Area Plan.
- Developing new and active retail frontages within the commercial precinct.
- Capitalising on improved views of the foreshore with first floor restaurant activity along Ramsey Boulevard and The Esplanade.
- Developing cafés and restaurants along Ramsey Boulevard and The Esplanade streetscapes.

Environment

- Protecting the informal feel and nature of the foreshore from inappropriate development.
- Protecting indigenous vegetation that makes a contribution to the character of both urban and foreshore areas.

Landscape and built form
• Ensuring development responds to the environmental and landscape features of the urban and foreshore areas with architecture that reflects the coastal setting.

• Incorporating indigenous trees and vegetation into landscaping of both the public and private space in new development.

• Ensuring that view lines and vistas are protected and shared between the public and private realm.

• Applying the General Development Guides within the Inverloch Design Framework Plan to all development in the following areas:

  • The Commercial Area General Development Guides apply to the design and location of commercial development within commercial area defined in the Inverloch Design Framework Commercial Area Plan.

  • The Medium Density Residential Areas General Development Guides apply to the design and location of medium density housing within the medium density residential area as defined in the Inverloch Design Framework Overview Plan.

  • The Residential Area General Development Guides apply to the design and location of residential development within the residential area defined in the Inverloch Design Framework Overview Plan.

  • The Environmental Residential Area General Development Guides apply to the design and location of residential dwellings within the environmental residential area defined in the Inverloch Design Framework Overview Plan.

  • Applying the Road Categories General Development Guides to any subdivision and development of land within the township.

  • Planting trees on road reserves is to accord with the Inverloch Design Framework – Tree Planting Framework.

**Infrastructure**

• Developing underground car parking areas within the commercial precinct.
San Remo

The San Remo, Newhaven and Cape Woolamai Structure Plan establishes a clear direction for the future physical form of San Remo in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

San Remo acts as a hub for the local community, and is designated as a growth node by State Government Policy - Coastal Spaces (April 2006).

San Remo predominantly consists of detached residential dwellings; however, two and three storey commercial buildings extend along Marine Parade. Land directly to the south of the town is characterised by smaller blocks, with residential land on the hillside more recently established with larger houses.

The building fabric on Marine Parade, west of Bergin Grove forms a retail strip along the south side of the street. These establishments are separated from the foreshore area by a large asphalted car park. Buildings generally present individual shop facades with some continuous building frontages. The quality of the built form is generally poor with little historic character.

Local area implementation

Settlement

- Accommodating the majority of future residential growth within an eastern development corridor, to the east of San Remo, between Phillip Island Road, Shetland Heights Road and Potters Hill Road, in accordance with the San Remo Strategic Framework Plan.
- Civic and commercial activities in the San Remo Growth Area should be provided in a consolidated activity node.

Land uses

- Encouraging residential and holiday apartments as “shop top” dwellings to third storey with ground floor retail in the Commercial area: Marine Parade, West of Bergin Grove.
- Extending the B1Z land zoning between Bergin Grove and Woolamai Grove to Mary Grove.
- Promoting the establishment of new retail and commercial businesses which are tailored to the predominant demographics of the study area.
- Utilising the proposed East-West Link Road as a catalyst for new commercial development within the San Remo town centre.
- Capitalising on the visual exposure offered by San Remo’s commercial centre with respect to attracting passing trade.
- Encouraging tourist development to areas zoned Mixed Use along Phillip Island Tourist Road east of the San Remo business centre. This includes an extension of the existing Mixed Use Zone to Panorama Drive.
- Encouraging the location and development of motels, restaurants, and retail outlets on larger lots in the Commercial area - Phillip Island Road, East of Back Beach Road.
- Concentrating the San Remo commercial area to the southern edge of Marine Parade.
- Developing Marine Parade between Bergin Grove and Woolamai Grove for cafes, hotels, restaurants, and open space.
- Redeveloping commercial buildings.
- Facilitating the development of tourism related activities in designated areas promoting commercial tourism at identified locations, with main road frontage and recreational based tourism to the south of the Anderson Peninsula ridgeline.
- Retaining rural land uses outside of designated settlement boundaries, and allow for appropriate recreational tourism uses, which are non-residential.
- Facilitating a future neighbourhood centre for commercial and community purposes within the San Remo residential growth area.
- Monitor coastal hazards and the coastal impacts of climate change on the San Remo Commercial Areas. Review the role of the San Remo Commercial Area when the Victorian Coastal Council ‘Coastal Vulnerability Study’ is released.

**Landscape and built form**

- Encouraging new development to be consistent with the established fishing village character.
- Maintaining views over the bay from Phillip Island Road.
- Encouraging a site responsive and high quality built form.
- Limiting residential building form to be a maximum of two storey in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
- Applying the design guidelines of the Phillip Island and San Remo Design Framework.
- Avoiding unarticulated big box built forms especially on undulating land and hillsides.
- Ensuring building mass responds to topography.
- Encouraging fewer and low front fencing to open up streetscapes and allow visual permeability between the public and private realm.
- Encouraging the redevelopment of the commercial town centre to improve design, integration with the foreshore and provide a wide variety of retail type uses.
- Encouraging higher density housing and tourist accommodation (up to 3 storeys) in the San Remo town centre that exhibit excellence in design consistent with the Department of Planning and Community Development’s ‘Guidelines for Higher Density Residential Development.’ Specifically, development should achieve the following:
  - Third levels should be recessed to assist with reducing building bulk and assist in with streetscape integration.
  - Roof forms should not incorporate high pitches and should be designed to provide visual interest.
  - Building form should provide for appropriate street activation and integration, articulation and contemporary design treatments, which contribute to the coastal character.
- Within the Commercial area - Marine Parade, West of Bergin Grove:
  - Providing verandahs and awnings with articulated facades to ensure cohesive streetscapes.
  - Encouraging active street frontages on Marine Parade with an emphasis on retail, cafes, galleries, and restaurants at street level.
  - Applying a zero street setback for all new buildings.
  - Using a combination of painted timber, stone, painted render and galvanised or stainless steel on new buildings. Minimising highly reflective surfaces.
Providing pitched roofs.

Within the Commercial area - Marine Parade, Bergin Grove to Back Beach Road:
- Encouraging the redevelopment of the corner of Back Beach Road and Marine Parade with a landmark building.
- Including verandahs and awnings on buildings, with articulated facades to ensure cohesive streetscapes.

Within the Commercial area - Phillip Island Road, East of Back Beach Road:
- Ensuring signs do not dominate the built form of new development.
- Achieving a consistent setback of new buildings with the existing streetscape.

Infrastructure

- Undertake an investigation into all movement and connection options including an east-west pedestrian and local road link between old and new San Remo to alleviate issues of access and community integration. Consult with the community and appropriate agencies as part of this investigation.
- Making provision for a new road, facilitating access to future residential development east of Potters Hill Road, and in doing so also providing for an alternative road access into San Remo.
- Make provision for the a pedestrian and cycle trail network in accordance with the Parks and Trails plan located below.
- Upgrade Shetland Heights Road such that it provides an alternate access to San Remo.
- Ensuring that any future requirement to duplicate the Phillip Island Bridge is not precluded by any incompatible development in the vicinity of the existing bridge.
- Pursuing the possibility of establishing an emergency services hub along Genista Street adjacent to the existing CFA and Telstra Exchange facilities.
- Exploring options for additional educational facilities within San Remo to cater to the needs of the growing population, in proximity to any future neighbourhood centre in future residential growth areas.
Investigate site for rezoning to appropriate zone reflecting existing uses.

Suitable for urban development subject to demand. The ultimate township boundary will be Punch Bowl Road.
Rhyll

The Rhyll Structure Plan establishes a clear direction for the future physical form of Rhyll in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

Local area implementation

Settlement

- Consolidating development within the existing residential zones.
- Maintaining the Rhyll-Newhaven Road, Hastings Road and McIlwraith Road as the boundary for residential development.

Land uses

- Encouraging a mix of densities within the urban area to accommodate population growth without compromising the coastal village character.
- Encouraging shop top dwellings above retail development to increase activity and surveillance.
- Providing for a consolidated and active commercial area.
- Limiting commercial development to the existing area of Beach Road facing the eastern foreshore and the existing shop at the corner of Walton Street and Lock Road.

Landscape and built form

- Ensuring that future development is high quality and has an appropriate scale for the compact nature of the urban area of Rhyll.
- Maintaining the existing compact residential character of the urban area.
- Within residential areas:
  - Apply the design guidelines of the Phillip Island and San Remo Design Framework.
  - Encourage new buildings to respond to the hillside topography of Rhyll by varying the levels of each part of any dwelling to reduce building and wall heights and overall mass.
  - Limit building form to be a maximum of two storeys in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
  - Encourage new developments to maintain existing view lines to and from the foreshore.
  - Maintain the roadside vegetation in Rhyll and on the approaches into the urban area.
- Within commercial areas:
  - Encourage active retail frontages at street level.
  - Ensure new buildings on corner sites present active frontages to both streets.
  - Limit building form to a maximum of two storeys in height (7 metres to top of wall and 8 metres to the ridgeline).
  - Encourage articulated facades, pitched galvanised steel roofs and verandahs, to create a visually cohesive and interesting streetscape.
Newhaven

The San Remo, Newhaven and Cape Woolamai Structure Plan establishes a clear direction for the future physical form of Newhaven in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

Newhaven has a well established, post war construction, detached dwelling residential core. A small strip of two storey shops on Forrest Avenue forms a local business node. The Primary School and associated playing fields provide a visual and auditory buffer to the small industrial area.

Local area implementation

Settlement

- Accommodating residential expansion at a low density to the west of Newhaven, north of Phillip Island Road and east of Boys Home Road to the Churchill Island access road turnoff, subject to detailed environmental and landscape assessment.
- Preventing additional expansion of Newhaven, other than what is described in the Newhaven Strategic Framework Plan
- Reinforcing Newhaven’s identity as an established community and a precinct for education and heritage.

Land uses

- Limiting developments along Forrest Avenue to residential or small accommodation uses such as bed and breakfast.
- Concentrating the growth of commercial development within the established precinct boundaries of the existing commercial area.
Encouraging the redevelopment of the vacant shops in the commercial area of Newhaven.

Encouraging the redevelopment of the site on the corner of Forrest Avenue and Anderson Street.

Create a protective buffer between the environmentally sensitive intertidal zone and land to the west of Newhaven.

Creating a new tourism precinct on land adjacent to the north side of the Phillip Island Road between Boys Home Road and the Public Conservation and Resource Zone. A detailed structure plan should be developed.

Consider suitable infill opportunities for the former Boys Home that are sympathetic to its heritage values.

**Landscape and built form**

Ensuring that future development is high quality and of an appropriate scale for Newhaven.

Designing new industrial development in accordance with the Design Guidelines for industrial sites as set out in Section 5 of the *Phillip Island and San Remo Design Framework*.

Applying the design guidelines of the *Phillip Island and San Remo Design Framework*.

Designing and siting new development to reflect the streetscape pattern of Newhaven.

Incorporating landscaping sympathetic to street planting within building setbacks along Phillip Island Road.

Limiting building form to a maximum of two storeys in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).

Encouraging low front fencing to open up streetscapes and allow visual permeability between the public and private realm.

Improve and upgrade facilities in the existing Newhaven Gateway Park.

Establish a new coastal boardwalk to link Churchill Island with Newhaven and beyond.

Increased residential densities via urban consolidation that respects established character will be encouraged within the residential areas of Newhaven.

**Infrastructure**

Upgrading and improving intersections, on-street parking and carriageways on Forrest Avenue, Cleeland Street, Seaview Street and Anderson Street to facilitate a loop-road access system for the Newhaven Marina and boat ramp traffic.

Explore measures such as the realignment of existing stormwater drains to discharge into the swamp as a means of improving water quality.

Make provision for pedestrian and cycle trails in accordance with the Newhaven Parks and Trails Plan located below.

Improve and upgrade facilities within the Newhaven Oval Reserve.
Cowes & Silverleaves

The Cowes & Silverleaves Strategic Framework Plan establishes a clear direction for the future physical form of Cowes & Silverleaves and the foreshore precinct. This plan defines a town boundary for residential development, appropriate locations for open space and precincts for consolidated commercial development.

Local area implementation

Cowes

Cowes is the largest settlement on Phillip Island. It has two distinct roles as the main holiday town, and as a community and retail service centre. Over half of the existing building stock is unoccupied for the majority of the year, however Cowes does have the highest permanent resident population on the Island.

Thompson Avenue is the location for the majority of commercial, retail, community, tourism, and health services. Much of the larger scale holiday accommodation including apartments, hotels and motels are located in proximity to the northern section of Thompson Avenue and along the Cowes Foreshore.

Away from Thompson Avenue, more typical residential land use patterns begin to emerge. However, these are interspersed by caravan parks and other forms of tourist accommodation. The residential areas east and west of Thompson Avenue have distinct characteristics which are defined by the period of development, vegetation, and proximity to the foreshore.

The character of Cowes is also defined by a number of different vegetation types. The vegetation located around the foreshore and Thompson Avenue has historical and cultural importance. The Golden Cypress Avenue that leads along Thompson Avenue is an iconic feature important to the town’s identity. The established urban areas and streets within Cowes and Cowes Central are primarily planted with mature native trees and significant coastal vegetation closer to the foreshore areas.

Settlement

- Limit land available for urban development to land contained within the defined settlement boundaries.
- Reinforce the role of Cowes generally, and Thompson Avenue specifically, as the major commercial centre for Phillip Island and provide for projected growth for business uses in this area.
- Provide residents and visitors with convenient access to day to day goods and services outside of the major commercial centre.
- Acknowledge and plan for the impacts of Climate Change, in particular impacts associated with predicted sea level rises and storm surge events, and discourage development in locations identified as being likely to be impacted by such events.

Land uses

- Provide greater residential densities proximate to Cowes Activity Centre and those locations within the defined township where greater densities can be accommodated without impacting upon the established and valued character of existing communities.
Encourage the concentration of major retail, commercial, administrative, entertainment, and cultural developments into an extended Central Cowes Activity Centre, which provides a variety of land uses which are highly accessible to the community.

Provide for the expansion of the Cowes Commercial Area south to Settlement Road.

Maintain existing supplies of zoned industrial land, noting the capacity and suitability of other areas within the Shire to accommodate future demand.

Support the ongoing establishment of homemaker land uses (i.e. restricted retail) within the existing Blue Gum Industrial Estate, provided these do not detrimentally impact upon the ongoing use and operation of existing industrial land uses within the estate.

Ensure that the location of social and community facilities has appropriate consideration to demographic trends, the existing and future demand requirements of the community and the need to integrate services/facilities into communities.

Provide for the establishment of a series of small-scale local stores beyond the Central Cowes Activity Centre, to provide residents and visitors with convenient access to day to day goods and services.

Preserve and enhance existing open space and recreation facilities, and create new areas of open space and recreation facilities connected through a series of accessible wildlife corridors.

Provide opportunities for the establishment of tourism-based use and development in highly accessible locations adjacent to the coast.

Encourage the following land uses along Thompson Avenue:

- Between the Esplanade and Chapel Street – specialist retail, cafes and restaurants.
- Between Chapel Street and Church Street – community services, cafes, office use and convenience retail.
- Between Church Street and Settlement Road - high quality accommodation with commercial activity at street level and first floor.
- Between Church Street and Settlement Road – provide high quality accommodation on upper levels of multi-storey development.
- Between Settlement Road and Ventnor Road – high quality Tourism/Accommodation Services Precinct.

Support the development of Chapel Street, east of Thompson Avenue as a high quality accommodation precinct.

Identify the Esplanade between Warley Avenue and Osbourne Avenue as having opportunities for increased residential density, provided that development responds to all other urban design objectives.

Concentrate mixed use and tourism friendly developments within the northern section of Thompson Avenue and along The Esplanade from Warley Avenue to Steele Street.

Within Warley Avenue:

- Encourage the establishment of health care and service providers.
- Encourage higher density residential development.

Landscape and built form

As identified on the structure plan map, encourage various forms and densities of urban development to locate within, as appropriate:

- Preferred locations to increase the number and diversity of dwellings (substantial change);
• Areas where some increase in the number and diversity of dwellings may be acceptable, but where development must respect the character of the area (incremental change); and

• Areas where minimal change to established built form and character is anticipated (minimal change).

▪ Develop a high quality urban environment with a built form that is responsive to the Cowes coastal setting.

▪ Protect areas of distinct and highly valued urban character from development that detracts from that character.

▪ Integrate housing, work, shopping, recreation, and community services in Central Cowes, to provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction, and provides a lively community focus.

▪ Ensure that new development in Thompson Avenue does not impact on the health of the heritage listed Golden Cypress trees.

▪ Ensure that parking does not dominate street frontages.

▪ Encourage shop top dwellings on level three or higher within the commercial areas to activate the street at night time.

▪ Design new buildings to reflect the intimate, small-scale character and landscape surrounds of Cowes.

▪ Within Thompson Avenue – General policies:

  ▪ Encourage the redevelopment of buildings along Thompson Avenue from The Esplanade to Settlement Road.
  ▪ Maximise street frontage opportunities by ensuring that corner site developments actively address both streets.
  ▪ Establish a high level of interaction between indoors and outdoors by encouraging commercial development such as cafes and convenience retail at ground floor along Thompson Avenue.
  ▪ Encourage active retail and entertainment uses at street level to create a vibrant pedestrian environment.
  ▪ Ensure that all commercial development is of a high standard and complies with the Design guidelines of Phillip Island and San Remo Design Framework.
  ▪ Ensure that new buildings along Thompson Avenue are designed to a high architectural standard that maximise opportunities for active street frontages.

▪ On the Key development site – corner of The Esplanade and Thompson Avenue:

  ▪ Ensure redevelopment is carefully designed to protect, enhance and maximise the existing views of the water from within the town.
  ▪ Make a feature of the public realm at the corner of The Esplanade and Thompson Avenue as part of any redevelopment of the corner sites.
  ▪ Maximise opportunities for activity at ground level by ensuring that buildings actively address and open out onto The Esplanade and Thompson Avenue.

▪ Within Thompson Avenue – between The Esplanade and Chapel Street:

  ▪ Encourage a zero street setback for all new building to provide a visually cohesive street frontage.
  ▪ Locate car-parking areas behind shops on the east for additional car parking.
  ▪ Create pedestrian links between rear of shop car parking and the street – encourage the redevelopment of current buildings to allow this to take place.
Within Thompson Avenue: between Chapel Street and Church Street:
  - Maintain streetscape character by positioning buildings with setbacks reflecting existing buildings.
  - Encourage a landscape frontage to the street in keeping with the existing building settings presented by the Anglican Church, civic centre and library.

Within Thompson Avenue – between Church Street and Settlement Road:
  - Encourage the development of high quality accommodation with commercial activity at the street level and first floor.

Within Thompson Avenue – between Settlement Road and Ventnor Road:
  - Maintain existing streetscape character by positioning buildings with setbacks reflecting existing building setbacks along this part of Thompson Avenue.

Within The Esplanade:
  - Incorporate safe, pedestrian links within new developments from The Esplanade through to car parking areas at the rear of shops.
  - Encourage the use of decks to upper storeys and animate the buildings through active uses such as dining.
  - Ensure that buildings actively address all facades that are visible from the public realm, avoid blank walls facing side streets, roads, laneways, car parks and pedestrian links.
  - Encourage contemporary and high quality development design.
  - Ensure building setbacks that are consistent with the existing character of the street.

On the Landmark site – The Isle of Wight Hotel:
  - Retain and protecting the existing Moreton Bay fig on the Isle of Wight site.
  - Encourage the use of materials that complement and are sympathetic to the coastal setting such as timber, stainless and galvanised steel and stone.
  - Avoid obscuring glimpses of the sea that can be viewed from within the town.
  - Maximise opportunities for a high level of activity at ground level including open shop fronts, balconies and street vendors where appropriate.
  - Limit vehicular access to the rear or side of the site – avoid vehicular crossovers on The Esplanade.
  - Ensure highly articulated facades to provide visual interest and to complement the existing fine grain and varied character of Cowes built form.
  - Incorporate glazing to maximise the opportunities for views between the building and the outside.
  - Ensure that the development presents active frontages to The Esplanade and Bass Avenue.

Within Findlay Street:
  - Ensure that any new buildings present an active frontage to the street and that car parking is located towards the rear of the site.

Within Bass Avenue:
  - Ensure that any new buildings on the eastern side of Bass Avenue present an active frontage to the street and that car parking is located towards the rear of the site.

Within Chapel Street:
  - Ensure new buildings on large lots address every street frontage and avoid large
unbroken facades.

**Infrastructure**

*Movement Network & Car Parking*
- Create an effective and efficient road network throughout the year, accounting for seasonal changes in vehicle volumes and movements.
- Maximise the efficient use of all car parking provided within the Cowes commercial area.
- Provide a high level of public access to car parking areas.
- Minimise adverse traffic movement within the Cowes commercial area in relation to parking.
- Provide for improved pedestrian and cycle connectivity within and between settlements.

*Social and Community Facilities*
- Support the provision of integrated Children’s services within a designated ‘Children’s Hub’, at an appropriate location to be determined by Council.
- Provide for adequate car parking facilities to be established in proximity to tourist attractions, recreation destinations, the coastline, and commercial activity centres.

**Specific Implementation**
- Undertake a feasibility study to determine the requirements for establishing a new recreation facility on the south-west corner of Thompson Avenue and Ventnor Road.
- Explore opportunities to make vacant or under-utilised Council owned land available for affordable housing.
- Investigate the introduction of a Mixed Use Zone with underlying policy support to manage and guide mixed use development along Thompson Avenue between Settlement Road and the Ventnor/Cowes Rhyll Road.
- Undertake a feasibility study to determine the requirements of facilitating a north-south link road as indicated in the Thompson Avenue Precinct Plan below.
- Identify specific car parking requirements for the Cowes Central Activity Area and preferred locations for higher density development (substantial change).
- Advocate for the ongoing provision of quality, accessible health, and medical services in Cowes.
- Investigate options for improved utilisation of the Cowes Cultural and Civic Precinct for community and civic uses in accordance with identified community needs.
- Develop a Parking Precinct Plan for the Cowes Central Activity Area and preferred locations for higher density development.
- Prepare a master plan to implement the key actions identified for the Cowes Foreshore Precinct as set out in the Phillip Island and San Remo Design Framework.
- Prepare Urban Design Guidelines for the following residential Precincts:
  - Cowes East;
  - Cowes Central; and
  - Cowes West.

**Silverleaves**
Silverleaves exists as a small residential development to the east of Cowes. Separated from Cowes East by the Cowes Golf Club and Coghlan's Road, Rhyll Inlet terminates the development to the east. The low scale character of Silverleaves is maintained by the inability to provide reticulated sewer to the land.

The character of Silverleaves is generally defined by modest coastal beach dwellings nestled amongst mature Coast Banksia. The majority of this vegetation is classified as vulnerable Ecological Class Vegetation (EVC 2 Coast Banksia Woodland).

The topography is generally flat with coastal dunes along the coastline forming a distinctive edge to the area. The existing urban area of Silverleaves is located below 2.5 meters AHD and vulnerable to anticipated impacts of Climate Change.

**Settlement**

- Protect the established scale of Silverleaves which is set within and defined by the coastal settings, significant coastal vegetation, and the Rhyll Inlet.
- Avoid further linear coastal development.
- Acknowledge and plan for the impacts of Climate Change, in particular impacts associated with predicted sea level rises and storm surge events, and discourage development in locations identified as being likely to be impacted by such events.

**Land use**

- Discourage the development of land east of Coghlan's Road, (not including the integrated golf course proposal and replacement dwellings), including the existing urban area of Silverleaves, until a Coastal Vulnerability Study has been undertaken and the findings of this study have been incorporated into the Bass Coast Planning Scheme.

**Environment**

- Protect Silverleaves recognised and highly valued environmental attributes, including the landscape and aesthetic values of the Foreshore and the Rhyll Inlet.
- Avoid the removal of vegetation in the areas identified as EVC 2 Coastal Banksia Woodland.
- Ensure that and use land development does not detrimentally impact upon identified significant flora and fauna habitats, including areas of roadside vegetation.

**Specific Implementation**

- Prepare Urban Design Guidelines for Silverleaves.
Tourism-based uses is preferred in the area on Thompson Avenue between The Esplanade and Chapel Street.

Medical Services Precinct

Pedestrian Focus Public Space

Golden Cypress Trees along Thompson Avenue are an important heritage asset that are to be maintained and enhanced.
Wimbledon Heights

The Wimbledon Heights Strategic Framework Plan establishes a clear direction for the future physical and spatial form of Wimbledon Heights.

Local area implementation

Wimbledon Heights is a small dormitory settlement south of Cowes in the centre of Phillip Island, surrounded by agricultural land and rural landscapes. The settlement is characterised by centrally located open space and modest single-story coastal dwellings set on large blocks.

Streetscape planting within the residential development is minimal and sparse, with broad nature strips and mature tree specimens. This reflects the character of the surrounding open pasture.

Settlement

- Protect the established scale of Wimbledon Heights which is set within and defined by its rural setting and hilltop location.
- Limit land available for urban development to land contained within the defined settlement boundary.

Land Use

- Facilitate the residential development of vacant land within the defined settlement boundaries.
- Protect and maintain non-urban landscapes between Cowes and Wimbledon Heights.

Specific Implementation

- Prepare Urban Design Guidelines for Wimbledon Heights.
Ventnor

The Ventnor Strategic Framework Plan establishes a clear direction for the future physical and spatial form of Ventnor.

Local area implementation

Ventnor is characterised by two residential pockets dispersed between areas of rural land and bush land and separated by the Ventnor Common. The local community identifies these distinct areas as Ventnor East and Ventnor West (Grossard Point).

Ventnor defines the western extent of urban area on Phillip Island and Ventnor Road acts as a gateway to the Summerland Peninsula, the Nobbies and the Penguin Parade.

Ventnor is primarily a holiday town, with a high proportion of non-permanent residential dwellings. Ventnor East is generally defined by an informal beach character; the built form is dominated by modest weekend cottages and ‘beach house’ dwellings.

Large two storey dwellings characterise Ventnor West, with newer contemporary built forms emerging as part of the Grossard Point Road streetscape. Coastal land further west of Ventnor West is considered of state landscape significance and provides habitat for the Hooded Plover and Short-tailed Shearwater.

Ventnor East is nestled into the Coastal Scrub that extends north east to the Cowes Foreshore area. It is separated from Cowes West by Saltwater Creek which creates a physical barrier to the east. Ventnor West sits above the foreshore on a windswept ridgeline that extends to Grossard Point.

Settlement

- Limit land available for urban development to land contained within the defined settlement boundaries.
- In Ventnor West, discourage the expansion of the residential area into the area between the existing settlement and Ventnor Road.
Land uses

- Facilitate the residential development of vacant land within the defined settlement boundaries.
- As identified on the structure plan map, encourage various forms and densities of urban development to locate within, as appropriate:
  - Areas where some increase in the number and diversity of dwellings may be acceptable, but where development must respect the character of the area (incremental change); and
  - Areas where minimal change to established built form and character is anticipated (minimal change).

- Provide residents and visitors with convenient access to day to day goods and services outside of the major commercial centre.
- Encourage the provision of small-scale general stores in the following locations:
  - West corner of Ventnor Road and Anchorage Road.
  - South corner of Lyall road and Graydens Road.

Environment

- Protect Ventnor’s recognised and highly valued environmental attributes, including the landscape and aesthetic values of its rural land and coastal areas.
- Ensure that and use and development does not detrimentally impact upon identified significant flora and fauna habitats, including areas of roadside vegetation.
- Provide for the creation of indigenous vegetation buffers and a network of indigenous vegetation corridors, integrated with a pedestrian and cycle network.

Landscape and built form

- Protect the existing coastal landscape character of the urban area.
- Protect and retain any existing indigenous vegetation when constructing new buildings and avoid damage to environmentally sensitive areas.
- Ensure new developments maintain existing view lines to and from the foreshore.
- Limit building form to a maximum of two storeys in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
- Ensure that the built form is high quality and of an appropriate scale for Ventnor.
- Continue re-vegetation works on Ventnor Beach Road and along major roadsides in Ventnor.

Infrastructure

- Improve movement, access and linkages for pedestrian & bikes.
- Underground powerlines on all foreshore areas and on streets immediately parallel with the foreshore.
- Improve stormwater drainage and quality of water flowing to Western Port and Salt Water Creek.

Specific Implementation
Prepare Urban Design Guidelines for the following residential Precincts:

- Ventnor East; and
- Ventnor West
21.10-8 Smiths Beach, Sunderland Bay, Sunset Strip, Surf Beach

The Smiths Beach, Sunderland Bay Sunset Strip and Surf Beach Structure Plan establishes a clear direction for the future physical form of these estates in both a spatial sense as well as built form, in that it defines a town boundary for residential development.

The strategy for these beach settlements is to maintain each estate as a separate entity with its own distinct identity and to increase the level of infrastructure to improve the living environment for these estates.

Local area implementation

Settlement

- Consolidating development within the township boundaries of each estate identified on the structure plans.
- Discouraging development beyond the existing residential areas of Sunderland Bay, Surf Beach, Sunset Strip and Smiths Beach.

Land uses

- Locating commercial, community or residential development on the south west corner of Marlin Street and Smiths Beach Roads at Smiths Beach.
- Limiting floor space for future commercial development on the west side of Smiths Beach and Sunderland Bay to a level to service local community needs.

Environment

- Establishing wildlife corridors throughout the residential areas where possible linked by existing areas of open space as well as creating a buffer to rural land.

Landscape and built form

- Providing high quality residential development that is responsive to the opportunities and constraints of a site and character of the area.
- Applying the design guidelines of the Phillip Island and San Remo Design Framework.
- Limiting building form to be a maximum of two storey in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
- Reflecting the context of the existing buildings on the street when determining setback requirements.
- Encouraging low front fences to open up the streetscape and allow for visual permeability.
21.10-9 Cape Woolamai

The San Remo, Newhaven and Cape Woolamai Structure Plan establishes a clear direction for the future physical form of Cape Woolamai in both a spatial sense as well as built form in that it defines a town boundary for residential development and nominates design guidelines for development.

Cape Woolamai occupies the section of land at the head of the Cape and is almost entirely made up of detached residential dwellings up to three stories. A small set of commercial buildings are located at the entry to Cape Woolamai at Vista Place.

Local area implementation
Settlement

- Preventing any additional expansion of Cape Woolamai, other than what is indicated in the strategic Framework Plan below, due to physical and environmental constraints.
- Prepare a thorough strategic review of the Phillip Island Airport site once the airport’s future is confirmed.

Land uses

- Including second storey shop top housing to be used for a mix of residential, holiday apartments and offices.
- Encouraging development within the local retail precinct around Vista Place.
- Ensuring that ground floor is used for retail, dining, community, or entertainment to maximise interaction between indoor and outdoor commercial development.
- Facilitate urban improvements as a means of encouraging new development within the Vista Drive commercial precinct, servicing the community of Cape Woolamai.
- Encouraging commercial uses that support the local community needs within Cape Woolamai’s existing mixed use zoned convenience centre.
- Identify the Phillip Island Airport as ‘an investigation area once the airports’ future has been determined.

Environment

- Ensuring the interface of residential development with the State faunal reserves and shearwaters rookeries are sensitive to the environmental significance of these areas.
  This is best achieved with screening of indigenous vegetation. Using planting and wildlife corridors as a buffer between the rural land and residential development.

Landscape and built form

- Providing high quality residential development that is both responsive to the site and to the character of Cape Woolamai.
- Retain the low scale character of the Cape Woolamai convenience centre.
- Applying the design guidelines of the Phillip Island and San Remo Design Framework.
- Limiting building form to a maximum of two storeys in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
- Including landscaping using indigenous plants in new development and new residential subdivisions.
- Encouraging fewer and low front fences to open up the streetscape and allow for visual permeability.
- Presenting a visually cohesive street presence by constructing retail buildings in “strips”.
- Ensuring that corner buildings front both streets.
- Improve the existing interface between the southern edge of Cape Woolamai township and the coastal reserve at the Colonnades by connecting Beresford Drive to Lantana Road and closing The Boulevard and the associated extensions of Lantana Road and Tampa Road to vehicle access.

Infrastructure

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- Make provision for pedestrian and cycle trails in accordance with the Cape Woolamai Parks and Trails Plan located below
The Grantville Strategic Framework Plan establishes a clear direction for the future physical form of Grantville in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Grantville is a series of established and separate subdivisions, of varying types and lot sizes, serviced by a small commercial centre. The town is sufficiently established to support light industrial and essential services. Growth in the eastern region of Melbourne is likely to result in increasing demand for commuter and retiree housing in and around Grantville.
Grantville is an established district centre with potential for consolidation and future growth.

**Local area implementation**

**Settlement**

- Contain development within the settlement boundary identified on the Grantville Strategic Framework Plan.
- Encourage the development of Grantville as an emerging district service centre.
- Investigate the feasibility of future development west of Bass Highway on land below 5m AHD via a Coastal Hazard Vulnerability Assessment, taking into account the requirements of Clause 13.01 Coastal Climate Impacts (including projected tide levels, storm surges and coastal erosion).

**Land uses**

- Provide for a diversity of housing choices and types.
- Encourage new residential development to locate north and south of Glen Alvie Road, east of the Bass Highway intersection.
- Investigate the potential to create new low density residential development in the area bounded by Queensferry Road, Bass Highway, the current industrial area, and the coastline, with:
  - Lots having an area of approximately 1.0 hectare are preferred given the site’s proximity to the industrial area and the environmental constraints of the land, and
  - All dwellings connected to reticulated water and sewerage.
- Encourage new residential development in the area generally south of Glen Alvie Road and west of Acacia Road, however require a flora and fauna assessment to be undertaken before any rezoning.
- Encourage the relocation of the existing industrial area to the south of the expanded Grantville settlement and east of the Bass Highway.
- Ensure that if the area currently zoned for industry is developed for low density residential (following the relocation of the industrial area to the south), that any potential land contamination is investigated and appropriately remediated.
- Encourage medium density development and aged persons’ accommodation to locate in proximity to the town’s commercial and service centre.
- Encourage the residential rezoning of land located behind the commercial properties located to the west side of Bass Highway.
- Support the extension of the existing commercial area north of the Grantville - Glen Alvie Road and Bass Highway intersection in accordance with the Grantville Strategic Framework Plan.
- Ensure that appropriate buffers are implemented to respond to potential interface issues between new residential development areas land utilised by the sand extraction industry.
- Encourage ‘clean green’ and service related industries.

**Environment**

- Protect and effectively managing the foreshore area.
Revegetate the mangrove communities on the Grantville foreshore to assist in the prevention of foreshore erosion.

**Landscape and built form**

- Improve the urban and landscape features of Grantville.
- Enhance the existing coastal trail walking track.
- Consider the urban and landscape design features in the Grantville Urban Strategy in any future development in the Grantville township. Within existing and future industrial areas:
  - Landscaping new buildings with appropriate coastal indigenous species.
  - Providing low level planting along the highway verge in front of the estate.
  - Installing an attractive entrance sign.

**Infrastructure**

- Require the existing and future industrial areas to designate an internal road layout, that limits access points to the highway.
- Upgrade the public recreation reserve north of Colbert Creek.
- Review the future use of the jetty.
- Encourage the development of emergency services facilities.
- Improve pedestrian and bicycle linkages between residential clusters and the town centre taking into account the Bass Coast Bicycle Strategy.
- Develop shared bicycle/pedestrian access, walking tracks and recreational opportunities as shown on the Grantville Township Strategic Framework Plan.
SHORT TERM
(B1Z to R1Z)
(subject to assessment under clause 13.01 of the Bass Coast Planning Scheme)

INTERMEDIATE TERM
(IN1Z to LDRZ)

Note:
Removing of land between Western Port and the Bass Highway below 5 metre AHD must be exhibited with a DPO to implement the recommendations of the CHIA required by Ministerial Directions 13.

Legend:
- Residential 1 Zone (R1Z)
- Low Density Residential Zone (LDRZ)
- Farming Zone (FZ)
- Industrial Zone (IN1Z)
- Public Park and Recreation Zone (PR1Z)
- Public Conservation and Resource Zone (PCRZ)
- Business 1 Zone (B1Z)
- Mixed Use Zone (MUZ)
- 5 Meter Contour
- Development Extent
- Bicycle Path / Shared Path

Western Port

GRANTVILLE CENTRE

Note:
Removing of land between Western Port and the Bass Highway below 5 metre AHD must be exhibited with a DPO to implement the recommendations of the CHIA required by Ministerial Directions 13.
Wonthaggi

The Wonthaggi Strategic Framework Plan establishes a clear direction for the future physical form of Wonthaggi in that it identifies the preferred location for the various forms of land uses within the township.

Wonthaggi consists of a wide mix of land uses including retail, business, residential, community, recreational and environmental uses. Economic and population growth has seen Wonthaggi evolve into the primary service centre for the municipality. This has occurred with limited strategic planning. The locations of particular land uses in Wonthaggi are no longer compatible with the type of urban growth that is occurring.

Local Planning Policy and strategic planning documents identify Wonthaggi as a regional centre for the Gippsland area. Wonthaggi should be planned to accommodate a diverse range of housing options, employment opportunities, medical and educational facilities and services that can meet the needs of Bass Coast Shire and surrounding regions.

Local Area Implementation

Settlement

- Planning for urban growth within the settlement boundary shown in the Wonthaggi Strategic Framework Plan.
- Reinforcing Wonthaggi’s role as the major service centre for Bass Coast Shire and the township where major development should occur:
  - Encourage a consolidated industrial precinct located to the south of Inverloch Road and bounded by the proposed bypass road.
  - Encourage residential growth to the north and east of Wonthaggi.
  - Encourage the consolidation of the Business 1 Zone and relocate non-commercial use into more appropriate areas.

Land uses

Existing area

- Encouraging infill residential development in close proximity to the Wonthaggi CBD.
- Encouraging industrial and associated uses to locate away from residential and recreational areas.
- Encouraging medium density development of under-utilised sites within core areas of the town.
- Encouraging the mixed use area at the western entrance of Wonthaggi, north of White Road, to accommodate both residential uses and commercial uses that are not appropriate for the town centre.
- Encouraging consolidation of all residential areas incorporated within the Residential 1 Zone.
- Incorporating a mix of infill development and residential expansion to meet the future housing needs of the population.
- Encouraging the consolidation of existing areas within the Low Density Residential Zone in Wonthaggi north.
- Encouraging the relocation of the Wonthaggi Secondary School from the CBD.
- Encouraging the establishment of a university campus within the township.
- Encouraging medical and specialist services to locate in close proximity to the Wonthaggi Hospital.
- Encouraging higher residential development on the periphery of the CBD.
- Discouraging development in environmentally sensitive locations.

**New Growth Area**

- Encouraging urban development to expand to the north-east of Wonthaggi.
- Establishing new neighbourhood nodes in emerging urban growth areas.
- Applying Development Plans for future growth areas.
- Encouraging the majority of residential expansion to locate in the north east of Wonthaggi.
- Ensuring future residential development provides a sustainable mix of infill development.
- Discouraging low density residential land to the north and east of Wonthaggi.
- Providing new open spaces, sports, and recreational facilities in emerging urban growth areas.

**Landscape and built form**

- Encouraging future development in Wonthaggi to incorporate design elements that:
  - Encourage physical activity;
  - Provide neighbourhood nodes located at the centre of walkable catchments;
  - Facilitate community interaction;
  - Respect the environment; and
  - Support the ongoing development of Wonthaggi as the Regional Centre for south west Gippsland.
- Applying the recommendations of the Bass Coast Open Space Strategy (2008) including:
  - Providing pedestrian/bicycle links between open space nodes.
  - Providing pedestrian/bicycle linkages between open space nodes and the Wonthaggi commercial area.
  - Providing pedestrian/bicycle linkages between the Wonthaggi commercial centre and the educational precinct.
- Encouraging linkages between all significant areas of open space, particularly areas of passive open space, and those managed as flora and fauna reserves as identified by map titled Parks and Trails Wonthaggi.
- Providing support for the implementation of the Wonthaggi Centenary Environmental Project a project initiated by the Wonthaggi Urban Landcare Group to revegetate and restore wetland areas surrounding Wonthaggi.
- Within the mixed use area at the western entrance of Wonthaggi north of White Road:
  - Encourage the consolidation of lots to facilitate development that fronts White Road, not Murray Road. Where possible service access to these lots should be from Murray Street.
- Within the Wonthaggi commercial area:
  - Maintaining the compact nature of the Wonthaggi Commercial Activity Centre.
Investigating an open space link between from Murray Street to Korumburra Road to provide a continuous north – south pedestrian space through Wonthaggi.

**Commercial Development**

- Encouraging the consolidation and intensification of retail and commercial uses within the existing Business 1 Zoned land.
- Encouraging the relocation of car dealerships, auto parts and repair outlets to less centralised areas within Wonthaggi.
- Encouraging co-location of bulky goods and peripheral sales along highway frontages identified in the Wonthaggi Framework Plan below.
- Rezoning the Cyclone Industrial Factory site from the Business 4 Zone to the Business 1 Zone.
- Developing a new Business 4 Zoned precinct along the frontage of Inverloch Road, between the existing Industrial 1 Zone and the proposed alignment of the bypass road.

**Industrial**

- Supporting a consolidated industrial precinct located south of Inverloch Road, as shown in the Wonthaggi Strategic Framework Plan.
- Encouraging the relocation of existing industrial uses to appropriate areas as shown in the Wonthaggi Strategic Framework Plan.

**Infrastructure**

- Planning for a bypass road generally in the location shown in the Wonthaggi Strategic Framework Plan.
- Encouraging the location of a transport interchange within or immediately adjacent to the Wonthaggi CBD.
The Dalyston Strategic Framework Plan establishes a clear direction for the future physical form of Dalyston in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

Local Area Implementation

Settlement

- Maintaining Dalyston as a small residential community.
- Consolidating urban development within the township boundary.
- Discouraging development outside of the identified township boundary.

Land Uses

- Retaining the existing township character.
- Encouraging infill development.
- Encouraging a secondary open space precinct as indicated on the Dalyston Parks and Trails Plan below, north of the Bass Highway to serve the northern precinct.
- Encouraging a mix of densities to accommodate population growth without compromising the village character.
- In response to the recent provision of infrastructure services for Dalyston, supporting the removal of the Restructure Overlay that applies to land in North Dalyston to cater for new residential growth.
- Encouraging future development of commercial uses to be of a scale that reflects the existing neighbour character.
- Supporting the retention of a convenience store in the commercial area.

Landscape and built form

- Protecting and enhancing the village character of Dalyston.
- Encouraging appropriate urban/rural interfaces that recognise the distinct rural setting of Dalyston.
- Encouraging high quality residential subdivisions that are responsive to the opportunities and constraints of a site and character of the area.

Infrastructure

- Improving infrastructure provision for footpaths, roads, and drains within the township.
- Improving the pedestrian and bicycle connections to the Bass Coast Rail Trail.
- Continuing to work with Vic Roads to improve accessibility and connection across Bass Highway. In particular, to provide better safety measures.
Cape Paterson

Cape Paterson structure plan establishes a clear direction for the future physical form of Cape Paterson in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

Cape Paterson is a small to medium sized settlement, nestled between rural landscapes and the Cape Paterson Foreshore Reserve and Bunurong Marine Park. Traditionally a holiday/recreational coastal village, it now has an increasing permanent population. Minimal commercial facilities predominantly service the local population and holiday visitors. It has a generous foreshore reserve that includes the caravan park as a major asset set among native coastal vegetation and some mature exotic vegetation. Community facilities are disparate and not well connected.

**Local area implementation**

**Settlement**

- Contain development within the identified settlement boundary.
- Growth to the west of Cape Paterson will directly abut existing residential areas and be restricted to the corners of Wilson Road and Seaward Drive (Lot 38A).

**Land uses**

- Retain the existing main commercial area, supplemented by the neighbourhood functions of the eastern local store, community centre, and sporting precinct.
- In the event additional recreation areas are required, the northern precinct for long-term development is considered an appropriate location.
- Limit community and commercial facilities in the other precincts of town to ensure that the existing main centre remains viable and central to the commercial needs of the town.

**Environment**

- Continue with development and implementation of local Coastal Management Plans and review the feasibility of all land uses and amenities within the foreshore reserve over time.

**Landscape and built form**

- Improve signage at the entry to town to identify the Bunurong Scenic Drive, commercial and community centre locations and other natural features.

**Infrastructure**

- Development north of Seaward Drive should be subject to assessments of required utility service upgrades, local traffic analysis, and traffic management measures may be required to minimise impacts on the existing road network and surrounding areas, including appropriate road extensions, upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.
- Upgrade and enhance car parking and adjacent pedestrian and road traffic treatments at the main commercial area.
The road status of Seaward Drive should be updated to reflect its function a collector road as development to the north and west of Cape Paterson goes forward.
Jam Jerrup

The Jam Jerrup Strategic Framework Plan establishes a clear direction for the future physical form of Jam Jerrup in that it defines a settlement boundary for residential development.

Jam Jerrup is a discrete cliff top coastal settlement, providing for permanent residential population and holiday homes. It has no community or commercial services.

The settlement pattern of Jam Jerrup is oriented along Bay Road and Foreshore Road. Foreshore Road separates the settlement from the foreshore reserve. The majority of houses are sited to look out over Western Port.

Local area implementation

Settlement

- Contain development within the settlement boundary, identified on the Jam Jerrup Strategic Framework Plan, which reflects the existing areas zoned for residential development.

Land uses

- No further subdivision along Bay Road.

Environment

- Protect and effectively manage the foreshore reserve.
- Manage and protect the Ramsar site at Stockyard Point.

Landscape and built form

- Protect Jam Jerrup’s intimate and diverse built form character and linear / parallel relationship with the foreshore.
- Protect and enhance the low-key character, environmental qualities and community character.
- Protect and improve the long, linear foreshore reserve.
- Protect scenic views to and from Western Port and adjacent rural landscapes.
- Retain the strong unifying element of one main informal road for the settlement that provides a protective edge to the fragile coastline.

Infrastructure

- Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exists for residents.
The Gurdies /Pioneer Bay Strategic Framework Plan establishes a clear direction for the future physical form of The Gurdies/Pioneer Bay in that it defines a settlement boundary for residential development and a precinct for consolidated small scale tourism and related commercial activity.

The Gurdies

The Gurdies is a recently developed small hillside estate, east of the Bass Highway, and situated on the edge of a vegetated ridgeline that extends south. The Gurdies Nature Reserve forms the southern boundary. There are no commercial or community facilities.

Pioneer Bay

Pioneer Bay is an established small post-war residential settlement. It is bounded to the east by the Bass Highway and the Gurdies Nature Reserve, to the north and south are rural land uses and to the west, adjacent to a narrow foreshore reserve is Western Port. There are no commercial or community facilities. It functions as a satellite residential area of Grantville.

Local area implementation

Settlement

The Gurdies

- Contain development within the settlement boundary identified on the Pioneer Bay/ The Gurdies Strategic Framework Plan, which generally reflects the existing areas zoned for residential development.
- Encourage small scale tourism related commercial development through the rezoning of Lot 1 TP 345925G, south of The Gurdies to the Rural Activity Zone.

Pioneer Bay

- Contain development within the settlement boundary identified on the Pioneer Bay/ The Gurdies Strategic Framework Plan, which generally reflects the existing areas zoned for residential development.
- Ensure future development of land below 5m AHD adjoining the coast or coastal reserve is preceded by a Coastal Hazard Vulnerability Assessment, taking into account the requirements of Clause 13.01 Coastal Climate Impacts (including projected tide levels, storm surges and coastal erosion).

Land uses

The Gurdies

- Support small-scale tourism related commercial development on the lot directly south of the Gurdies Road/Bass Highway intersection.
- Complete the restructure of inappropriate subdivision through appropriate acquisition of lots for inclusion into a conservation reserve.
- Protect and enhance Hurdy Gurdy Creek through public and private management of the adjacent riparian environment.

Pioneer Bay

- Limit use of the foreshore to walking only, to minimise impact on the narrow foreshore and adjacent mangroves.
Environment

The Gurdies
- Protect remnant vegetation on farm zoned land to the east of Island Views Estate.
- Protect the vegetated ridgeline and hilltops.

Pioneer Bay
- Construct a footpath along the main street to connect Bass Highway and the bus stop with the majority of the estate and the foreshore reserve.
- Install measures to protect the foreshore reserve from vehicles.
- Undertake investigations into the current shoreline erosion issues adjacent to Grantville, the potential impact of long-term sea level rise on areas adjacent to the foreshore, and determine appropriate responses for managing the foreshore reserve and future development outcomes, including setbacks from the shoreline.
- Protect and effectively manage the foreshore area.

Landscape and built form

The Gurdies
- Ensure the Gurdies Nature Conservation Reserve, Hurdy Gurdy Creek and remnant hillside vegetation remains as a significant natural backdrop to development.
- Encourage the planting of additional indigenous or native trees, in the Island View Estate, to compliment surrounding bushland and Hurdy Gurdy Creek.

Pioneer Bay
- Protect scenic views to vegetated ridgelines from Western Port and the Bass Highway Scenic Drive.
- Retain the existing natural boundaries of the eastern vegetated ridgeline, northern creek line, and southern nature reserve.
- Retain mature vegetation throughout the residential lots and streetscape.

Infrastructure

The Gurdies
- Ensure all new local roads to connect to Gurdies Road, with no new connections to the Bass Highway.
- Ensure utilities upgrade occurs so as additional utility service capacity is available for new development.
- Encourage underground electricity to be provided to new subdivisions to minimise impact on the Bass Highway Scenic Drive.

Pioneer Bay
- Improve drainage in and around the foreshore reserve.
- Investigate the community and feasibility issues associated with sealing the roads to a residential standard. In the short term, improve the roadside edge at the foreshore reserve to reduce impact on the reserve.

Implementation
The Gurdies

- Support the rezoning of Lot 1 TP 345925G, south of The Gurdies to the Rural Activity Zone
The Tenby Point Strategic Framework Plan establishes a clear direction for the future physical form of Tenby Point, which encompasses a settlement boundary defined by the extent of land already designated for residential development.

Tenby Point is a small established and isolated subdivision, sited on a rocky outcrop and ridgeline overlooking Western Point. The estate has a mixture of holiday homes and permanent residences. There are no commercial or community facilities.

Local area implementation

Settlement

- Contain development within the settlement boundary identified on the Tenby Point Strategic Framework Plan, which reflects the existing areas zoned for residential development.

Land uses

- No expansion of the settlement boundary and the extent of growth limited to appropriately zoned land.
- Surrounding land has important rural values that should be retained.

Environment

- Protect, manage and enhance the Tenby Point Foreshore Reserve.
- Prepare an integrated foreshore management plan for Tenby Point Foreshore Reserve.

Landscape and built form

- Retain the “bush” residential character of houses settled among mature vegetation.
- Protect and maintain existing indigenous vegetation.
- Protect and enhance the significant tree lined streetscapes and mature vegetation within private properties.
- Protect and enhance the low-key character, environmental qualities and community character.
- Protect views to and from Western Port and adjacent rural landscapes.

Infrastructure

- Ensure sensitive design of any upgrade of Bayview Avenue (if required), taking into account the rural character of Tenby Point and the existing road reserve drainage problems.
- Repair and upgrade facilities at the Tenby Point Foreshore Reserve. Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exits for residents.
Corinella

The Corinella Strategic Framework Plan establishes a clear direction for the future physical form of Corinella in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Corinella is one of the first formal settlements in Victoria having been settled in 1826. It is credited with having the first Government House in the colony. There are two identifiable community/commercial focal points: the park, caravan park and pier and at Settlement Point.

Local area implementation

Settlement

- Contain development within the settlement boundary, identified on the Corinella Strategic Framework Plan.
- Support the continued infill development of short-term residential areas adjacent to Smythe, Balcombe, and Anderson Streets, encouraging development to be consistent with existing town character.
- Support short term residential expansion to the south of town, as outlined by the existing Residential 1 Zone, with a Development Plan Overlay required to ensure residential design respects existing conditions, the need for appropriate setbacks from the foreshore and an appropriate interface between development and the foreshore reserve.
- Encourage additional short term residential development further south, with a Development Plan Overlay required to coordinate development of existing low-density residential lots.
- Acknowledge potential intermediate-term low density residential extension to the south, subject to further assessment of the preferred extent of the area with views and scenic values.
- Require future rezoning adjoining the coast or coastal reserve to be preceded by a Coastal Hazard Vulnerability Assessment, taking into account the requirements of Clause 13.01 Coastal Climate Impacts (including projected tide levels, storm surges and coastal erosion). This will function to define the boundary of the developable area. A Development Plan Overlay (DPO) must also be exhibited with the rezoning to ensure the implementation of the outcomes of an assessment into coastal erosion risk.

Land uses

- Maintain two focal points for community and commercial development, with the Smythe Street centre being the major commercial/community centre and the Settlement Point area being the focus for community and low-key tourism facilities.
- Continue to acknowledge that the rural area south of town acts as an area with rural values to be retained between Corinella and Coronet Bay.
- Situate new residential development with sufficient coastal setbacks to respond to coastal process constraints, to replace indigenous foreshore vegetation, and to provide adequate and safe public access. Environment
- Continue and extend the foreshore revegetation program, in conjunction with improved management and rehabilitation measures for foreshore and cliff side reserves.
- Improve and enhance the entire foreshore reserve, maximising its scenic, heritage, environmental and tourism opportunities.

**Landscape and built form**

- Protect and enhance the significant tree lined streetscapes and mature vegetation within private properties.
- Protect and enhance the low-key character, environmental qualities and community character.
- Protect views to and from Western Port and adjacent rural landscapes.

**Infrastructure**

- Ensure additional residential development undertakes as appropriate local traffic analysis and traffic management measures to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.
- Ensure utilities upgrade occurs so as additional utility service capacity is available for new development.
21.10-18 Coronet Bay

The Coronet Bay Strategic Framework Plan establishes a clear direction for the future physical form of The Coronet Bay in that it defines a settlement boundary.

Coronet Bay was established in the 1970s as a new greenfield subdivision. It has a small commercial centre servicing local needs. It rises from the foreshore flats of Western Port, up a gentle hillside to an inland ridgeline. There are no significant community facilities or services, except a community hall and reserve located in the centre of the town.

Local area implementation

Settlement

- Contain development within the settlement boundary identified on the Coronet Bay Strategic Framework Plan.
- Encourage infill development of the central vacant land parcel zoned Residential 1, including provision of appropriate pedestrian connections between the reserve and the commercial centre, and design and development responses to protect and enhance the existing Banksia stands.
- Ensure future development of land below 5m AHD adjoining the coast or coastal reserve is preceded by a Coastal Hazard Vulnerability Assessment, taking into account the requirements of Clause 13.01 Coastal Climate Impacts (including projected tide levels, storm surges and coastal erosion).
- Support additional low density residential to the east of the existing settlement, subject to relevant environmental investigations and a supply and demand analysis to ensure the market is ready for the release of such land.

Land Uses

- Establish a low-key recreation precinct at the existing board ramp and surrounding precinct, subject to further investigation.

Environment

- Develop a landscape plan for the foreshore park to increase vegetation and enhance existing community and capital improvements.
- Continue and extend the foreshore revegetation program, in conjunction with improved management and rehabilitation measures for foreshore and cliff side reserves.
- Improve and enhance the entire foreshore reserve, maximising its scenic, heritage, environmental and tourism opportunities.

Landscape and built form

- Protect scenic views to and from Western Port and adjacent rural landscapes.
- Encourage new development to include the provision of coastal reserves determined by environmental criteria relating to vegetation protection, setbacks from coastal features, topography, and geomorphology, and protection from possible sea level change.

Infrastructure
- Ensure additional residential development undertakes as appropriate local traffic analysis and traffic management measures to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.

- Ensure utilities upgrade occurs so as additional utility service capacity is available for new development.

- Encourage road upgrades to include street tree planting and footpaths along one side of the street.
The Bass Strategic Framework Plan establishes a clear direction for the future physical form of Bass in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Bass is a small historic town, located at the junction of the Bass River and the Bass Highway. The town has a cultural and historical character, and significant tourism opportunity and potential for additional residential and commercial development. A tourism precinct has emerged north of the town on the western side of the Bass Highway.

Local area implementation

Settlement

- Contain development within the settlement boundary, identified on the Bass Strategic Framework Plan,
- Support extension of town to the south of Bass Road and the east of Hade Avenue as short-term expansion.
- Support extension of residential development to the east in accordance with the Strategic Framework Plan.
- Prevent development on the west side of the Bass Highway, except of the enhancement of existing tourism/recreation facilities and in keeping with the protection of landscapes and scenic views.
- Prevent development to the south of the settlement boundary.

Land uses

- Encourage mixed use development of key properties adjacent to Hade Avenue, including tourism related commercial development and additional residential.
- Retain existing recreation and conservation in the river environs, extending through town and across the Bass Highway.
- Improve formal parks and gardens in the bridge and town side river foreshore precincts.
- Encourage mixed use development on key properties adjacent to the main street: Hade Avenue, including tourism related commercial development and additional residential development.

Environment

- Continue implementation of the existing revegetation scheme along the river reserve.

Landscape and built form

- Retain formal tree lined edge to the town and its main roads, and undertake ongoing management of Cypress hedgerow, including replacement with the same or similar species when required.
- Plant new hedgerows and tree avenues along the Bass Highway to compliment the existing cypress hedgerows and mark the physical extent of the town.

Infrastructure
- Undertake streetscape improvements along Hade Avenue, including; signage and traffic management measures at the bridge and war memorial to direct traffic to and from the Highway and provide for visitor parking.

- Investigate feasibility of streetscape renewal in conjunction with improved mixed-use functions of the existing commercial developments.
Existing vegetation on both sides of Viminaria Road to be retained to contribute to character of place.
21.10-20 Kilcunda

The Kilcunda Strategic Framework Plan establishes a clear direction for the future physical form of Kilcunda in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Kilcunda is a well-established coastal settlement, on a ridgeline overlooking Bass Strait and the Bunurong Marine National Park and Bunurong Marine and Coastal Park. The settlement has changed from a farming community to a holiday and residential town and contains both commercial and community facilities.

Local area implementation

Settlement

- Contain development within the settlement boundary identified on the Kilcunda Strategic Framework Plan.
- Support short-term development in existing areas zoned Township and Rural Living.
- Support additional short-term residential development in the north, central and south eastern areas of Kilcunda, as defined by the settlement boundary providing visual impact can be minimised.

Land uses

- Support the retention of the existing commercial and community facilities precinct, with minor extensions along an improved service road, and streetscape upgrading of the precinct to be undertaken.

Environment

- Develop a Master Plan for the foreshore precinct to improve the present relationship between the town and the foreshore reserve, the Highway streetscape and pedestrian facilities crossings and connections, and that contributes to the environmental protection priorities for the reserve.
- Encourage the development and implementation of a creek and wetland management plan for Bourne Creek.

Landscape and built form

- Develop a signage interpretation strategy to enhance the natural and heritage values of the town, and to increase awareness of the town’s path networks to visitors.

Infrastructure

- Strengthen pedestrian and cycle linkages through the town and across the highway to the foreshore reserve, taking into account the Bass Coast Bicycle Strategy.

Specific Implementation

- Apply a Design and Development Overlay to the existing crown subdivision on land included in the settlement boundary to ensure that any development incorporates an integrated approach to stormwater management, and ensures that the visual intrusion of development is minimised.
21.10-21 Harmers Haven

The Harmers Haven Strategic Framework Plan establishes a clear direction for the future physical form of Harmers Haven in that it defines a settlement boundary for residential development.

Harmers Haven is a small coastal settlement, with a mix of permanent residences and holiday homes, located adjacent to the Harmers Haven (William Hovell) Flora and Fauna Reserve and the Bunurong Marine Park.

Local area implementation

Settlement

- Contain development within the settlement boundary, identified on the Harmers Haven Strategic Framework Plan, which reflects the existing areas zoned for residential development.

Land uses

- No change to existing land use arrangements.

Environment

- Retain the firebreak to south of existing lots and reduce the number of informal paths to the foreshore as part of implementing foreshore broad management measures.

Landscape and built form

- Develop a signage interpretation strategy to enhance the natural and heritage values of the town, and to increase awareness of the town’s path networks to visitors.

Infrastructure

- Modify the western end of Viminaria Road to accommodate a turning circle, and sign-post availability of non-resident car parking and facilities at the eastern end of Harmers Haven. Provision of visitor facilities to be reviewed in consultation with community during the preparation of the Bunurong Marine National Park, Bunurong Marine Park, Bunurong Coastal Park and Harmers Haven Flora and Fauna Reserve Management Plan.

- Improve the existing car parking arrangements in the town and on the foreshore as part of ongoing foreshore management initiatives in consultation with the community.

- Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exists for residents.
Existing vegetation on both sides of Viminaria Road to be retained to contribute to character of place.